



AGENDA

OF A REGULAR MEETING
OF THE
CITY OF COACHELLA
PLANNING COMMISSION

November 06, 2019
6:00 PM

CALL TO ORDER:

PLEDGE OF ALLEGIANCE:

ROLL CALL:

APPROVAL OF AGENDA:

“At this time the Commission may announce any items being pulled from the agenda or continued to another date or request the moving of an item on the agenda.”

APPROVAL OF THE MINUTES:

MINUTES FOR THE CITY OF COACHELLA PLANNING COMMISSION OF OCTOBER 16TH, 2019.

1. EnterTextHere

WRITTEN COMMUNICATIONS:

PUBLIC COMMENTS (NON-AGENDA ITEMS):

“THE PUBLIC MAY ADDRESS THE COMMISSION ON ANY ITEM OF INTEREST TO THE PUBLIC THAT IS NOT ON THE AGENDA, BUT IS WITHIN THE SUBJECT MATTER JURISDICTION THEREOF. PLEASE LIMIT YOUR COMMENTS TO FIVE (5) MINUTES.”

REPORTS AND REQUESTS:

NON-HEARING ITEMS:

2. Consideration to name a private street (Frida Way) for the access road located on the west side of Van Buren Street, ¼ mile north of Avenue 52, providing access into Coral Mountain Academy School.
3. Request for a 12-Month Time Extension for Conditional Use Permit No. 297, Architectural Review No. 18-01 and Variance No. 18-01 approving a new 257,051 sq. ft. cannabis cultivation facility with reduced parking in the M-W (Wrecking Yard) zone on 10.99 acres of vacant land located at 48-490 Harrison Street (APN: 603-290-005).

4. Request for 12- Month Time Extension for Conditional Use Permit No. 282 and 283 to allow a 2,800 square foot drive-thru restaurant and two 3-story hotels consisting of 89 rooms and 64 rooms respectively with swimming pools and fenced enclosures, and a 5,200 square foot sit-down restaurant, on 5.45 acres of vacant land located on the north side of Vista Del Norte, east of Dillon Road.

PUBLIC HEARING CALENDAR (QUASI-JUDICIAL):

5. Change of Zone (CZ 18-11), Conditional Use Permits (CUP 310 and 311), Variance (VAR 18-09), Architectural Review (AR 18-09) and Environmental Assessment (EA 18-05) recommending the adoption of a Mitigated Negative Declaration, to allow the phased development of the Coachella Travel Centre project including a 3,800 sq. ft. convenience store with service station, 1,200 sq. ft. drive-thru restaurant, 5,555 sq. ft. restaurant, 2,677 sq. ft. car wash tunnel, 4,754 sq. ft. truck washing facility, and 11, 259 sq. ft. 4-story hotel with related infrastructure on 14.1 acres of vacant land located on the south side of Avenue 50 between the Whitewater Channel and the State Route 86 Expressway in Coachella, California. Alex Mucino, Applicant.

6. Coachella Green Haus - Retail Cannabis Business

- 1) Conditional Use Permit (CUP 303) to allow a 2,100 sq. ft. retail cannabis business as part of a new 6,900 sq. ft. multi-tenant commercial center with four (4) buildings including two (2) proposed restaurants, one (1) retail/office building and the retail cannabis business. The overall project includes 45 parking spaces including 2 handicapped stalls. CUP 303 is also proposing an interim use facility to allow a temporary retail cannabis facility that will operate while the project is under construction.

- 2) Change of Zone 18-05 proposes to add the RC (Retail Cannabis) overlay zone to the existing M-S (Manufacturing Service) zone for the proposed retail cannabis business.

7. Kismet Coachella - Retail Cannabis Microbusiness

- 1) Conditional Use Permit (CUP 305) to allow convert existing vacant commercial tenant space into the following uses: a 3050 square foot cannabis dispensary including 750 square feet for check-in and waiting area, 1800 square feet of retail display area and 500 square feet of rear storage, inventory control and packaging to be located in Building 1 located at 1639 and 1645 6th Street; and a 4,500 square foot coffee shop, art display and office/event space to be located in Building 2 located at 1657 and 1669 6th Street.

- 2) Change of Zone 18-07 that proposes to add the RC (Retail Cannabis) overlay zone to the existing C-G (General Commercial) zone on Building 1 located at 1639 and 1645 6th Street.

INFORMATIONAL:

ADJOURNMENT:

*Any writing or documents pertaining to an **open session** item provided to a majority of the Committee less than 72 hours prior to the meeting, shall be made available for public inspection at the first counter of City of Coachella Permit Center 53-990 Enterprise Way, Coachella, California during normal business hours.*

THIS MEETING IS ACCESSIBLE TO PERSONS WITH DISABILITIES



MINUTES
OF A REGULAR MEETING
OF THE CITY OF COACHELLA
PLANNING COMMISSION
October 16, 2019
6:00 PM

CALL TO ORDER:

The Regular Meeting of the Planning Commission of the City of Coachella was called to order at 6:03 p.m. in the Coachella Permit Center at City Hall by Chair Soliz.

PLEDGE OF ALLEGIANCE:

The pledge of allegiance was led by Ruben Gonzalez.

ROLL CALL:

Present: Alternate Commissioner Leal, Commissioner Gonzalez, Commissioner Navarrete, Chair Soliz.
Absent: Commissioner Huazano, Vice Chair Virgen.

APPROVAL OF AGENDA:

"At this time the Commission may announce any items being pulled from the agenda or continued to another date or request the moving of an item on the agenda."

APPROVAL OF THE MINUTES:

Minutes from the Planning Commission Meeting October 2nd, 2019.
Motion to approve the Minutes for the October 2nd, 2019 Planning Commission Meeting.
Made by: Commissioner Navarrete.
Seconded by: Commissioner Gonzalez.
Motion passes by the following vote:
AYES: Alternate Chair Leal, Commissioner Navarrete, Commissioner Gonzalez, Chair Soliz.
NOES: None.
Abstain: None.
Absent: Commissioner Huazano, Vice Chair Virgen.

WRITTEN COMMUNICATIONS:

None.

PUBLIC COMMENTS (NON-AGENDA ITEMS):

"The public may address the Commission on any item of interest to the public that is not on the agenda, but is within the subject matter jurisdiction thereof. Please limit your comments to five (5) minutes."

REPORTS AND REQUESTS:

Director will provide development status reports for next meeting.

NON-HEARING ITEMS:

Policy Discussion on Coachella 380 Project located at the Northeast Corner of Avenue 49 and Van Buren Street.

Chair Soliz left the dais at 6:09 p.m. Commissioner Navarrete to lead meeting in his absence- Acting Chair.

Presentation by Development Services Director, Luis Lopez.

Kurt Saxon-Civil Engineer

Gabriel Martin- Economic Development Manager.

Direction was given to staff to move forward with Coachella 380 Project, and work with the developer for the project located at the Northeast Corner of Avenue 49 and Van Buren Street made by Alternate Chair Leal, Commissioner Navarrete, Commissioner Gonzalez.

Absent: Commissioner Huazano, Vice Chair Virgen.

PUBLIC HEARING CALENDAR (QUASI-JUDICIAL):

Chair Soliz returned to dais at 6:30 p.m.

1. Change of Zone (CZ 18-11), Conditional Use Permits (CUP 310 and 311), Variance (VAR 18-09), Architectural Review (AR 18-09) and Environmental Assessment (EA 18-05) recommending the adoption of a Mitigated Negative Declaration, to allow the phased development of the Coachella Travel Centre project including a 3,800 sq. ft. convenience store with service station, 1,200 sq. ft. drive-thru restaurant, 5,555 sq. ft. restaurant, 2,677 sq. ft. car wash tunnel, 4,754 sq. ft. truck washing facility, and 11, 259 sq. ft 4-story hotel with related infrastructure on 14.1 acres of vacant land located on the south side of Avenue 50 between the Whitewater Channel and the State Route 86 Expressway in Coachella, California. Alex Mucino, Applicant.

Motion to Continue Item 3. To the next Planning Commission Meeting on November 6th, 2019 for Change of Zone (CZ 18-11), Conditional Use Permits (CUP 310 and 311), Variance (VAR 18-09), Architectural Review (AR 18-09) and Environmental Assessment (EA 18-05) recommending the adoption of a Mitigated Negative Declaration, to allow the phased development of the Coachella Travel Centre project including a 3,800 sq. ft. convenience store with service station, 1,200 sq. ft. drive-thru restaurant, 5,555 sq. ft. restaurant, 2,677 sq. ft. car wash tunnel, 4,754 sq. ft. truck washing facility, and 11, 259 sq. ft 4-story hotel with related infrastructure on 14.1 acres of vacant land located on the south side of Avenue 50 between the Whitewater Channel and the State Route 86 Expressway in Coachella, California. Alex Mucino, Applicant.

Made by: Commissioner Gonzalez

Seconded by: Commissioner Navarrete

Motion passes by the following vote:

AYES: Alternate Chair Leal, Commissioner Navarrete, Commissioner Gonzalez, Chair Soliz.

NOES: None.

Abstain: None.

Absent: Commissioner Huazano, Vice Chair Virgen.

4. Coachella Smoke Retail Cannabis Microbusiness
 - a. Change of Zone 18-02 to add the RC (Retail Cannabis) overlay zone to the existing C-G (General Commercial) zone for the proposed retail cannabis microbusiness at the northwest corner of Grapefruit Boulevard and 7th Street.

- b. Conditional Use Permit (CUP 298) to convert an existing commercial tenant space into a retail cannabis microbusiness to include: 400 square feet of retail cannabis showroom display; 265 square feet for cannabis distribution and manufacturing uses; and 455 square feet for an indoor cannabis lounge that includes on-site consumption of cannabis products at 85-995 Grapefruit Boulevard, Suite #1, Coachella, California.
Public Hearing Opened at 6:45p.m. by Chair Soliz.
Nick Meza-applicant.
Public Hearing Closed at 6:50 p.m. by Chair Soliz.

Motion to approve Items 4.a Change of Zone 18-02 to add the RC (Retail Cannabis) overlay zone to the existing C-G (General Commercial) zone for the proposed retail cannabis microbusiness at the northwest corner of Grapefruit Boulevard and 7th Street. And 4.b. Conditional Use Permit (CUP 298) to convert an existing commercial tenant space into a retail cannabis microbusiness to include: 400 square feet of retail cannabis showroom display; 265 square feet for cannabis distribution and manufacturing uses; and 455 square feet for an indoor cannabis lounge that includes on-site consumption of cannabis products at 85-995 Grapefruit Boulevard, Suite #1, Coachella, California. With the following modification: condition #1 is amended to restrict hours of operation for the retail cannabis micro-business to be 7am-10pm daily.

Made by: Commissioner Gonzalez

Seconded by: Commissioner Navarrete

Motion passes by the following vote:

AYES: Alternate Chair Leal, Commissioner Navarrete, Commissioner Gonzalez, Chair Soliz.

NOES: None.

Abstain: None.

Absent: Commissioner Huazano, Vice Chair Virgen.

INFORMATIONAL:

Tacos and Chavelas Event this Saturday.

ADJOURNMENT:

Meeting Adjourned at 6:56 p.m. by Chair Soliz.

Respectfully Submitted by,



Yesenia Becerril
Planning Secretary

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THIS MEETING IS ACCESSIBLE TO PERSONS WITH DISABILITIES



STAFF REPORT
11/6/2019

TO: Planning Commission Chair and Commissioners

FROM: Luis Lopez, Development Services Director

SUBJECT: Consideration to name a private street (Frida Way) for the access road located on the west side of Van Buren Street, ¼ mile north of Avenue 52, providing access into Coral Mountain Academy School.

STAFF RECOMMENDATION:

Staff recommends that the Planning Commission approve a new street name, "Frida Way", for the private cul-de-sac roadway at the entrance into Coral Mountain Academy School, located on the west side of Van Buren Street, ¼ mile north of Avenue 52.

BACKGROUND AND DISCUSSION:

On October 23, 2019 the City Council directed staff to name the private road "Frida Way" on the west side of Van Buren Street, where the City recently installed a new traffic signal at the access road into the existing elementary school. The existing private access road has a cul-de-sac at the western terminus and provides access into the school parking lot and rear service road.

The proposed name, "Frida Way," was submitted to the City by Mr. Manuel Arriaga as one of several suggested names inspired by Ms. Frida Arriaga, his daughter and former student from Coral Mountain Academy who organized a campaign to get City sponsorship for the installation of the traffic signal. Staff will submit the proposed street name to the Riverside County 9-1-1 Coordinator for review, to screen for potential duplication or conflicts with Riverside County street names. However, a quick search indicates that there are no streets with similar names in the Coachella Valley or immediate area and staff does not anticipate any conflicts.

ALTERNATIVES:

1. Approve the street name "Frida Way."
2. Continue consideration of street name "Jones Court."
3. Deny street name and suggest a different name.

RECOMMENDED ALTERNATIVE(S):

Staff recommends alternative 1 above.

AERIAL

ITEM 2.



Coachella Valley Unified School District
Coral Mountain Academy
51375 Van Buren Street, Coachella, CA 92236
Phone:(760) 398-3525

November 12, 2016

Dear Coachella City Mayor Steven Hernandez

My name is Frida Arriaga. I am a 5th grade student at Coral Mountain Academy and I was just elected as ASB Vice President last month.

I am writing this letter because we need some help at our school. We are in big need of a traffic light on Van Buren St. between Ave 51 and 52. We are almost 1000 students enrolled and traffic is very heavy when school starts at 8:00 a.m. and when school ends at 2:45 p.m. Part of the problem is because there is only one exit to get out of our school on Van Buren and even though most cars need to make a left turn to go to La Morada, Prado, Valencia, Rancho Mariposa, Placitas de La Paz, Aventine, Fiesta Homes etc, they can not make a left turn. All cars must make a right turn regardless of where they are going making a traffic jam that affects the environment and most important the safety of students.

Most parents have to wait an average of 30-40 min to pick up their kids because the lines do not move fast. All that time WE STUDENTS have to wait for our parents sometimes with high temperatures (June, August and September) when the wind blows dusty hot air carrying bacteria that we have to breath making us feel sick. Furthermore, some of us have activities like gymnastics, karate or soccer practice plus homework we have to do every day. Having a traffic light will save us valuable time so our parents do not have to be always running late.

I have seen other schools in Indio and La Quinta having almost the same problem, however, they were able to put a traffic light to make life easier for their students and parents. On behalf of our School Coral Mountain Academy, I would like to humbly and respectfully ask you, as our great Hispanic leader of our Community along with the city council members to please help us out with this problem that has been going on for 10 years.

I attached almost 800 signatures to this petition from parents, teachers, the principal of our school and even Richard Razo CVTA President. Please, make our dream of having a traffic light come true.

Thank you very much!

Frida Arriaga
Frida Arriaga
Coral Mountain Academy
ASB Vice President

Humberto Alvarez
Humberto Alvarez
Coral Mountain Academy
School Principal



STAFF REPORT
11/6/2019

TO: Planning Commission Chair and Commissioners

FROM: Luis Lopez, Development Services Director

SUBJECT: Request for a 12-Month Time Extension for Conditional Use Permit No. 297, Architectural Review No. 18-01 and Variance No. 18-01 approving a new 257,051 sq. ft. cannabis cultivation facility with reduced parking in the M-W (Wrecking Yard) zone on 10.99 acres of vacant land located at 48-490 Harrison Street (APN: 603-290-005).

STAFF RECOMMENDATION:

Staff recommends that the Planning Commission grant a 12-month time extension for Conditional Use Permit No. 297, Architectural Review No. 18-01 and Variance No. 18-01, making the new expiration date June 6, 2020.

BACKGROUND:

This item was continued from the August 7, 2019 and October 2, 2019 Planning Commission meetings due to the applicant's request. Pursuant to Chapters 17.72 and 17.74 of the Coachella Municipal Code, approvals for Conditional Use Permits and Architectural Reviews are valid for 12 months unless a building permit is issued and construction is diligently pursued within that time. The Planning Commission can grant up to three 12-month time extensions when the applicant submits a written request stating the reasons for the project delays.

On May 2, 2018 at the Planning Commission voted to adopt a Mitigated Negative Declaration and Mitigation Monitoring Program, pursuant to CEQA Guidelines for the project. On June 6, 2018 the Planning Commission considered Conditional Use Permit No. 297, Architectural Review No. 18-01 and Variance No. 18-01 which allowed the construction of a new 257,051 square foot cannabis cultivation facility with reduced parking, on 10.99 acres of land located at 48-490 Harrison Street. Staff's recommendation was for denial of the Variance for reduced parking. After discussions and deliberations, the Commission made findings and voted to approve the project, including Variance No. 18-01 which requested a reduction in required off-street parking and modifications to the recommended conditions of approval.

DISCUSSION/ANALYSIS:

The proposed project is located on 10.99 acres of vacant land within the M-W (Wrecking Yard) Zone and was the previous site of an outdoor RV storage lot with no site improvements or utility

connections. The site contains no structures and no evidence of a prior business.

The Project is consistent with the goals, objectives, policies, and implementation measures of the Coachella General Plan 2035. The site has an Industrial District land use designation that allows for industrial development. The proposed structures on the site are in keeping with the policies of the Industrial District land use classification and the Project is internally consistent with other General Plan policies for this type of development. As previously conditioned, the Project is in compliance with the applicable land use regulations and development standards of the City's Zoning Code. The site plan proposes a commercial cannabis cultivation facility consisting of a 63,248 square foot headhouse/Administration Building and a 193,803 square foot cultivation greenhouse building with off-street parking and security fencing. As conditioned, the Project complies with applicable M-W (Wrecking Yard) and Ordinance 1083, as amended by Ordinance 1108, zoning regulations.

Staff recommends that the Planning Commission approve a 12-month time extension for Conditional Use Permit No. 297, Architectural Review No. 18-01 and Variance No. 18-0, subject to the findings and modified conditions of approval in Resolution No. PC2018-06 and Resolution No. PC2018-07, establishing a new expiration date of June 6, 2020.

- Attachments: Time Extension Request Letter
 Aerial Photo
 Site Plan



8 Wellington St. E., Mezzanine
Toronto, Ontario
Canada M5E 1C5
Email: info@highhampton.com

Luis Lopez
Development Services Director
City of Coachella
1515 Sixth Street
Coachella, CA 92236

Dear Mr. Lopez,

High Hampton owns a cultivation site in Coachella's cannabis zone located Harrison Street. We have not begun construction on the site at this time as we have been waiting for the power situation to be resolved. In the meantime, it is my understanding that the CUP on the property has lapsed.

I would like to request that the CUP be reinstated as soon as possible.

High Hampton is committed to the cannabis industry in Coachella. At the moment, we are focused on getting our manufacturing operation down the street to a fully operating position. We have also spent a good deal of money on engineering and planning for the cultivation site in advance of having power. And while we do have a will serve letter from IID committing power to the site, it will remain difficult to begin construction until power arrives, or at least until we have assurance of the date it will arrive.

I appreciate your review of this request and look forward to receiving the new/extended CUP. I have asked our CFO to provide a check to the City of Coachella in the amount of \$1,125.00 as requested.

Thanks very much.

Gary C. Latham
CEO
High Hampton Holdings, Inc.














PROJECT DATA:

ZONE: MECHANICAL / WRECKING YARD
 LOCATION: 33.697151, -116.181505
 ASSESSOR'S PANEL NO: 603-290-005
 GROSS SITE AREA: 10.99 AC (479,063 SF)
 SITE AREA AFTER DEDICATION: 10.69 AC (465,928 SF)
 HEADHOUSE BUILDING AREA: 63,248 SF
 CULTIVATION AREA: 193,803 SF
 TOTAL BUILDING AREA: 257,051 SF
 TOTAL LOT COVERAGE: 225,427 SF
 LOT COVERAGE: 48%

PARKING DATA:

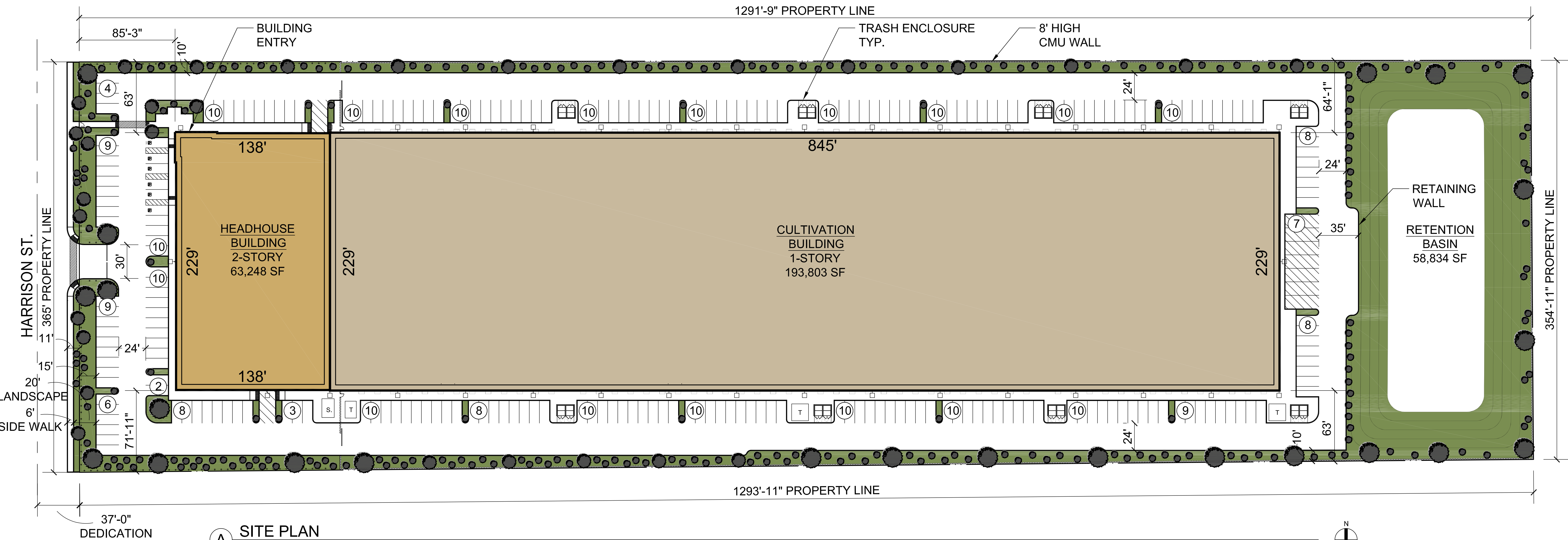
PARKING REQUIRED: 20,000 SF. / 400 = 50 SPACES
 237,051 SF. / 1,000 = 238 SPACES
 TOTAL PARKING REQUIRED: 288 SPACES
 TOTAL PARKING PROVIDED: 251 SPACES
 STANDARD: 238 SPACES
 ADA: 6 SPACES
 LOADING: 7 SPACES

SITE LEGEND

-  BUILDING MOUNTED LIGHT FIXTURE
-  TRANSFORMER / EQUIPMENT CONCRETE PAD
-  SECURITY
-  PARKING STALL COUNT
-  TRASH ENCLOSURE
-  LOADING ZONE
-  LANDSCAPE AREA - SEE LANDSCAPE DWG'S
-  8' HIGH CMU WALL
-  TRUNCATED DOME
-  SECURITY GATE
-  8' HIGH WROUGHT IRON FENCE

MINIMUM LOT AREA:

THE ZONING CODE STATES A MINIMUM OF 10,000 SQUARE FEET, MINIMAL LOT WIDTH 100 FEET WITH A MINIMUM LOT DEPTH OF 100 FT. NO STATED LOT COVERAGE IN CODE. THE SITE MEETS THE MINIMUM STANDARDS FOR LOT AREA AND WIDTH MINIMUM.



A SITE PLAN
 SCALE: 1" = 40'

PRELIMINARY SITE PLAN
 COACHELLAGRO
 COACHELLA, CA



PROJECT NUMBER: 6700
 DATE: 03/07/2018

SHEET
 A1.0



STAFF REPORT
11/6/2019

TO: Planning Commission

FROM: Juan Carrillo, Associate planner

SUBJECT: Request for three 12-Month Time Extensions for Conditional Use Permit No. 282 to allow a 2,800 square foot drive-thru restaurant and two 3-story hotels consisting of 89 rooms and 64 rooms, respectively, with swimming pools and fenced enclosures, and a 5,200 square foot sit-down restaurant, on 5.45 acres of vacant land located on the north side of Vista Del Norte, east of Dillon Road.

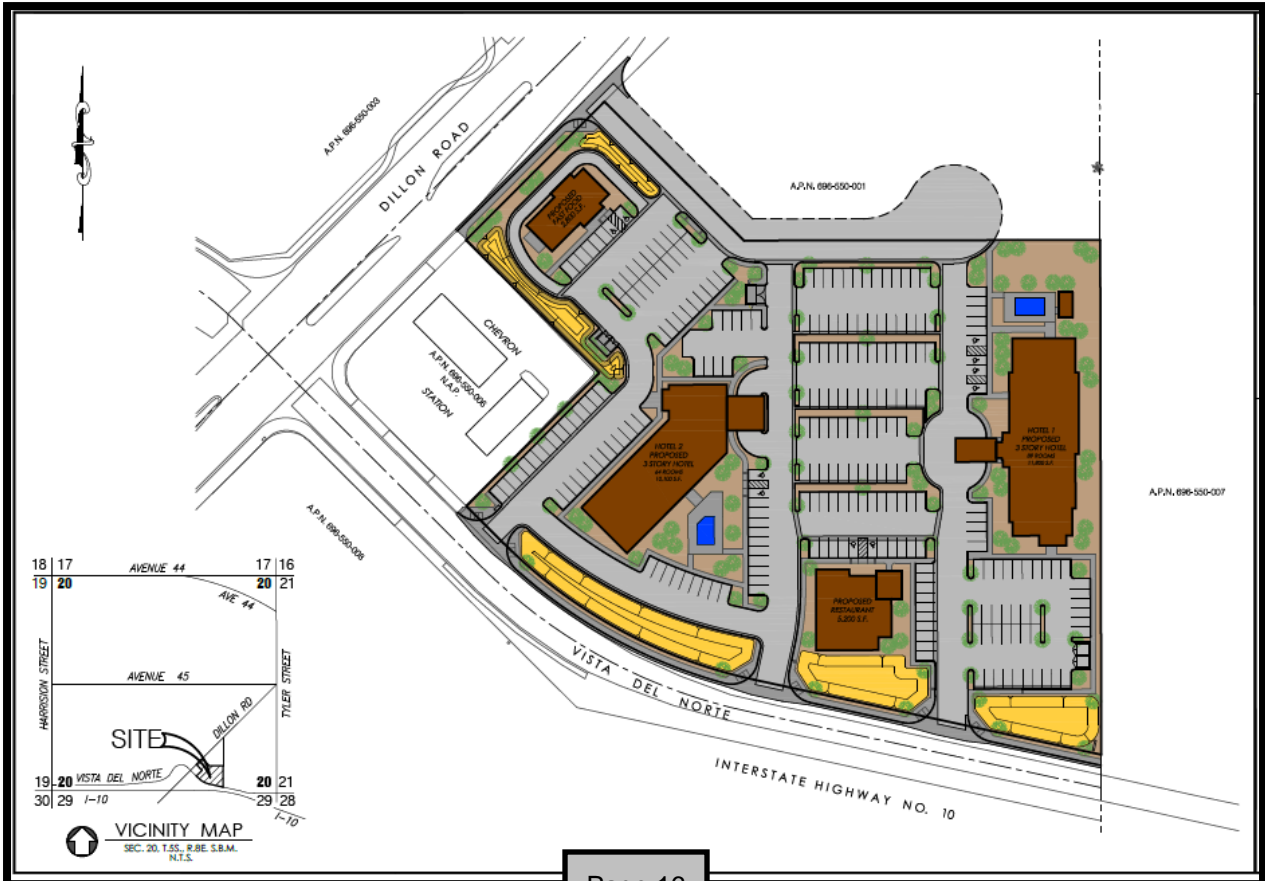
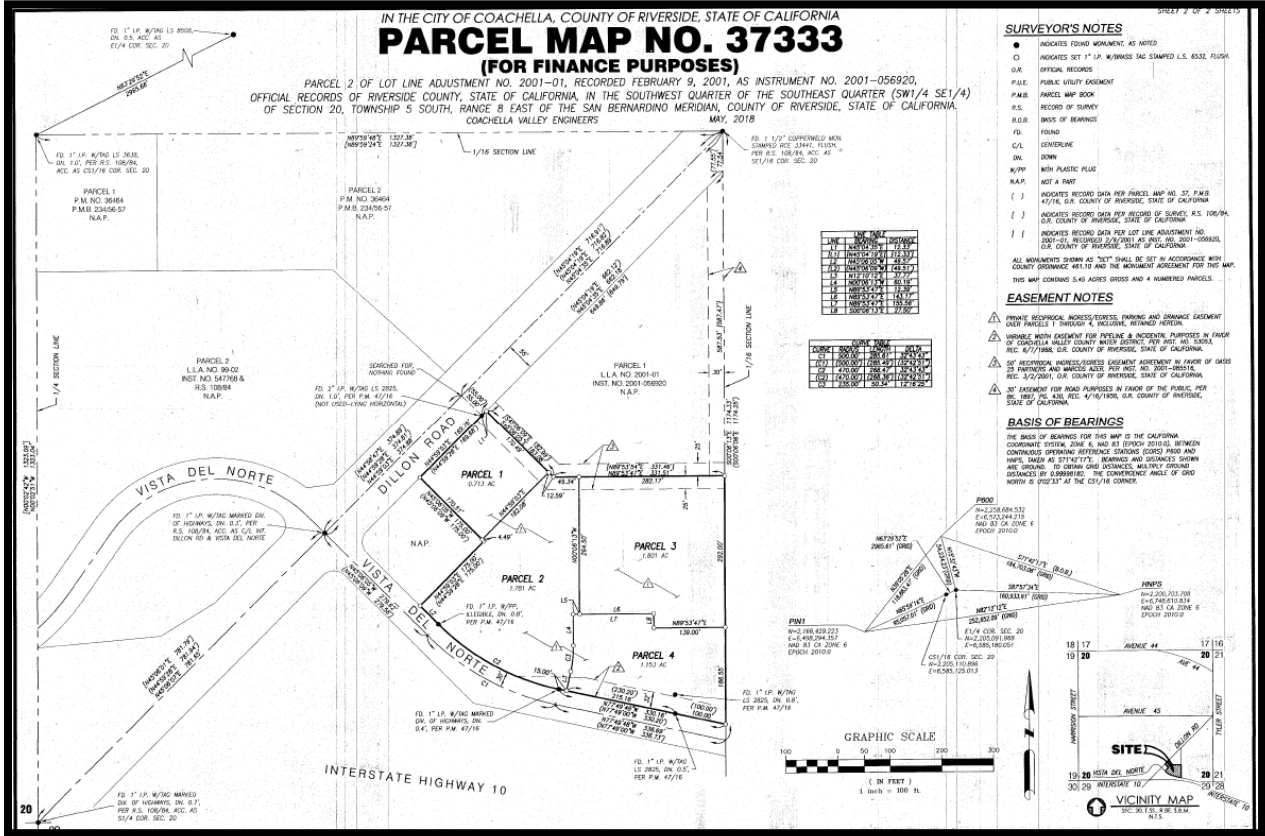
STAFF RECOMMENDATION:

Staff recommends that the Planning Commission grant three 12-month time extensions (36 months) for Conditional Use Permit No. 282, making the new and final expiration date August 9, 2020.

BACKGROUND:

Pursuant to Chapter 17.72 and 17.74 of the Coachella Municipal Code, approval for Conditional Use Permits and Architectural Reviews are valid for 12 months unless a building permit is issued and construction is diligently pursued within that time. The Planning commission can grant up to three 12 month time extensions when the applicant submits a written request stating the reasons for the project delays.

The Planning Commission conducted a duly noticed public hearing on July 19, 2017 at which time the Commission voted to deny the drive-thru component for one of the two restaurants included in CUP No. 282. The Planning Commission recommended the adoption of a Mitigated Negative Declaration and Mitigation Monitoring Program, pursuant to CEQA Guidelines for the project, as well as CUP No. 283 and Tentative Parcel Map No. 37333 as part of the entire proposed project. On July 20, 2017 an appeal was filed for the drive-thru component of CUP No. 282. Then, on August 9, 2017, the City Council considered Conditional Use Permit No. 282, and overturned the Planning Commission's denial of the proposed drive-thru restaurant under CUP No. 282. Tentative Parcel Map No. 37333 has recorded since then and such occurrence has granted the rest of the proposed project, including CUP No. 283. An exhibit of the recorded map dated May of 2018, and the approved site plan, are shown below;



DISCUSSION AND CONCLUSIONS:

Conditional Use permit No. 282 approved the construction of a 2,800 sq. ft. drive-thru restaurant and a site plan review approval for the two hotels with pool enclosures. A total of 262 off-street parking spaces will be provided for the entire development. Conditional Use Permit No. 283 was an approved request for shared parking between the four proposed uses. The recorded Parcel Map 37333 has now subdivided the 5.45-acre site into four parcels, the parcels range between .71 acres to 1.8 acres. The project also included an Economic Incentive Agreement between the City and the Landowner to set mutual benefits and obligations including a provision for City-sponsored off-site improvements along Vista Del Norte. The site vacant land in the C-G (General Commercial) zone, located on the northeast corner of Vista Del Norte and Dillon Road, immediately adjacent to the existing Chevron Service Station.

The owner has had significant delays in procuring a hotel developer. However, the final map was recorded and the owners continues to show good faith in developing this project. Therefore, staff recommends that the Planning Commission approve three-consecutive 12-month time extension for Conditional Use Permit No. 282, subject to the findings and conditions of approval as stated in City Council Resolution No. 2017-50, establishing a new expiration date of August 9, 2020.

- Attachments: Time Extension Request Letter
 Aerial Photo
 Site Plan



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

PARCEL MAP NO. 37333

(FOR FINANCE PURPOSES)

PARCEL 2 OF LOT LINE ADJUSTMENT NO. 2001-01, RECORDED FEBRUARY 9, 2001, AS INSTRUMENT NO. 2001-056920, OFFICIAL RECORDS OF RIVERSIDE COUNTY, STATE OF CALIFORNIA, IN THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER (SW1/4 SE1/4) OF SECTION 20, TOWNSHIP 5 SOUTH, RANGE 8 EAST OF THE SAN BERNARDINO MERIDIAN, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.
COACHELLA VALLEY ENGINEERS
MAY, 2018

SURVEYOR'S NOTES

- INDICATES FOUND MONUMENT, AS NOTED
 - INDICATES SET 1" I.P. W/BASS TAG STAMPED L.S. 6532, FLUSH.
 - O.R. OFFICIAL RECORDS
 - P.U.E. PUBLIC UTILITY EASEMENT
 - P.M.B. PARCEL MAP BOOK
 - R.S. RECORD OF SURVEY
 - B.O.B. BASIS OF BEARINGS
 - FD. FOUND
 - C/L CENTERLINE
 - DN. DOWN
 - W/PP WITH PLASTIC PLUG
 - N.A.P. NOT A PART
 - () INDICATES RECORD DATA PER PARCEL MAP NO. 37, P.M.B. 47/16, O.R. COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
 - [] INDICATES RECORD DATA PER RECORD OF SURVEY, R.S. 108/84, O.R. COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
 - { } INDICATES RECORD DATA PER LOT LINE ADJUSTMENT NO. 2001-01, RECORDED 2/9/2001 AS INST. NO. 2001-056920, O.R. COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
- ALL MONUMENTS SHOWN AS "SET" SHALL BE SET IN ACCORDANCE WITH COUNTY ORDINANCE 461.10 AND THE MONUMENT AGREEMENT FOR THIS MAP.
- THIS MAP CONTAINS 5.45 ACRES GROSS AND 4 NUMBERED PARCELS.

EASEMENT NOTES

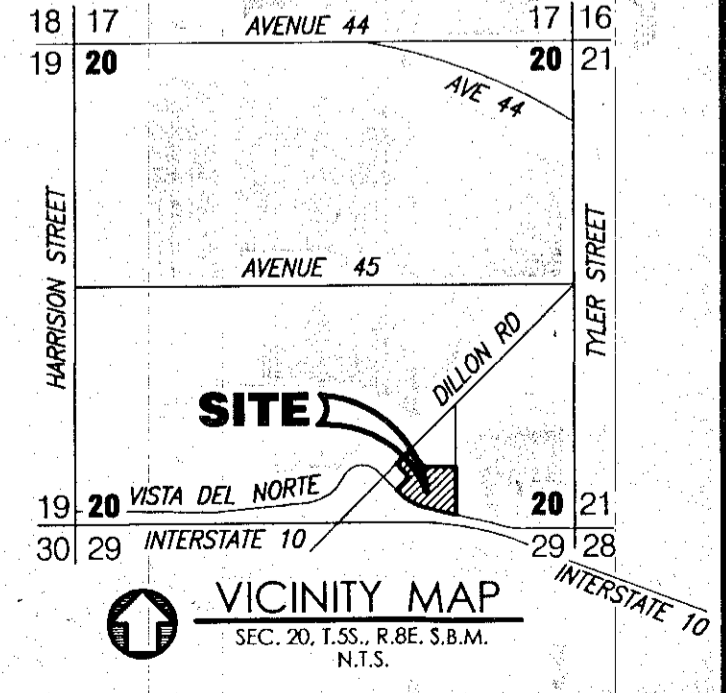
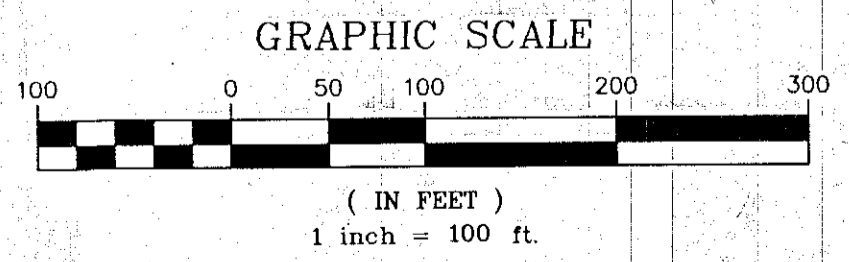
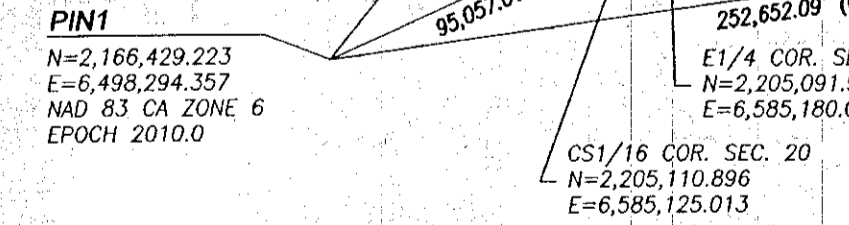
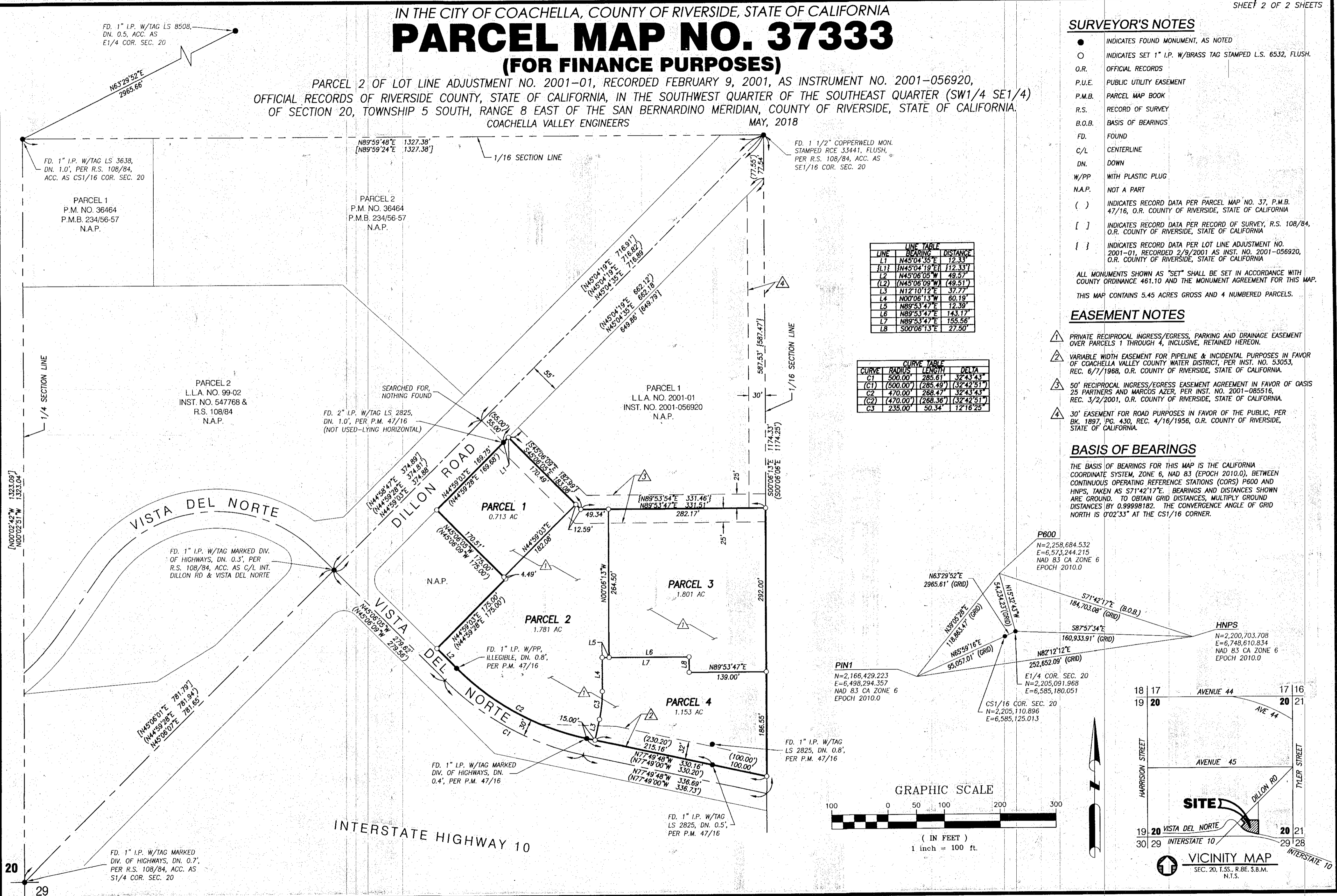
- ① PRIVATE RECIPROCAL INGRESS/EGRESS, PARKING AND DRAINAGE EASEMENT OVER PARCELS 1 THROUGH 4, INCLUSIVE, RETAINED HEREON.
- ② VARIABLE WIDTH EASEMENT FOR PIPELINE & INCIDENTAL PURPOSES IN FAVOR OF COACHELLA VALLEY COUNTY WATER DISTRICT, PER INST. NO. 53053, REC. 6/7/1988, O.R. COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.
- ③ 50' RECIPROCAL INGRESS/EGRESS EASEMENT AGREEMENT IN FAVOR OF OASIS 25 PARTNERS AND MARCOS AZER, PER INST. NO. 2001-085516, REC. 3/2/2001, O.R. COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.
- ④ 30' EASEMENT FOR ROAD PURPOSES IN FAVOR OF THE PUBLIC, PER BK. 1897, PG. 430, REC. 4/16/1956, O.R. COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS MAP IS THE CALIFORNIA COORDINATE SYSTEM, ZONE 6, NAD 83 (EPOCH 2010.0), BETWEEN CONTINUOUS OPERATING REFERENCE STATIONS (CORS) P600 AND HNPS, TAKEN AS S71°42'17"E. BEARINGS AND DISTANCES SHOWN ARE GROUND. TO OBTAIN GRID DISTANCES, MULTIPLY GROUND DISTANCES BY 0.99998182. THE CONVERGENCE ANGLE OF GRID NORTH IS 0°02'33" AT THE CS1/16 CORNER.

LINE	BEARING	DISTANCE
L1	N45°04'35"E	12.33'
L1(1)	N45°04'19"E	112.33'
L2	N45°06'05"W	49.57'
L2(1)	N45°06'09"W	(49.51')
L3	N12°10'12"E	37.77'
L4	N00°06'13"W	60.19'
L5	N89°53'47"E	12.39'
L6	N89°53'47"E	143.17'
L7	N89°53'47"E	155.56'
L8	S00°06'13"E	27.50'

CURVE	RADIUS	LENGTH	DELTA
C1	500.00'	285.61'	32°43'43"
(C1)	(500.00')	(285.49')	(32°42'51")
C2	470.00'	268.47'	32°43'43"
(C2)	(470.00')	(268.36')	(32°42'51")
C3	235.00'	50.34'	12°16'25"





77-933 Las Montanas -Suite 10
Palm Desert, CA 92211
(760) 360-4200 – Phone
(760) 360-4204 – FAX

ITEM 4.

September 30, 2019

Luis Lopez,
Director of Development Services
City of Coachella
53462 Enterprise Way,
Coachella, CA 92236

Re: Extension of CUP 282 – Oasis 25 Partners LP

Dear Luis,

On behalf of our clients, Oasis 25 Partners LP, Coachella Valley Engineers is writing to request a one year extension for Conditional Use Permit 282. Enclosed please find a check to process the extension made out to the City of Coachella in the amount of \$1,125.00. Let me know if you need any additional information.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'David B. Turner', written in a cursive style.

David B. Turner
President



STAFF REPORT
11/6/2019

TO: Planning Commission Chair and Commissioners

FROM: Luis Lopez, Development Services Director

SUBJECT: Change of Zone (CZ 18-11), Conditional Use Permits (CUP 310 and 311), Variance (VAR 18-09), Architectural Review (AR 18-09) and Environmental Assessment (EA 18-05) recommending the adoption of a Mitigated Negative Declaration, to allow the phased development of the Coachella Travel Centre project including a 3,800 sq. ft. convenience store with service station, 1,200 sq. ft. drive-thru restaurant, 5,555 sq. ft. restaurant, 2,677 sq. ft. car wash tunnel, 4,754 sq. ft. truck washing facility, and 11, 259 sq .ft 4-story hotel with related infrastructure on 14.1 acres of vacant land located on the south side of Avenue 50 between the Whitewater Channel and the State Route 86 Expressway in Coachella, California. Alex Mucino, Applicant.

STAFF RECOMMENDATION:

Staff recommends that the Planning Commission approve the Coachella Travel Centre Project by adopting the following resolutions:

- 1) Resolution No. PC2019-26 recommending to City Council adoption of a Mitigated Negative Declaration and Mitigation Monitoring Program (EA 18-05) for the Coachella Travel Centre project located on the south side of Avenue 50 between the Whitewater Channel and the State Route 86 Expressway
- 2) Resolution No. PC2019-27 recommending to City Council approval of Change of Zone 18-11 from A-R (Agricultural Reserve) to C-G (General Commercial) on 14.1 acres of vacant land located on the south side of Avenue 50 between the Whitewater Channel and the State Route 86 Expressway.
- 3) Resolution No. PC2019-28 recommending to City Council approval of Conditional Use Permit No. 310 and 311 to allow a drive-thru restaurant, and auto washing/truck washing facilities on the Coachella Travel Centre site.
- 4) Resolution No. PC2019-29 recommending to City Council approval of Variance No. 18-09 to allow a 4-story hotel in excess of 50 feet in height for the Coachella Travel Centre site.

5) Resolution No. PC2019-30 recommending to City Council approval of Architectural Review No. 18-09 to allow a new 29,245 sq. ft. highway commercial center with hotel, service station, two restaurants, auto washing, and truck washing facility.

BACKGROUND AND UPDATE:

This item was continued from the October 16, 2019 Planning Commission meeting to give staff and the CEQA consultant additional time to complete the Initial Study/ Mitigated Negative Declaration Errata #2 document, in light of comments and concerns expressed by the Commission on October 2, 2019. The future Avenue 50/86-Expressway Cal Trans interchange project environmental documents were reviewed by staff and the City Attorney, and the preferred alternatives will result in conflicts with the proposed projects, as explained in the environmental review section contained below. The remainder of the staff report below is a repetition of the information that was shown on the October 2, 2019 staff report.

DISCUSSION/ANALYSIS:

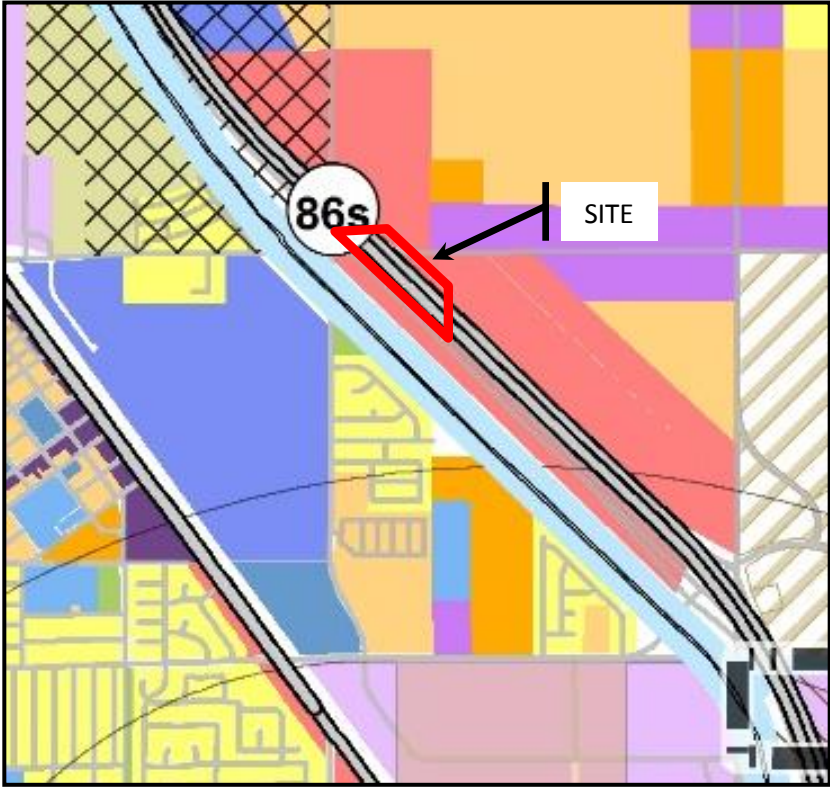
Environmental Setting:

The subject site is 14.1 acres of vacant land zoned for agricultural use (A-R, Agricultural Reserve). The aerial photo below shows the site in proximity to the 86-S Expressway and the Whitewater Channel:



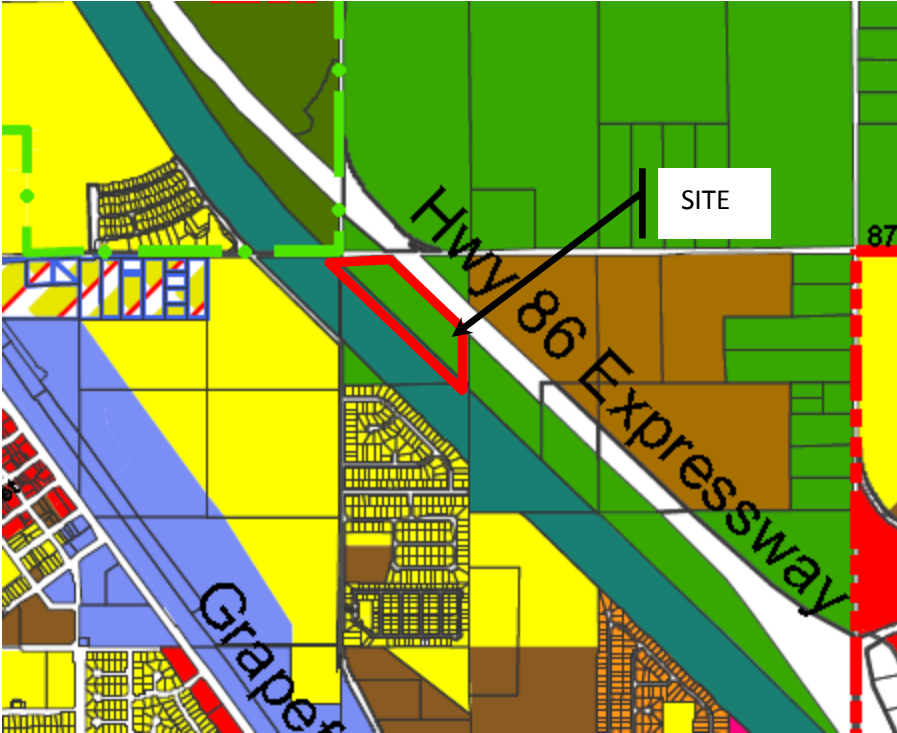
Currently the site has a single point of access from the Avenue 50 north-south alignment at the 86-S Expressway intersection.

The City’s General Plan designates this entire parcel for “Suburban Retail” uses as shown below:



Surrounding properties adjacent to the west are shown as an undesignated Waterway (Whitewater Channel) and “Urban Employment Center” (Zona Central Project site). To the east of the 86-S Expressway is “Suburban Retail”, and to the south is “Open Space” (City Park) and “Suburban Neighborhood”. There are tribal lands in the vicinity of the site on the north side of Avenue 50.

The site is zoned A-R (Agricultural Reserve) as illustrated in the “light green” zoning designator below:



Thus, an application for Change of Zone from A-R to C-G is one of the requested entitlements for this project. The City’s official zoning map shows a contiguous A-R zoning district boundary to the southeast which currently is the site of a ranch house property. Surrounding properties to the east are zoned partially as A-R and partially as CT-PD (Commercial Tourist – Planned Development) across the 86-S Expressway. The Whitewater Channel is zoned O-S (Open Space) and the properties east of Tyler Street are R-S (Single Family Residential).

Existing Conditions:

The subject site is currently vacant and the site appears to have been previously graded when the larger property was subdivided or split as a result of the Cal Trans highway roadway acquisitions. The project site is relatively flat and slopes slightly to the south and east.

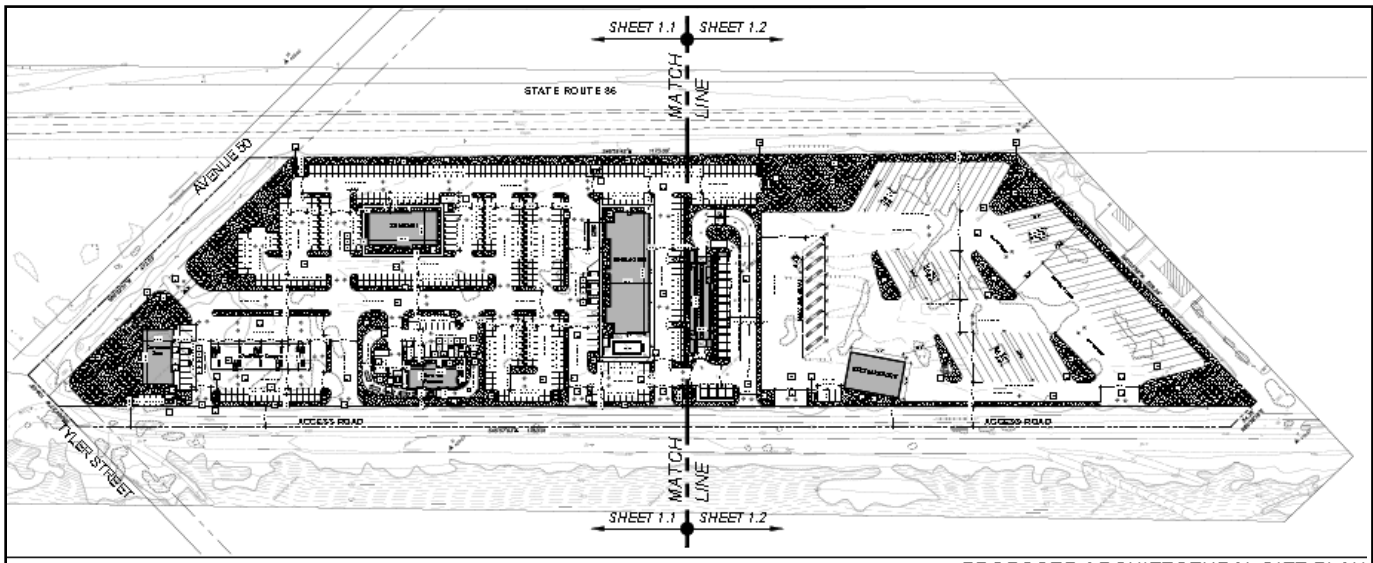
Proposed Applications

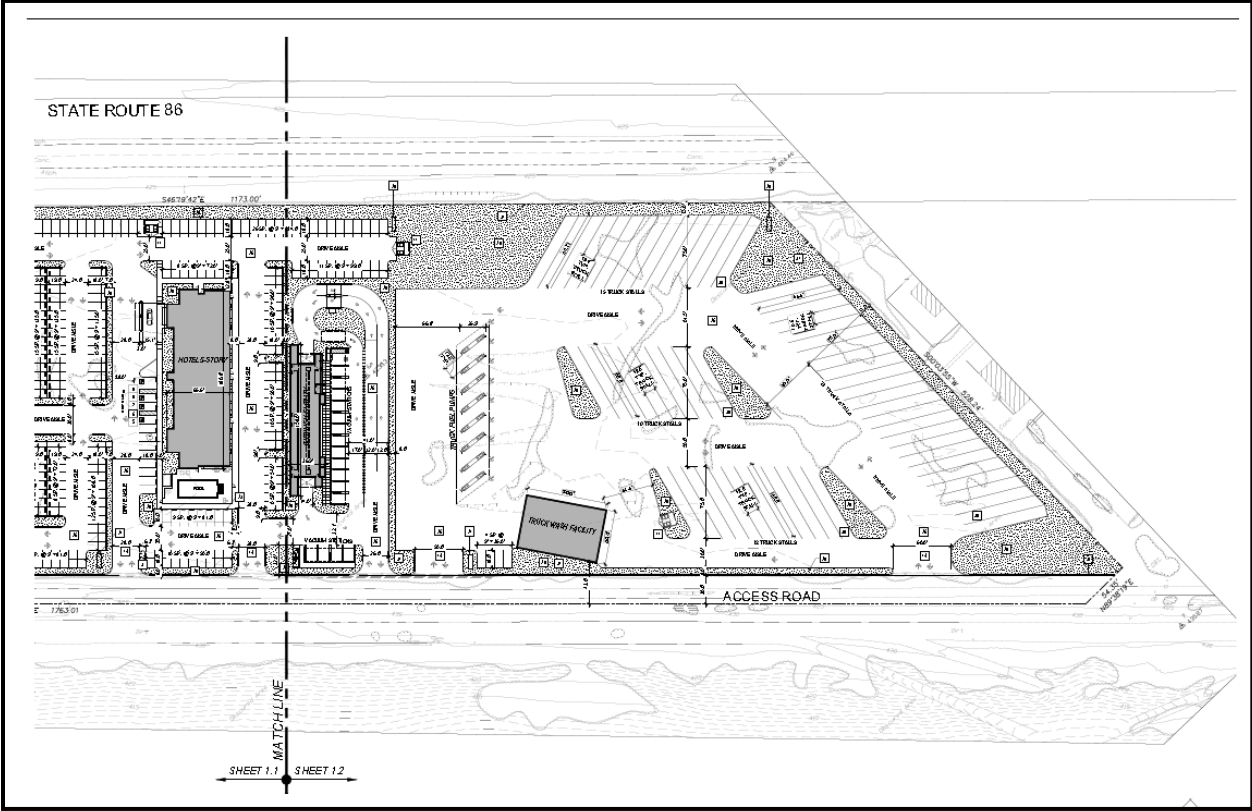
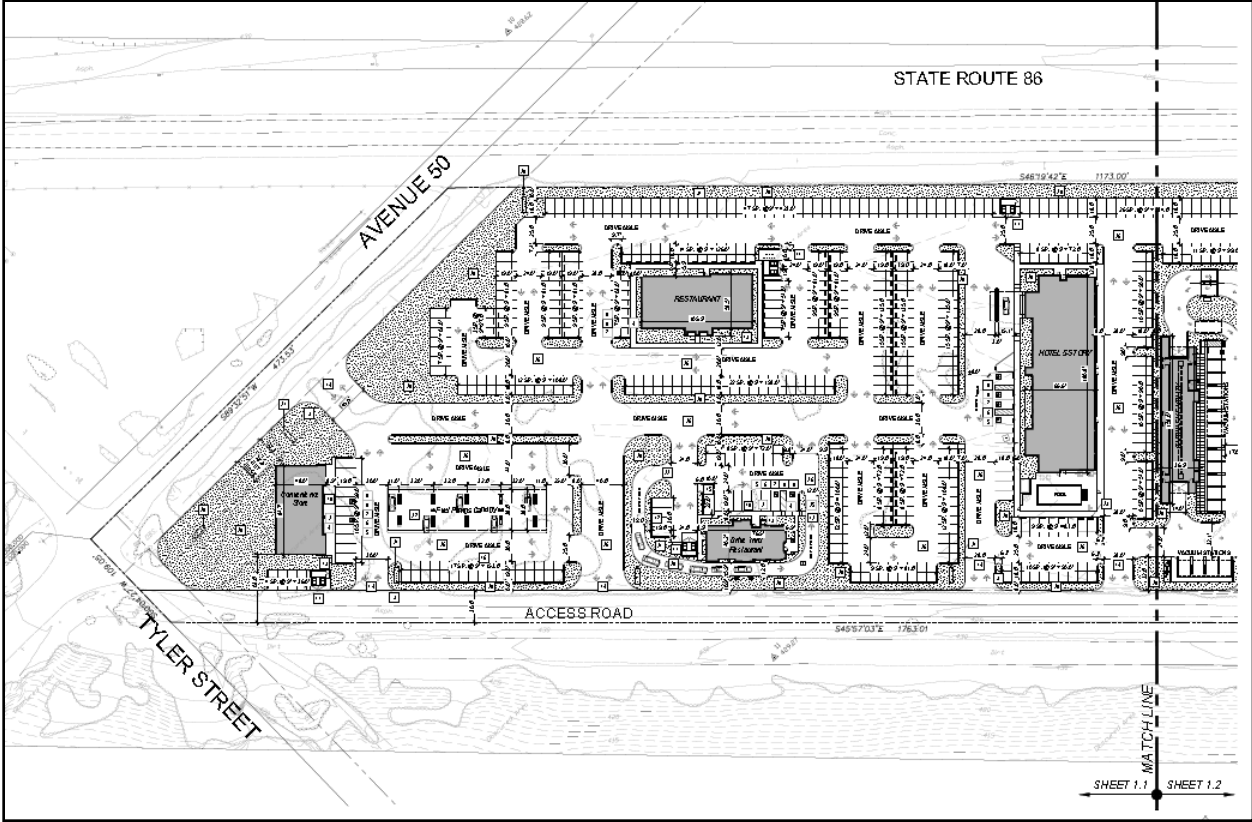
The following six applications have been submitted for the proposed use:

- 1) Environmental Assessment recommending adoption of a Mitigated Negative Declaration and Mitigation Monitoring Program for the Coachella Travel Centre project.

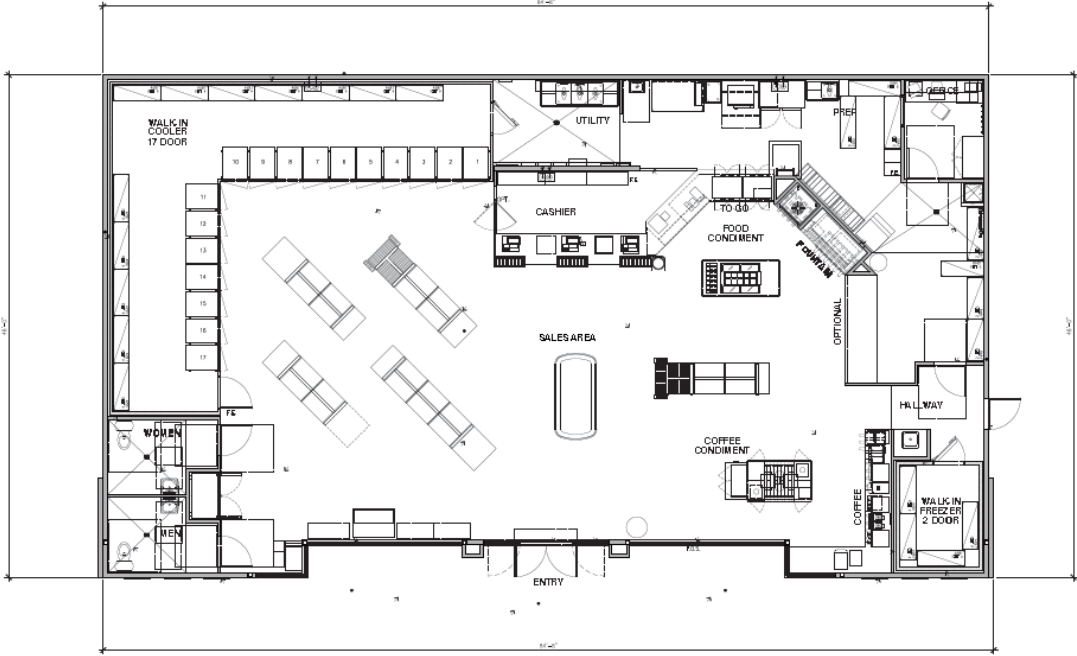
- 2) Change of Zone (CZ 18-11) from A-R to C-G as explained above;
- 3) Conditional Use Permits 310 and 311 to allow a drive-thru restaurant, and auto/truck washing facilities, respectively in the C-G (General Commercial) zone;
- 4) Variance (VAR 18-09) to exceed the allowable height limit for a 4-story hotel in the C-G zone;
- 5) Architectural Review No. 18-09 for review of the site plan, architectural elevations, landscaping, fencing, and lighting for the proposed Coachella Travel Centre development project. vacant land located on the south side of Avenue 50 between the Whitewater Channel and the State Route 86 Expressway in Coachella, California.

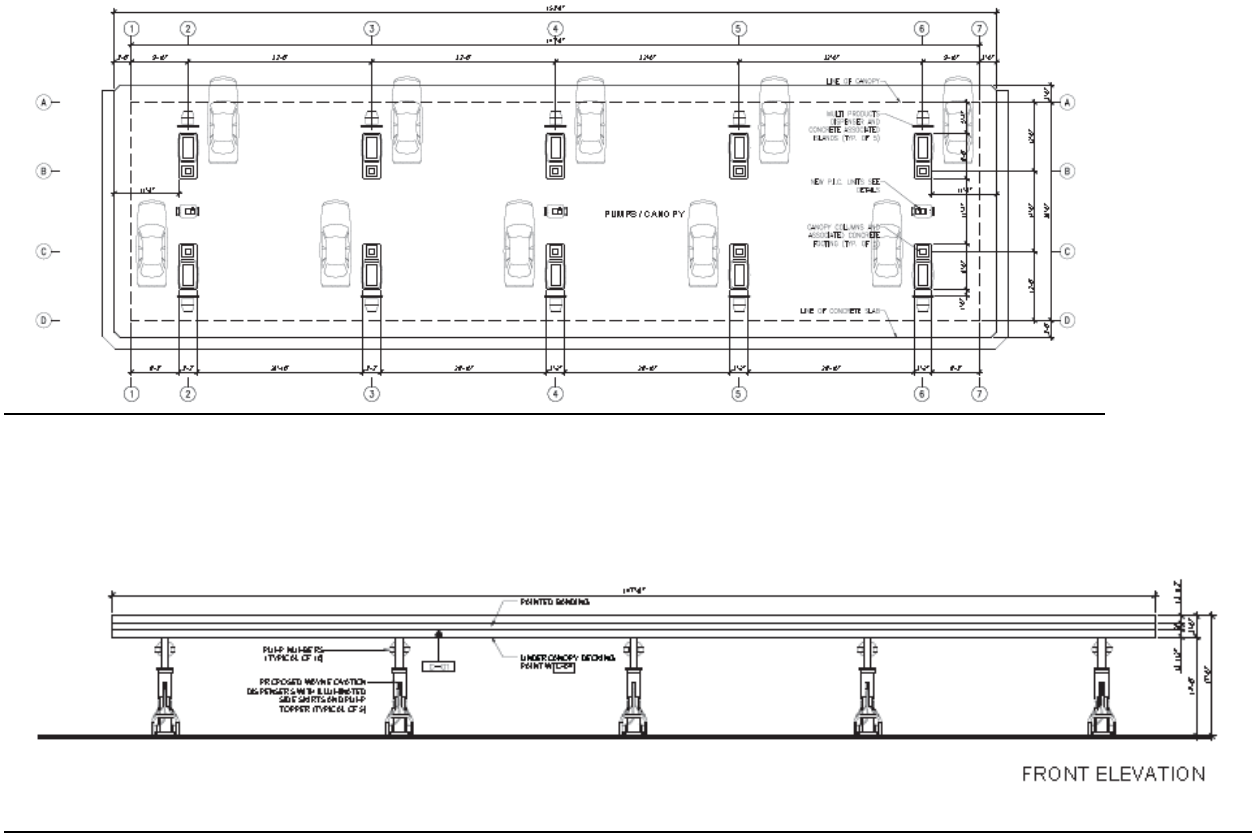
The applicant submitted a plan that shows the 15 acre property and the first phase of development on the 7.99 acre portion of the site. The overall site plan, and close-up views of the submitted site plan is shown below:



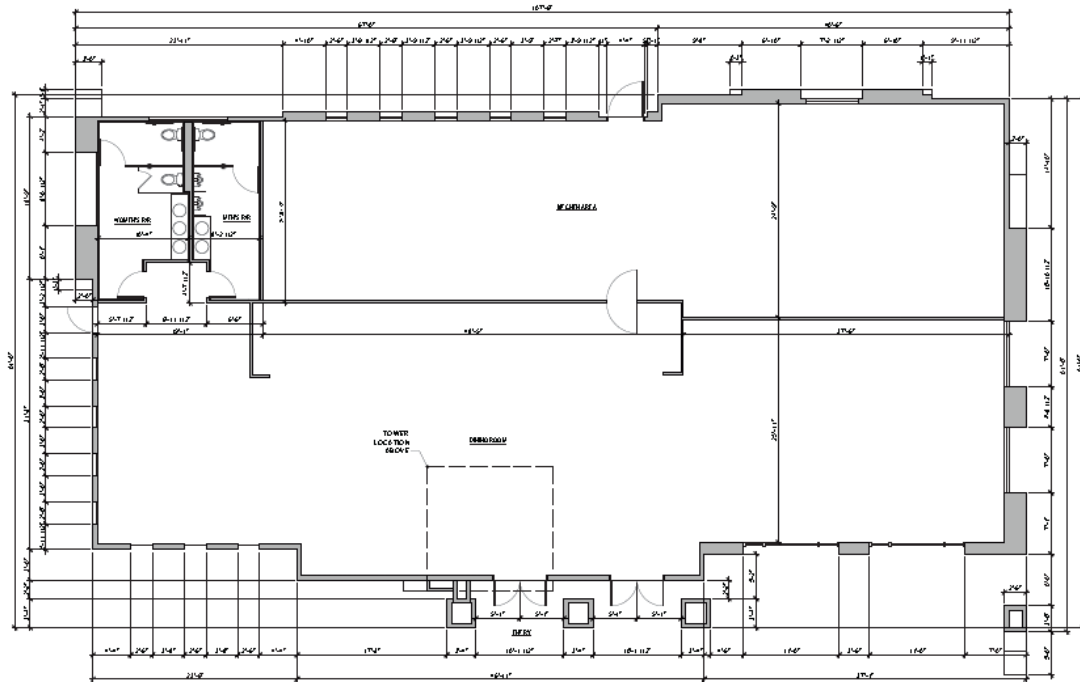


The **service station building** will have a mini-market and a fuel pump canopy with 20 fueling positions as shown below:





The **sit-down restaurant** which is located in the northeastern portion of the site includes a floor plan and colored elevations as shown below:



- right side -

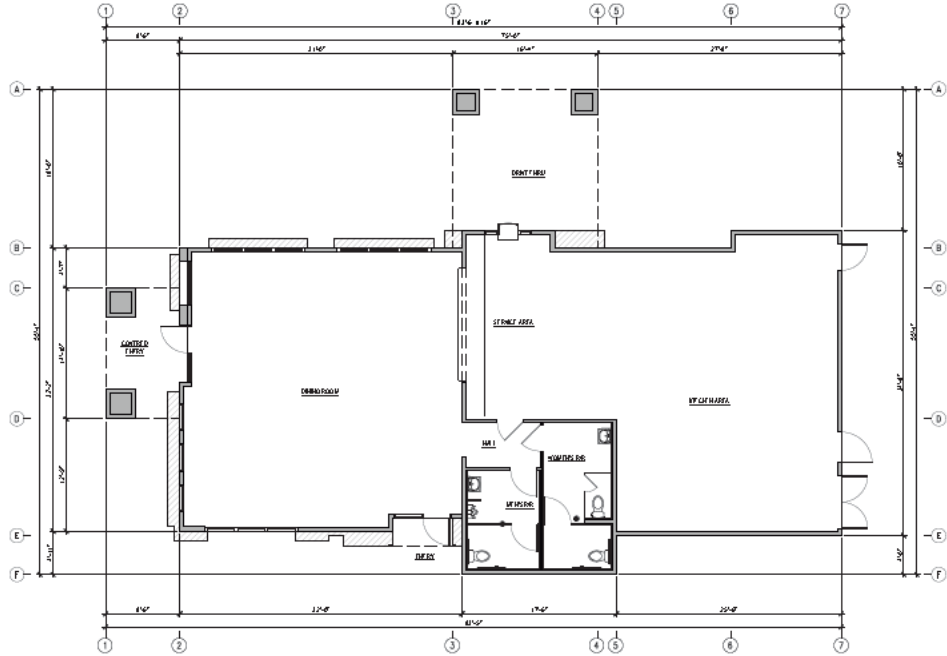


- rear elevation -



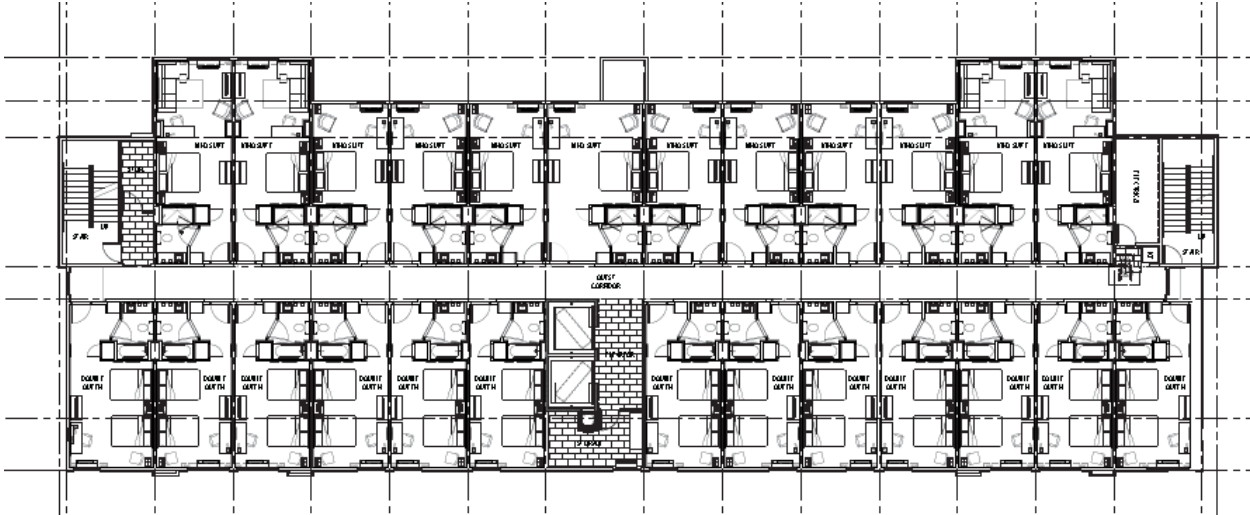
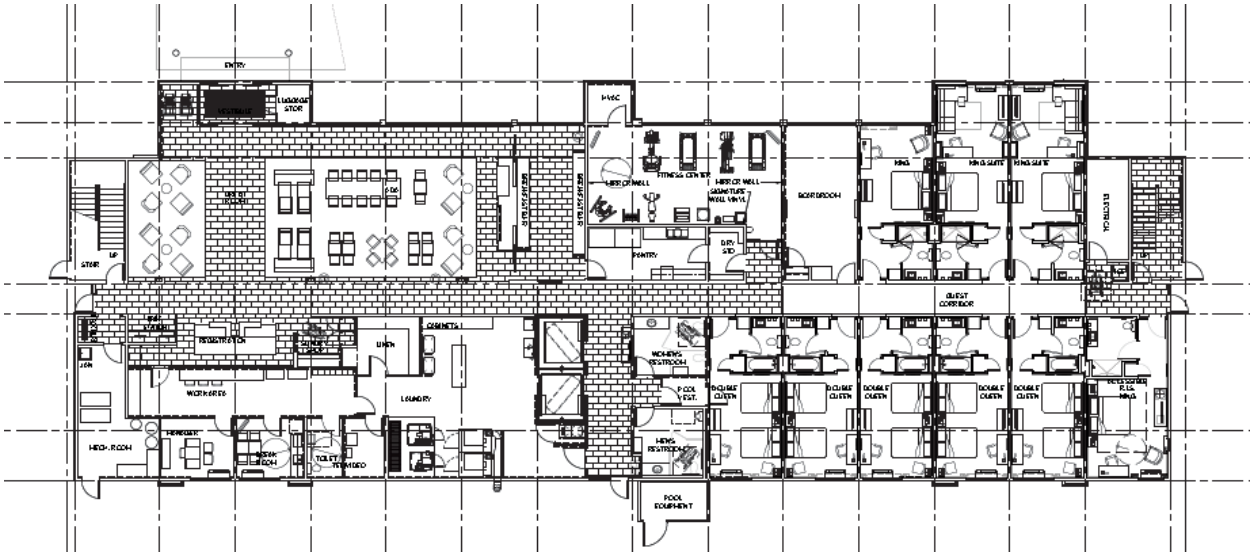


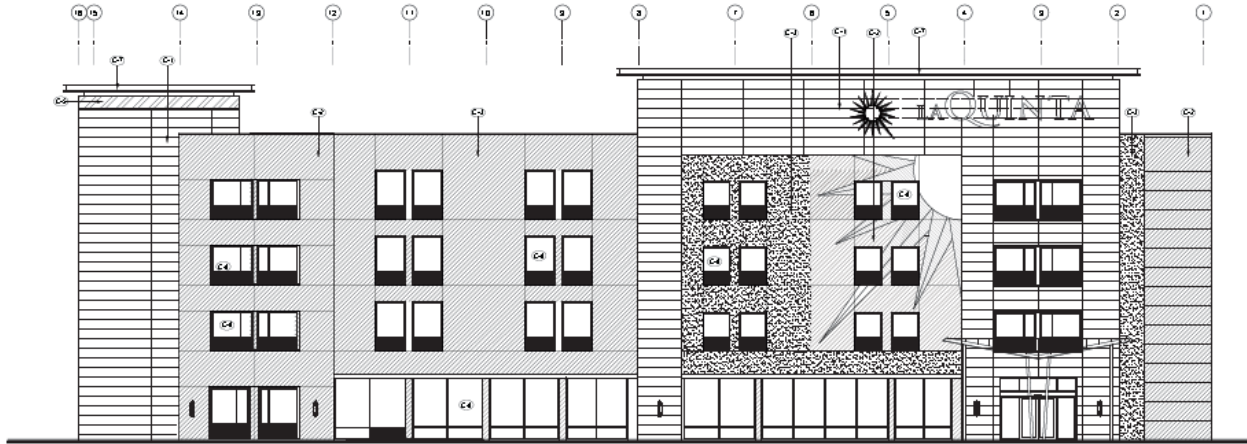
The **drive-thru restaurant** which is located in the central west portion of the site includes a floor plan and colored elevations as shown below:



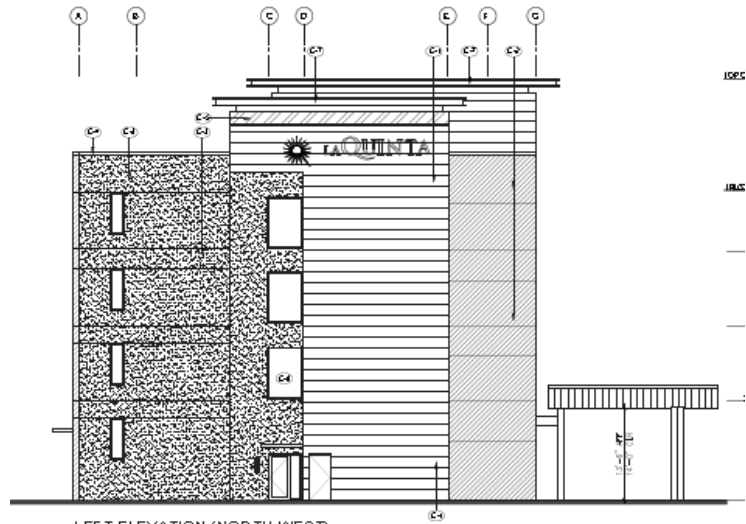


The **4-story hotel** includes floor plans, elevations, and artist rendering as shown below:





FRONT ELEVATION (NORTH-WEST)

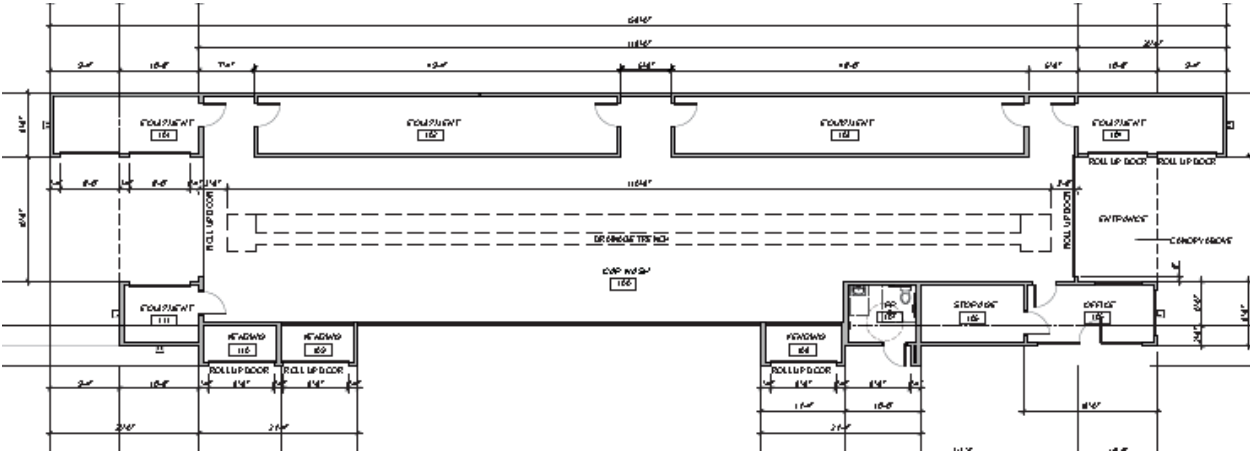


LEFT ELEVATION (NORTH-WEST)





The **auto washing** building floor plans, elevations, and artist rendering exhibits are shown below:

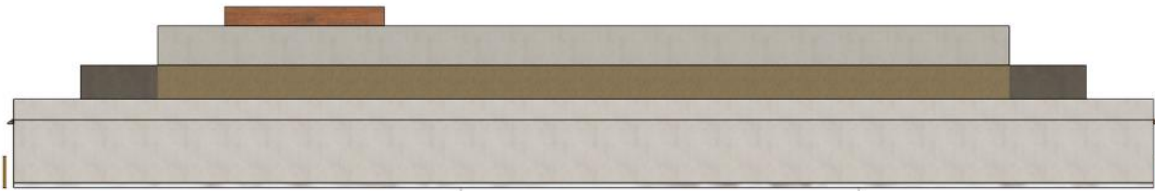




- right side -



- left side -



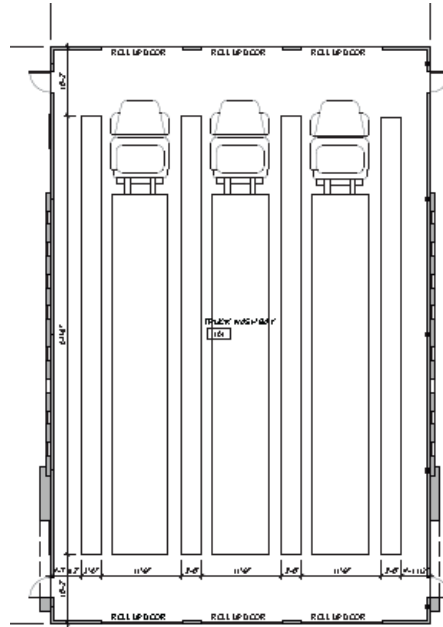
- rear elevation -



- front elevation -



The **truck washing** and fueling facility exhibits are shown below:



- right side - - left side (reverse) -



- rear elevation -



- front elevation -



Conditional Uses:

The drive-thru restaurant and auto washing/ truck washing facilities are subject to a conditional use permit approval. This requires findings that these particular uses not create any adverse effects upon the exiting neighborhood. Staff finds that the subject site is substantially isolated and adjacent to a busy highway. However, there is an older ranch estate property to the south that could be adversely affected by the truck washing facility noise in the late hours. As such, staff is recommending that the hours of operation for the truck washing be limited to 9:00 am to 10:00 pm daily.

Architectural Theming:

As shown on the above exhibits, the project incorporates a cohesive contemporary design theme with flat roof and tower elements, parapet roof structures with varying roof lines constructed of framed walls and structural panel systems with cornice trim detailing, and a mixture of architectural finishes, colors and textures. The truck washing buildings has a metal exterior panel wall system with metal roof and architectural elements attached to the sides and base wainscot veneers. The fueling canopies all have exterior metal finishes and flat roof structures. The overall color schemes are light brown field colors with gray and rust accent colors. The use of gooseneck exterior lighting wall sconces gives the structures a traditional look. Staff is recommending that all rooftop equipment be screened from view to the street, as required by the City's Zoning Code.

Landscaping:

The site plan shows conceptual landscaping plans for the project showing perimeter landscaping along the front (10-foot to 40-foot planter depth) sides (10'-20' planters) with a 10-foot planter along the east and south sides of the parking areas. The plant palette list has been submitted, showing desert-friendly trees, shrubs, succulents, accent palm trees, and decorative paving at the entries and in front of building entrances. Final landscaping plans will be submitted and approved prior to the issuance of a building permit for the project. The colored landscape plans are shown below:





Signage:

The zoning code allows one freestanding identification sign per street frontage. The submitted plans show an entry monument sign for the Coachella Travel Centre to be located at the main entry on Avenue 50, as well two pylon (freeway-oriented) signs up to 70 feet tall identifying “City of Coachella” (exempt – wayfinding sign) at the northwest corner of the site, and the service station pricing and multi-tenant identification pylon sign at the northeast corner of the site, as shown on the images below:



ENTRY MONUMENT CONCEPT





Consistency with General Plan:

The Project is consistent with the goals, objectives, policies, and implementation measures of the Coachella General Plan 2035. The site has a Suburban Retail District land use designation that allows for the proposed development. The proposed uses on the site are in keeping with the policies of the Suburban Retail District land use classification and the Project is internally consistent with other General Plan policies for this type of development.

Consistency with C-G Zone and Parking Standards

The Project is in compliance with the applicable land use regulations and development standards of the City’s Zoning Code. The Project complies with applicable C-G (General Commercial) zoning standards as proposed, except for building height which is addressed with the attendant Variance No. 18-09 application request regarding the 50-foot height limit for the 4-story hotel.

In the C-G zone, the Zoning Code requires a minimum of one parking space for every 250 square feet of all retail/commercial buildings, and restaurant seating area is further used to determine required parking. The hotel requires one space per room or suite, plus one space per every three employees on the largest work shift, plus one space per three persons to the maximum capacity of each public meeting and/or banquet room, plus fifty (50) percent of the spaces otherwise required for accessory uses (e.g. restaurants and bars). This requires a minimum of 229 total parking spaces and the project proposes 415 parking stalls. As such, the project exceeds the minimum parking requirements.

Circulation and Infrastructure

The project proposes multiple commercial driveways from a new collector street along the east side of the Whitewater Channel, and from Avenue 50. The property currently has a single point of access from Avenue 50.

Additionally, the Zoning Code requires a minimum of two “Type C” loading spaces for projects between 25,001 – 40,000 square feet. As such, the Code requires two 12’ X 30’ (with 14 feet of vertical clearance) loading spaces somewhere on the property to accommodate large delivery trucks to serve the future industrial uses. It appears that there is adequate space on the property to accommodate these loading spaces within the parking areas.

VARIANCE REQUEST:

The proposed project requires a variance in order to exceed the 50-foot height limit for the 4-story hotel. This standard is intended to limit the bulk and size of new commercial structures, especially when they may block light and air to adjoining sensitive uses. Here the proposed hotel will not adversely affect any adjoining uses and the footprint for the hotel is minimal in comparison to the entirety of the site. The subject site has an awkward shape and configuration, partially created by the realignment of Avenue 50. As such, staff believes that there are unique circumstances applicable to the site that merit the granting of a variance.

In order to grant a variance, the Commission must make all the following findings in the affirmative, as specified in Section 17.76.020-B of the City Zoning Code.

- *That the strict application of the provisions of this chapter would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the chapter.*

- *That there are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings, that do not apply generally to other property in the same zone and vicinity.*
- *That such variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity, but which, because of such special circumstances and practical difficulties or unnecessary hardships is denied to the property in question.*
- *That the granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located*
- *That the granting of the variance will not adversely affect any element of the general plan.*

Staff finds that the subject site is an irregular shaped lot that abuts the Whitewater Channel along Avenue 50 which reduced the amount of street frontage. Depriving the subject property owner from the proposed development will create an undue hardship on this owner who has a viable development proposed for the property. As such, the applicant is deprived of similar development opportunities to other land owners along Avenue 50 due to the unique geography and irregular shape of the lot that make it unusual and merits the granting of a variance. Therefore, staff is recommending approval of Variance #18-09 with the findings and conditions listed in the attached resolutions.

Environmental Review:

Environmental Assessment/Initial Study No. 18-09 was prepared for the subject project pursuant to the California Environmental Quality Act (CEQA) Guidelines and distributed to responsible agencies of review and comment. Based on this Environmental Assessment/Initial Study and proposed mitigation measures therein, it has been determined that the project will not have a significant impact on the environment and it would be appropriate to adopt a Mitigated Negative Declaration for this project. The Mitigated Negative Declaration includes all of the above referenced applications. A 30-day review period for the proposed Mitigated Negative Declaration commenced on May 6, 2019 and ended on June 5, 2019 for interested and concerned individuals and public agencies to submit written comments on the project. The Environmental Assessment/Initial Study is attached to this report.

As the Planning Commission may recall, the State of California Department of Transportation (Caltrans) has proposed the State Route 86/Avenue 50 New Interchange Project (New Interchange Project), which proposes the construction of a new interchange at State Route 86 (SR-86) and Avenue 50, approximately 1.1 miles north of the existing SR-86/Avenue 52 intersection and 1.95 miles south of the existing SR-86/Dillon Road interchange. The New Interchange Project would convert a portion of SR-86 from an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing bridge and access ramps.

Caltrans, as lead agency under CEQA and NEPA, prepared a Mitigated Negative Declaration/Environmental Assessment (MND/EA) for the New Interchange Project, which circulated for public review from December 4, 2018 to January 4, 2019. Earlier this year, Caltrans approved the New Interchange Project, adopting the MND under CEQA and issuing a Finding of No Significant Impact (FONSI) under NEPA on May 17, 2019. A portion of the approved New Interchange Project overlaps with the Travel Center project site.

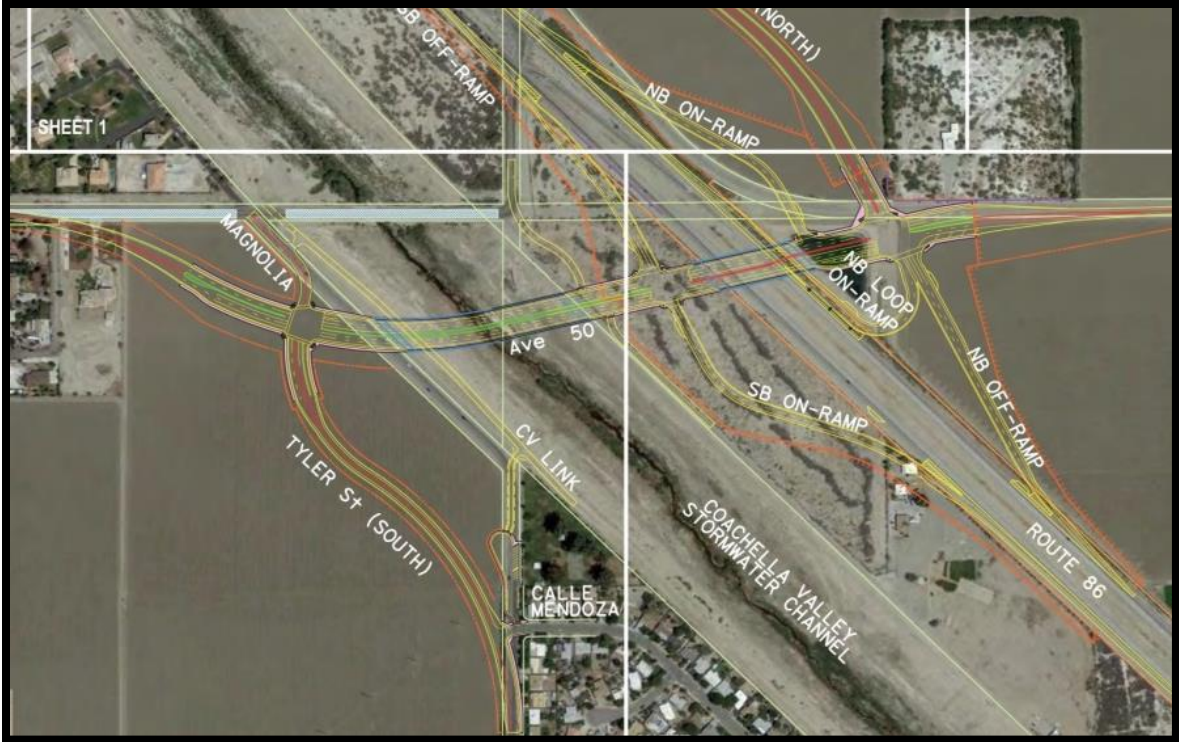
CEQA Errata #2:

Attached to this staff report is the CEQA Errata #2 which includes the information contained in this section. The City of Coachella Planning Commission asked that the Applicant (and the Environmental Consultant) clarify how the Caltrans SR 86 / Avenue 50 Interchange Project would interact with/conflict with/impact the Coachella Travel Centre Project. A particular concern was raised that traffic from the Coachella Travel Centre Project would impact the already congested surrounding roadways, and this may be exacerbated by the new interchange. The following information has been abstracted from the “State Route 86/Avenue 50 New Interchange Project, City of Coachella, Riverside County, California District 8 – RIV – 86 (PM R19.2/R21.6) EA 08-0C9700 PN 0814000144 Initial Study with (Proposed) Mitigated Negative Declaration/ Environmental Assessment”:

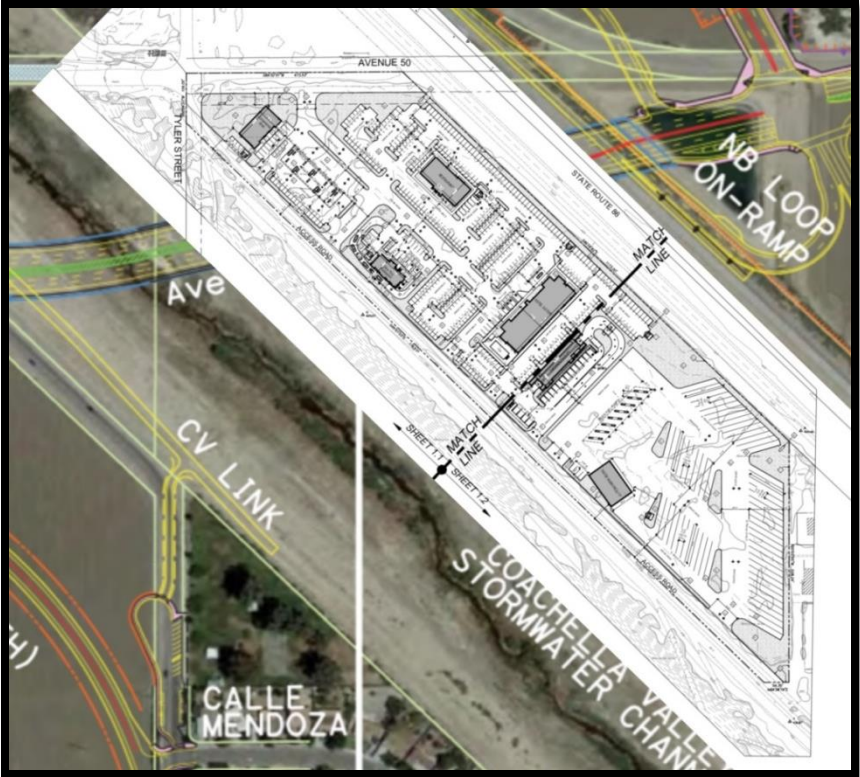
The City of Coachella (City), in cooperation with Caltrans, proposes to realign and widen a portion of Avenue 50, realign a portion of Tyler Street, and construct a new bridge spanning the Coachella Valley Storm Water Channel (CVSC) to replace the existing Avenue 50 at-grade crossing of the CVSC, and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

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

The Alternative #7 (Preferred) plan and Alternative #8 (Not Preferred) for the Caltrans SR 86 / Avenue 50 Interchange Project are shown below, along with the project site plan superimposed on the aerial photograph.



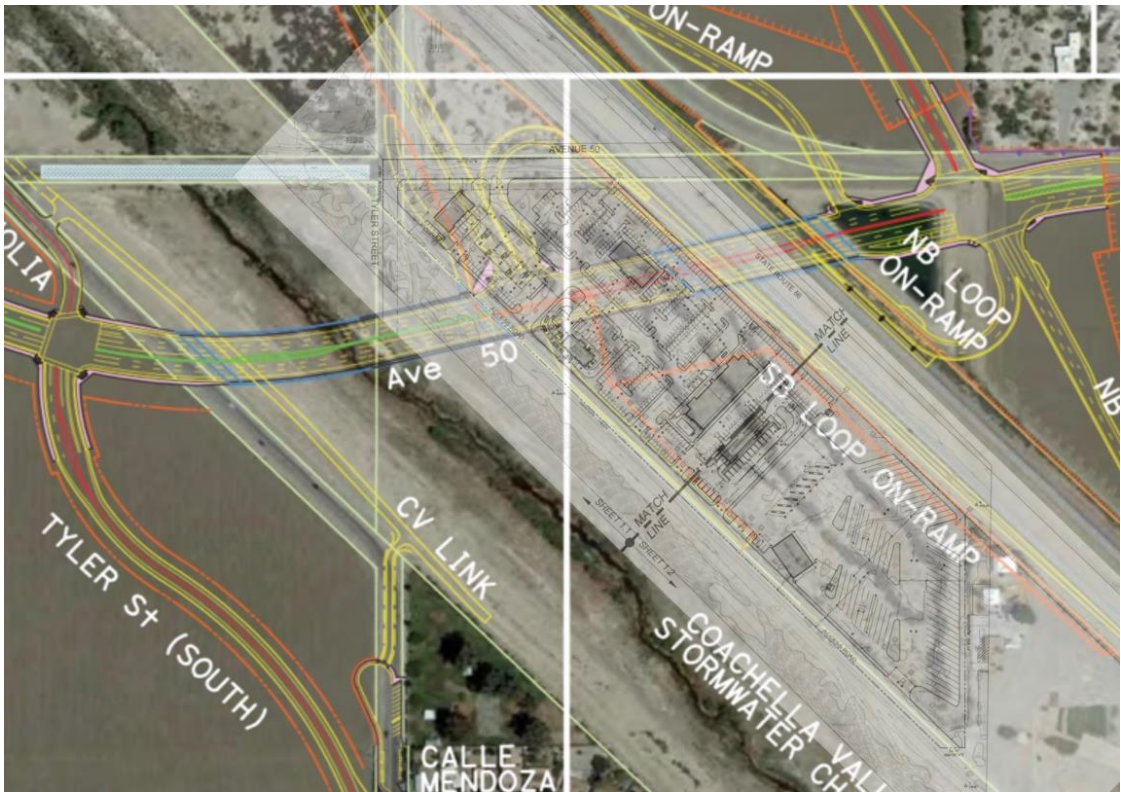
Alternative #7 (Preferred)



Alternative #7 (Without Project Only)



Alternative #8 (Not Preferred)



Alternative #8 (With or Without Project)

As shown above, the proposed Coachella Travel Centre overlaps the Caltrans SR 86 / Avenue 50 Interchange Project under Alternative #7 completely and will only work “without the proposed project”. For this reason the Alternative #7 site plan exhibit shows the Project without any transparency to indicate where the Coachella Travel Centre site boundaries are in relation to the Caltrans SR 86 / Avenue 50 Interchange Project. Alternative 7 would require total use of the Coachella Travel Centre site. As such, the Caltrans SR 86 / Avenue 50 Interchange Project—Alternative 7—and the Coachella Travel Centre site cannot both be developed; only one or the other will be developed given that the projects overlap almost entirely.

The Caltrans SR 86 / Avenue 50 Interchange Project under Alternative #8 may work “with or without the proposed project”. Therefore, the Alternative #8 aerial photograph is shown with transparency to convey the extent in which the Caltrans SR 86 / Avenue 50 Interchange Project would overlap with the Coachella Travel Centre site. However, it would require a substantial re-design of the Coachella Travel Centre project. Thus, Alternative 8 would overlap to a lesser extent with the Project on paper; however, the manner in which Caltrans plans to orient Avenue 50 would render the site effectively inaccessible.

As such, the Applicant assumes that even under Alternative 8, development of the Caltrans SR 86 / Avenue 50 Interchange Project would require total use of the Coachella Travel Centre site. Therefore, the Caltrans SR 86 / Avenue 50 Interchange Project—both Alternatives 7 and 8—and the Coachella Travel Centre site are mutually exclusive; only one or the other of the two Projects can be developed. Because the two projects cannot both be implemented under current designs, they do not add cumulatively to the impacts of the proposed project. Thus, if the Coachella Travel Centre Project is built, the current Initial Study is deemed adequate by City Staff with no changes in findings and recommendations.

RECOMMENDED ACTION:

It is recommended that the Planning Commission approve the proposed project by adopting the attached draft resolutions.

Attachments:

Resolution No PC2019-26 Environmental Assessment No. 15-06
 Resolution No. PC2019-27 Change of Zone
 Resolution No. PC2019-28 CUP 310 and 311
 Resolution No. PC2019-29 VAR 18-09
 Resolution NO. PC2019-30 AR 18-09
 Exhibit A: Conditions of Approval
 Environmental Assessment / CEQA Errata #2
 Mitigation Monitoring Program
 Correspondence

RESOLUTION NO. PC 2019-26

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COACHELLA, CALIFORNIA, MAKING A FINDING OF ADEQUACY AND RECOMMENDING TO THE CITY COUNCIL ~~APPROVAL~~ ADOPTION OF AN ~~ADDENDUM TO THE~~ MITIGATED NEGATIVE DECLARATION (ENVIRONMENTAL ASSESSMENT NO. 18-05) FOR CHANGE OF ZONE 18-11, CONDITIONAL USE PERMITS 310 AND 311, VARIANCE NO. 18-09, AND ARCHITECTURAL REVIEW NO. 18-09 ON THE SOUTH SIDE OF AVENUE 50 BETWEEN THE WHITEWATER CHANNEL AND 86-S EXPRESSWAY. ALEX MUCINO, APPLICANT.

WHEREAS, the Coachella Travel Centre project, as set forth in Change of Zone (CZ 18-11), Conditional Use Permits (CUP 310 and 311) Variance (VAR 18-09), Architectural Review (AR 18-09) and Environmental Assessment (EA 18-05) proposes to allow the phased development of a new travel center to include a 3,800 sq. ft. convenience store with service station, 1,200 sq. ft. drive-thru restaurant, 5,555 sq. ft. restaurant, 2,677 sq. ft. car wash tunnel, 4,754 sq. ft. truck washing facility, and an 11, 259 sq .ft 11-story hotel with related infrastructure on 14.1 acres of vacant land located on the south side of Avenue 50 between the Whitewater Channel and the State Route 86 Expressway in Coachella (the “project”); and,

WHEREAS, pursuant to the California Environmental Quality Act (Public Resources Code, § 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, title 14, § 15000 et seq.) (collectively, “CEQA”), the City of Coachella (“City”) is the lead agency for the proposed project; and

WHEREAS, in accordance with State CEQA Guidelines section 15063, the City prepared an Initial Study to analyze whether the proposed project may cause a potentially significant effect on the environment; and

WHEREAS, based on the information contained in the Initial Study, which concluded that the proposed project could have potentially significant impacts but that those impacts could be reduced to less than significant levels with implementation of proposed mitigation measures, the City determined that a Mitigated Negative Declaration (“MND”) should be prepared for the proposed project, and a MND was prepared pursuant to CEQA; and

WHEREAS, the City provided copies of the Initial Study and MND to the public for a review and comment period beginning on May 6, 2019 and ending on June 5, 2019, pursuant to State CEQA Guidelines section 15073, during which time the City received two comment letters; and

WHEREAS, during the public review and comment period, copies of the MND were available for review and inspection at the City of Coachella Development Services Department, 1515 6th Street, Coachella, CA 92236; and

WHEREAS, on October 2, 2019 the Planning Commission held a duly noticed public hearing at 53-990 Enterprise Way, Coachella, California to review the project, as modified and the related environmental documents, at which time during the hearing members of the public were given an opportunity to testify regarding the project and continued the item to the October 16, 2019 meeting; and,

WHEREAS, on October 16, 2019 the Planning Commission continued the public hearing to the November 6, 2019 meeting wherein the public was given an additional opportunity to testify; and,

WHEREAS, findings of the Initial Study concluded that the proposed project would not create any significant impacts to air quality, biological resources, cultural resources, geology and soils, traffic and transportation and noise provided certain mitigation measures were incorporated into the project; and,

WHEREAS, the ~~Proposed-proposed Project-project~~ has been conditioned to include recommended mitigation measures of the environmental analysis as set forth in a Mitigation Monitoring and Reporting Program (Exhibit A); and,

WHEREAS, the ~~Proposed-proposed Project-project~~ would not be detrimental to the general health, safety and welfare of the community; ~~and-~~

WHEREAS, the MND reflects the independent judgment of the City and is deemed adequate for purposes of making decisions on the merits of the proposed project; and

WHEREAS, no comments made in the public hearing conducted by the City Planning Commission, and no additional information submitted to the Planning Commission, have produced substantial new information requiring substantial revisions that would trigger recirculation of the MND or additional environmental review of the proposed project under State CEQA Guidelines section 15073.5; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF COACHELLA DOES HEREBY FIND, DETERMINE AND RESOLVE AS FOLLOWS:

SECTION 1. Recitals. The Planning Commission hereby finds that the foregoing recitals are true and correct and are incorporated herein as substantive findings of this Resolution.

SECTION 2. Compliance with the Environmental Quality Act (“CEQA”). As the advisory body for the ~~modified P~~project, the Planning Commission has reviewed and considered the information contained in the Mitigated Negative Declaration, Initial

Study, comments received, and other documents contained in the administrative record for the Project. The Planning Commission finds adequacy in the CEQA documents and recommends that the City Council find that the Mitigated Negative Declaration, Initial Study and administrative record contain a complete and accurate reporting of the environmental impacts associated with the Project. The Planning Commission further recommends that the City Council find that the Mitigated Negative Declaration and the Initial Study have been completed in compliance with CEQA, the State CEQA Guidelines, and the City of Coachella's Local CEQA Guidelines.

SECTION 3. Findings on Environmental Impacts. Based on the whole record before it, including the Mitigated Negative Declaration, Initial Study, the administrative record and all other written and oral evidence presented to the Planning Commission, the Planning Commission finds adequacy in the documents and recommends that the City Council find that all environmental impacts of the Project as modified are either insignificant or can be mitigated to a level of insignificance pursuant to the mitigation measures outlined in the Mitigated Negative Declaration, the Initial Study and the Mitigation Monitoring and Reporting Program. The Planning Commission further recommends that the City Council find that there is no substantial evidence in the administrative record supporting a fair argument that the Project, as modified, may result in any significant environmental impacts. The Planning Commission recommends that the City Council find that the Mitigated Negative Declaration contains a complete, objective, and accurate reporting of the environmental impacts associated with the Project and reflects the independent judgment and analysis of the Planning Commission.

SECTION 4. Wildlife Resources. Pursuant to Fish and Game Code Section 711.4(c), all project applicants and public agencies subject to CEQA shall pay a filing fee for each Proposed Project, as specified in subdivision 711.4(d) for any adverse effect on wildlife resources or the habitat upon which wildlife depends unless a "no effect" finding is made by the California Department of Fish and Game. This fee is due and payable as a condition precedent to the County Clerk's filing of a Notice of Determination.

SECTION 5. Recommendation Regarding Adoption of the ~~Addendum to Mitigated Negative Declaration~~. The Planning Commission hereby recommends that the City Council adopt the Mitigated Negative Declaration ~~and adopt a Mitigation Monitoring Program.~~

SECTION 6. Adoption of Mitigation Monitoring and Reporting Program. The Planning Commission hereby recommends that the City Council approve and adopt the Mitigation Monitoring and Reporting Program prepared for the ~~Project~~project, as modified, attached hereto as Exhibit "A". In the event of any inconsistencies between the mitigation measures as set forth in the MND and the MMRP, the MMRP shall control.

SECTION 7. Notice of Determination. The Planning Commission recommends the City Council direct staff to prepare, execute, and file a Notice of Determination with the Riverside County Clerk within five (5) working days of any

project approval.

SECTION 78. Location and Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at Coachella Permit Center. The Development Services Director is the custodian of the record of proceedings.

SECTION 89. Execution of Resolution. The Chairman shall sign this Resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

PASSED APPROVED and **ADOPTED** this 6th day of November 2019.

Javier Soliz, Chairperson
Coachella Planning Commission

ATTEST:

Yesenia Becerril
Planning Commission Secretary

APPROVED AS TO FORM:

Carlos Campos
City Attorney

I HEREBY CERTIFY that the foregoing Resolution No. PC2018-23 was duly adopted at a regular meeting of the Planning Commission of the City of Coachella, California, held on the 6th day of November 2019 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Yesenia Becerril
Planning Commission Secretary

RESOLUTION NO. PC2019-27

A RESOLUTION OF THE CITY OF COACHELLA PLANNING COMMISSION RECOMMENDING TO THE CITY COUNCIL APPROVAL OF CHANGE OF ZONE 18-11 FROM A-R (AGRICULTURAL TRANSITION) TO C-G (GENERAL COMMERCIAL) ON A 14.1-ACRE LOT LOCATED ON THE SOUTH SIDE OF AVENUE 50 BETWEEN THE WHITEWATER CHANNEL AND THE 86-S EXPRESSWAY. ALEX MUCINO, APPLICANT.

WHEREAS, Alex Mucino filed an application for Change of Zone 18-11 on an 11,125 square foot lot at the northwest corner of Orchard Avenue and 5th Street, and attendant application Conditional Use Permit 306; Assessor’s Parcel No 763-020-021 (“Project”); and,

WHEREAS, the Planning Commission conducted a duly noticed public hearing on Change of Zone 18-11, and CUP 310 and CUP 311, and AR 18-09 on October 2, 2019 in the Permit Center, 53990 Enterprise Way, Coachella, California; and,

WHEREAS, the Applicant and members of the public were present and were afforded an opportunity to testify regarding the Project; and,

WHEREAS, the Project is permitted pursuant to Chapter 17.28 of the Coachella Municipal Code, and the attendant applications for a Conditional Use Permit to allow the Project; and,

WHEREAS, on October 2, 2019 the Planning Commission held a duly noticed public hearing at 53-990 Enterprise Way, Coachella, California to review the project, including the Change of Zone and Conditional Use Permit requests along with related environmental documents, at which time during the hearing members of the public were given an opportunity to testify regarding the project and continued the item to the October 16, 2019 meeting; and,

WHEREAS, on October 16, 2019 the Planning Commission continued the public hearing to the November 6, 2019 meeting wherein the public was given an additional opportunity to testify; and,

WHEREAS, the proposed use is necessary or desirable for the development of the community, is consistent with the objectives of the City’s General Plan, and is not detrimental to the existing uses or the uses specifically permitted in the zone in which the proposed use is to be located; and,

WHEREAS, the proposed site is adequate in size and shape to accommodate the proposed development; and,

WHEREAS, the site for proposed use relates properly to streets which are designed to carry the type and quantity of traffic to be generated by the proposed use; and,

WHEREAS, a Mitigated Negative Declaration was prepared for the project subject to the provisions of the California Environmental Quality Act, as amended; and,

WHEREAS, the conditions as stipulated by the City are necessary to protect the public health, safety and welfare of the community.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Coachella, California does hereby recommend to the City Council approval of Change of Zone 18-11 subject to the findings listed below and the attached Conditions of Approval for the Coachella Travel Centre Project (contained in “Exhibit A” for CUP 310 and CUP 311, and AR 18-09 and made a part herein).

Findings for Change of Zone 18-11:

1. The Project is consistent with the goals, objectives, policies, and implementation measures of the Coachella General Plan 2035. The site has a Suburban Retail District land use designation that allows for the proposed development. The proposed change of zone is in keeping with the policies of the Suburban Retail District land use classification and the Project is internally consistent with other General Plan policies for this type of development.
2. The Project is in compliance with the applicable land use regulations and development standards of the City’s Zoning Code. The site plan proposes a highway commercial development. The Project complies with applicable C-G (General Commercial) and Parking regulations.
3. Every use, development of land and application of architectural guidelines and development standards shall be considered on the basis of the suitability of the site for a particular use or development intended, and the total development, including the prescribed development standards, shall be so arranged as to avoid traffic congestion, ensure the protection of public health, safety and general welfare, prevent adverse effects on neighboring property and shall be in accord with all elements of the general plan. The proposed change of zone is compatible with existing surrounding land uses that include the 86-S Expressway, the Whitewater Channel and rural residential homes.
4. The Project will be compatible with neighboring properties with respect to land development patterns and application of architectural treatments. The plans submitted for this Project propose a highway commercial use that is permitted in the C-G (General Commercial) zone pursuant to an approved Conditional Use Permit. Surrounding properties to the project site include agricultural land and limited single family residential land uses with scattered vacant lots. As such, the Project will be in keeping with the scale, massing, and aesthetic appeal of the existing area and future development.
5. An Initial Environmental Study recommending the adoption of a Mitigated Negative Declaration was prepared for this Project, pursuant to the California Environmental Quality Act Guidelines (CEQA Guidelines) and mitigation measures have been recommended, and

agreed to by the applicant, in order to reduce the environmental effects of the project to a level of less than significant. The Project will not have any significant adverse effects on the environment.

PASSED APPROVED and ADOPTED this 6th day of November 2019.

Javier Soliz, Chairperson
Coachella Planning Commission

ATTEST:

Yesenia Becerril
Planning Commission Secretary

APPROVED AS TO FORM:

Carlos Campos
City Attorney

I HEREBY CERTIFY that the foregoing Resolution No. PC-2019-27, was duly adopted at a regular meeting of the Planning Commission of the City of Coachella, California, held on the 6th day of November 2019, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Yesenia Becerril
Planning Commission Secretary

RESOLUTION NO. PC2019-28

A RESOLUTION OF THE CITY OF COACHELLA PLANNING COMMISSION RECOMMENDING TO THE CITY COUNCIL APPROVAL OF CONDITIONAL USE PERMIT (CUP 310 AND CUP 311) TO ALLOW A DRIVE-THRU RESTAURANT AND AUTO WASHING/TRUCK WASHING FACILITIES ON THE SITE OF THE COACHELLA TRAVEL CENTRE SITE LOCATED ON 14.1 ACRES OF LAND LOCATED ON THE SOUTH SIDE OF AVENUE 50 BETWEEN THE WHITEWATER CHANNEL AND 86-S EXPRESSWAY IN THE C-G (GENERAL COMMERCIAL) ZONE. ALEX MUCINO, APPLICANT.

WHEREAS, Alex Mucino filed applications for applications for Conditional Use Permit 310 and 311 and attendant applications for the Coachella Travel Centre project proposed for on the south side of Avenue 50 between the Whitewater Channel and 86-S Expressway, Assessor’s Parcel No. 763-020-021 (“Project”); and,

WHEREAS, the Planning Commission conducted a duly noticed public hearing on Architectural Review No. 18-09, Conditional Use Permit 310 and 311 Variance 18-09 and environmental assessment on October 2, 2019 in the Permit Center Hearing Room,53990 Enterprise Way, Coachella, California; and,

WHEREAS, the Applicant and members of the public were present and were afforded an opportunity to testify regarding the Project; and,

WHEREAS, the Project is permitted pursuant to Chapter 17.26 of the Coachella Municipal Code, and the attendant applications for a Conditional Use Permit, Architectural Review, and Variance allow the Project; and,

WHEREAS, on October 2, 2019 the Planning Commission held a duly noticed public hearing at 53-990 Enterprise Way, Coachella, California to review the project, including the Change of Zone and Conditional Use Permit requests along with related environmental documents, at which time during the hearing members of the public were given an opportunity to testify regarding the project and continued the item to the October 16, 2019 meeting; and,

WHEREAS, on October 16, 2019 the Planning Commission continued the public hearing to the November 6, 2019 meeting wherein the public was given an additional opportunity to testify; and,

WHEREAS, the proposed use is necessary or desirable for the development of the community, is consistent with the objectives of the City’s General Plan, and is not detrimental to the existing uses or the uses specifically permitted in the zone in which the proposed use is to be located; and,

WHEREAS, the proposed site is adequate in size and shape to accommodate the

proposed development; and,

WHEREAS, the site for proposed use relates properly to streets which are designed to carry the type and quantity of traffic to be generated by the proposed use; and,

WHEREAS, the proposed uses will have no significant deleterious effect on the environment; and,

WHEREAS, a Mitigated Negative Declaration was prepared and considered for the proposal pursuant to the California Environmental Quality Act, as amended; and,

WHEREAS, the conditions as stipulated by the City are necessary to protect the public health, safety and welfare of the community.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Coachella, California does hereby recommend to the City Council approval of Conditional Use Permit No. 310 and 311, subject to the findings listed below and the attached Conditions of Approval for the Coachella Travel Centre Project (contained in “Exhibit A” and made a part herein).

Findings for Conditional Use Permit #310 and #311:

1. The Project is consistent with the goals, objectives, policies, and implementation measures of the Coachella General Plan 2035. The site has a Suburban Retail District land use designation that allows for the proposed development. The proposed uses on the site are in keeping with the policies of the Suburban Retail District land use classification and the Project is internally consistent with other General Plan policies for this type of development.
2. The Project is in compliance with the applicable land use regulations and development standards of the City’s Zoning Code. The Project complies with applicable C-G (General Commercial) zoning standards as proposed, and the applications for entitlements include Change of Zone No. 18-11 which will change the zoning to C-G (General Commercial) for the property. Additionally, the building height for the hotel is exceeded and addressed with the attendant Variance No. 18-09 application request.
3. Every use, development of land and application of architectural guidelines and development standards shall be considered on the basis of the suitability of the site for a particular use or development intended, and the total development, including the prescribed development standards, shall be so arranged as to avoid traffic congestion, ensure the protection of public health, safety and general welfare, prevent adverse effects on neighboring property and shall be in accord with all elements of the general plan. The Project site is within the Suburban Retail District land use designation of the City’s General Plan. This category provides for auto-oriented retail and commercial centers as proposed by the project. The proposed uses are compatible

with existing adjacent uses that include similar highway commercial uses along the 86-S Expressway.

- 4. The Project will be compatible with neighboring properties with respect to land development patterns and application of architectural treatments. The plans submitted for this Project proposes contemporary commercial buildings with attractive architectural features with one-story and four-story construction for a hotel and restaurant travel center. Surrounding properties are largely vacant but similarly zoned for highway commercial uses. As such, the Project will be in keeping with the scale, massing, and aesthetic appeal of the existing area and future development. The buildings will be set back from property lines and street frontages to mitigate the impacts upon loss of sunlight to neighboring lots.
- 5. An Initial Environmental Study recommending the adoption of a Mitigated Negative Declaration was prepared for this Project, pursuant to the California Environmental Quality Act Guidelines (CEQA Guidelines) and mitigation measures have been recommended in order to reduce the environmental effects of the project to a level of less than significant. The Project will not have any significant adverse effects on the environment.

PASSED APPROVED and ADOPTED this 6th day of November 2019.

Javier Soliz, Chairperson
Coachella Planning Commission

ATTEST:

Yesenia Becerril
Planning Commission Secretary

APPROVED AS TO FORM:

Carlos Campos
City Attorney

I HEREBY CERTIFY that the foregoing Resolution No. PC-2019-28, was duly adopted at a regular meeting of the Planning Commission of the City of Coachella, California, held on the 6th day of November 2019, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Yesenia Becerril
Planning Commission Secretary

RESOLUTION NO. PC2019-29

A RESOLUTION OF THE CITY OF COACHELLA PLANNING COMMISSION RECOMMENDING TO THE CITY COUNCIL APPROVAL OF VARIANCE NO. 18-09 TO ALLOW ROOF HEIGHTS AND PARAPET WALLS TO EXCEED THE 50-FOOT HEIGHT LIMIT IN THE C-G (GENERAL COMMERCIAL) ZONE FOR A 4-STORY HOTEL AS PART OF THE PROPOSED COACHELLA TRAVEL CENTRE PROJECT LOCATED ON THE SOUTH SIDE OF AVENUE 50 BETWEEN THE WHITEWATER CHANNEL AND 86-S EXPRESSWAY. ALEX MUCINO, APPLICANT.

WHEREAS, Alex Mucino filed an application for Variance (VAR 18-09) to exceed the 50 foot height limit in the C-G zone by allowing roof and parapet wall heights ranging from 54-58 feet for a 4-story hotel on a project area of 14.1 acres located on the south side of Avenue 50 between the Whitewater Channel and (“Project”); and,

WHEREAS, Sub-section 17.76.020(b) of the Coachella Municipal Code requires the Planning Commission to make five findings of fact regarding special and exceptional circumstances necessary before granting a variance request; and,

WHEREAS, the proposed use is necessary or desirable for the development of the community, is consistent with the objectives of the City’s General Plan; and,

WHEREAS, on October 2, 2019 the Planning Commission held a duly noticed public hearing at 53-990 Enterprise Way, Coachella, California to review the project, including the Change of Zone, Conditional Use Permits, and Variance requests along with related environmental documents, at which time during the hearing members of the public were given an opportunity to testify regarding the project and continued the item to the October 16, 2019 meeting; and,

WHEREAS, on October 16, 2019 the Planning Commission continued the public hearing to the November 6, 2019 meeting wherein the public was given an additional opportunity to testify; and,

WHEREAS, the Applicant and members of the public were present and were afforded an opportunity to testify regarding the Project; and,

WHEREAS, an Addendum to the Mitigated Negative Declaration was prepared and considered for the proposal pursuant to the California Environmental Quality Act, as amended.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Coachella, California does hereby approve Variance No. 18-05 with the findings and conditions listed below:

Findings for Variance No. 18-05

1. The strict application of the provisions of the Zoning Code would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Zoning Code. There are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity. The subject site is a lot that is adjacent on all sides to properties designated as Industrial District in the General Plan and that are zoned either M-W (Wrecking Yard) or M-S (Manufacturing-Service). At build-out the buildings will be substantially screened from view to the street due to the rectangular shape of the lot and the 2-three story buildings where the height limit will be exceeded on the property are setback from Harrison Street. The proposed project would be compatible with future industrial developments in the vicinity of the site.
2. Such variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity, but which, because of such special circumstances and practical difficulties or unnecessary hardships is denied to the property in question. Due the property’s interior lot line dimensions and its location, the property owner is deprived of being able to maximize the development potential of the site.
3. The granting of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located. The proposed commercial cannabis uses would be developed in accordance with all current development standards and building codes. This includes new landscaping and parking lot and fencing improvements in addition to the new buildings. The project would not create any objectionable odors, light or glare onto adjoining properties. The project will provide employment opportunities and there will not be any negative effect to the public welfare or property or improvements in the area.
4. The granting of the variance will not adversely affect any element of the general plan. The proposed industrial development would be consistent with land use, circulation and urban design elements of the General Plan. The proposed project will consist of new industrial buildings that will be in keeping with the light industrial and urban employment policies of the General Plan. The current General Plan land use designation of Industrial District envisions a variety of industrial building and uses intended to serve the local and regional populations. The future land uses on the site will be consistent with the General Plan.

Conditions of Approval for Variance No. 18-05:

1. Variance No. 18-05 is hereby approved to allow an increase in roof and parapet wall heights ranging from 54 to 61 feet as part of Architectural Review 18-09. All conditions of approval imposed by the attendant applications (CUP No. 310 and 311, and AR 18-05) shall remain in full force and effect.

2. The project shall comply with all applicable codes, laws and regulations, regardless of whether they are listed in these conditions. This includes conformance with the requirements of the adopted C.B.C., C.P.C., C.M.C., N.E.C., including all requirements of the South Coast Air Quality Management District, the Riverside County Fire Department and any requirements by any other agency having jurisdiction on the project.

3. The applicant will agree to defend and indemnify the City of Coachella against all claims, actions, damages, and losses, including attorney fees and costs, in the event that anyone files legal challenges to the approval of this project. Prior to the issuance of building permits, the applicant shall execute a standard indemnification agreement subject to review by the City Attorney.

PASSED APPROVED and ADOPTED this 28th day of November 2018.

Denise Delgado, Chairperson
Coachella Planning Commission

ATTEST:

Yesenia Becerril
Planning Commission Secretary

APPROVED AS TO FORM:

Carlos Campos
City Attorney

I HEREBY CERTIFY that the foregoing Resolution No. PC 2019-29, was duly adopted at a regular meeting of the Planning Commission of the City of Coachella, California, held on the 6th day of November 2019 by the following roll call vote:

AYES: NOES:
ABSENT:
ABSTAIN:

Yesenia Becerril
Planning Commission Secretary

RESOLUTION NO. PC2019-30

A RESOLUTION OF THE CITY OF COACHELLA PLANNING COMMISSION RECOMMENDING TO THE CITY COUNCIL APPROVAL OF ARCHITECTURAL REVIEW (AR 18-09) TO ALLOW A NEW 29,245 SQ. FT. HIGHWAY COMMERCIAL CENTER WITH HOTEL, SERVICE STATION, TWO RESTAURANTS, TRUCK FUELING, AUTO AND TRUCK WASHIGN FACILITY. ALEX MUCINO, APPLICANT.

WHEREAS, Alex Mucino filed applications for Architectural Review No. 18-09 and attendant applications for Conditional Use Permit 310 and 311 Variance 18-09 for the Coachella Travel Centre project proposed for on the south side of Avenue 50 between the Whitewater Channel and 86-S Expressway, Assessor’s Parcel No. 763-020-021 (“Project”); and,

WHEREAS, the Planning Commission conducted a duly noticed public hearing on Architectural Review No. 18-09, Conditional Use Permit 310 and 311 Variance 18-09 and environmental assessment on October 2, 2019 in the Permit Center Hearing Room,53990 Enterprise Way, Coachella, California; and,

WHEREAS, the Applicant and members of the public were present and were afforded an opportunity to testify regarding the Project; and,

WHEREAS, the Project is permitted pursuant to Chapter 17.26 of the Coachella Municipal Code, and the attendant applications for a Conditional Use Permit, Architectural Review, and Variance allow the Project; and,

WHEREAS, on October 2, 2019 the Planning Commission held a duly noticed public hearing at 53-990 Enterprise Way, Coachella, California to review the project, including the Change of Zone and Conditional Use Permit requests along with related environmental documents, at which time during the hearing members of the public were given an opportunity to testify regarding the project and continued the item to the October 16, 2019 meeting; and,

WHEREAS, on October 16, 2019 the Planning Commission continued the public hearing to the November 6, 2019 meeting wherein the public was given an additional opportunity to testify; and,

WHEREAS, the proposed use is necessary or desirable for the development of the community, is consistent with the objectives of the City’s General Plan, and is not detrimental to the existing uses or the uses specifically permitted in the zone in which the proposed use is to be located; and,

WHEREAS, the proposed site is adequate in size and shape to accommodate the proposed development; and,

WHEREAS, the site for proposed use relates properly to streets which are designed to carry the type and quantity of traffic to be generated by the proposed use; and,

WHEREAS, the proposed uses will have no significant deleterious effect on the environment; and,

WHEREAS, a Mitigated Negative Declaration was prepared and considered for the proposal pursuant to the California Environmental Quality Act, as amended; and,

WHEREAS, the conditions as stipulated by the City are necessary to protect the public health, safety and welfare of the community.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Coachella, California does hereby approve Architectural Review 18-09, subject to the findings listed below and the attached Conditions of Approval for the Coachella Travel Centre Project (contained in “Exhibit A” and made a part herein).

Findings for Architectural Review #18-09:

1. The Project is consistent with the goals, objectives, policies, and implementation measures of the Coachella General Plan 2035. The site has a Suburban Retail District land use designation that allows for the proposed development. The proposed uses on the site are in keeping with the policies of the Suburban Retail District land use classification and the Project is internally consistent with other General Plan policies for this type of development.
2. The Project is in compliance with the applicable land use regulations and development standards of the City’s Zoning Code. The Project complies with applicable C-G (General Commercial) zoning standards as proposed, except for building height which is addressed with the attendant Variance No. 18-09 application request.
3. Every use, development of land and application of architectural guidelines and development standards shall be considered on the basis of the suitability of the site for a particular use or development intended, and the total development, including the prescribed development standards, shall be so arranged as to avoid traffic congestion, ensure the protection of public health, safety and general welfare, prevent adverse effects on neighboring property and shall be in accord with all elements of the general plan. The Project site is within the Suburban Retail District land use designation of the City’s General Plan. This category provides for auto-oriented retail and commercial centers as proposed by the project. The proposed uses are compatible with existing adjacent uses that include similar highway commercial uses along the 86-S Expressway.
4. The Project will be compatible with neighboring properties with respect to land

development patterns and application of architectural treatments. The plans submitted for this Project proposes contemporary commercial buildings with attractive architectural features with one-story and four-story construction for a hotel and restaurant travel center. Surrounding properties are largely vacant but similarly zoned for highway commercial uses. As such, the Project will be in keeping with the scale, massing, and aesthetic appeal of the existing area and future development. The buildings will be set back from property lines and street frontages to mitigate the impacts upon loss of sunlight to neighboring lots.

- 5. An Initial Environmental Study recommending the adoption of a Mitigated Negative Declaration was prepared for this Project, pursuant to the California Environmental Quality Act Guidelines (CEQA Guidelines) and mitigation measures have been recommended in order to reduce the environmental effects of the project to a level of less than significant. The Project will not have any significant adverse effects on the environment.

PASSED APPROVED and ADOPTED this 2nd day of Octobe 2019.

Javier Soliz, Chairperson
Coachella Planning Commission

ATTEST:

Yesenia Becerril
Planning Commission Secretary

APPROVED AS TO FORM:

Carlos Campos
City Attorney

I HEREBY CERTIFY that the foregoing Resolution No. PC-2019-31, was duly adopted at a regular meeting of the Planning Commission of the City of Coachella, California, held on the 2nd day of October 2019, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Yesenia Becerril
Planning Commission Secretary

“EXHIBIT A”**CONDITIONS OF APPROVAL FOR THE COACHELLA TRAVEL CENTRE DEVELOPMENT INCLUDING THE FOLLOWING APPLICATIONS: CHANGE OF ZONE NO. 18-11, CONDITIONAL USE PERMIT NO. 310, CONDITIONAL USE PERMIT NO. 311, AND ARCHITECTURAL REVIEW NO. 18-09.****General Conditions:**

1. Conditional Use Permit No. 310 hereby approves the development of a drive-thru restaurant on the Coachella Travel Centre site; Conditional Use Permit No. 311 hereby allows the development of an auto washing and truck washing facility; Variance No 18-09 allows a 4-story hotel in excess of 50 feet in height; and Architectural Review No. 18-09 to allow a new 29,245 sq. ft. highway commercial center with hotel, service station, two restaurants, auto washing, and truck washing facility all within the Coachella Travel Centre project located on the south side of Avenue 50 between the Whitewater Channel and the State Route 86 Expressway. A building permit for this CUP and diligent pursuit of construction shall vest the conditional use permit, additionally, approval of the above-mentioned applications are subject to approval of Change of Zone No. 18-11 by the City of Coachella City Council.
2. The construction of all new structures shall be in conformance with construction drawings and landscaping plans designed in accordance for the Coachella Travel Centre Project. All rooftop equipment shall be architecturally screened from view to the street.
3. All parking lot lighting for the Project shall be consistent with the architectural design exhibits of the Project, as approved by the Development Services Director.
4. The truck washing facility may operate from 9:00 am to 10:00 pm daily.
5. All plans, as shown, are considered “conceptual,” subject to revisions as called out by the conditions of this resolution. The plans shall not be stamp-approved until all conditions requesting revisions have been satisfied during the building plan check process. Any substantial changes to the plans, including changes shown on future building permit plans deemed by Staff to not be within substantial conformance with this approval, will require an amendment to the approval of Architectural Review No. 18-09, including architectural features, materials, and site layout.
6. The project shall comply with all applicable codes, laws and regulations, regardless of whether they are listed in these conditions. This includes conformance with the requirements of the adopted U.B.C., U.P.C., U.M.C., N.E.C., including all requirements of the South Coast Air Quality Management District, the Riverside County Fire Department.

7. The applicant shall defend, indemnify and hold harmless the City of Coachella, its officials, officers, employees, and agents from and against any claim, action, or proceeding against the City, its officials, officers, employees or agents to attack, set aside, void or annul any project approval or condition of approval of the city concerning this project, including but not limited to any approval or condition of approval or mitigation measure imposed by the City Council or Planning Commission. The City shall promptly notify the applicant of any claim, action, or proceeding concerning the project and the City shall cooperate fully in the defense of the matter. The City reserves the right, at its own option, to choose its own attorney to represent the City, its officials, officers, employees and agents in the defense of the matter. The applicant shall execute an indemnification agreement, in a form acceptable to the City Attorney, within five days of the effective date of this approval.
8. All plan submittals are the responsibility of the developer; this includes plan submittals to the City of Coachella, the Riverside County Fire Marshal's Office, and Imperial Irrigation District.

Mitigation Measures – Aesthetics:

9. AES-1 The proposed structures shall be painted in colors that closely match the surrounding desert landscape, so as to create continuity in the potentially obscured views. The colors chosen shall be approved by the City of Coachella's architectural review process.
10. AES-2 Prior to approval of the Final Design, an analysis of potential glare from sunlight or exterior lighting to impact vehicles traveling on adjacent roadways shall be submitted to the City for review and approval. This analysis shall demonstrate that due to building orientation or exterior treatment, no significant glare may be caused that could negatively impact drivers on the local roadways or impact adjacent land uses. If potential glare impacts are identified, the building orientation, use of non-glare reflective materials or other design solutions acceptable to the City of Coachella shall be implemented to eliminate glare impact.

Mitigation Measures – Air Quality:

11. AQ-1 Fugitive Dust Control. The following measures shall be incorporated into Project plans and specifications for implementation:
 - Apply soil stabilizers or moisten inactive areas.
 - Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day).
 - Cover all stock piles with tarps at the end of each day or as needed.
 - Provide water spray during loading and unloading of earthen materials.
 - Minimize in-out traffic from construction zone.
 - Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard.
 - Sweep streets daily if visible dust is carried out from the construction site.

12. AQ-2 Axhaust Emissions Control

- Utilize well-tuned off-road construction equipment.
- Establish a preference for contractors using Tier 3-rated or better heavy equipment.
- Enforce 5-minute idling limits for both on-road trucks and off-road equipment.

13. AQ-3 Exposed surfaces shall be watered at least three times per day during grading activities.

14. AQ-4 Provide incentives for vendors and material delivery trucks that would be visiting the hotel to encourage the use of zero-emission or near-zero emission heavy-duty trucks during operation, such as trucks with natural gas engines that meet CARB's adopted optional NOx emissions standard of 0.02 grams per brake horsepower-hour (g/bhp-hr). At a minimum, incentivize the use of 2010 model year 18 or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks.

15. AQ-5 Provide electric vehicle (EV) charging stations for the hotel and restaurant uses where feasible. If feasible, at least 5% of all vehicle parking spaces include EV charging stations, or at a minimum, require the Proposed Project to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in. Electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. Electrical panels should be appropriately sized to allow for future expanded use.

16. AQ-6 Provide incentives for employees working at the proposed retail uses to encourage the use of public transportation or carpooling, such as discounted transit passes or carpool rebates.

17. AQ-7 Implement a rideshare program for employees working at the proposed retail uses and set a goal to achieve a certain participation rate over a period of time.

18. AQ-8 Maximize the use of solar energy including solar panels. Installing the maximum possible number of solar energy arrays on the building roofs and/or on the Proposed Project site to generate solar energy for the facility and/or EV charging stations.

19. AQ-9 Require the use of electric landscaping equipment, such as lawn mowers and leaf blowers.

20. AQ-10 Require use of electric or alternatively fueled sweepers with HEPA filters.

21. AQ-11 Maximize the planting of trees in landscaping and parking lots.

22. AQ-12 Use light colored paving and roofing materials.

23. AQ-13 Utilize only Energy Star heating, cooling, and lighting devices, and appliances.

Mitigation Measures- Biological Resources:

24. BIO-1 The State of California prohibits the "take" of active bird nests. To avoid an illegal take of active bird nests, any grubbing, brushing or tree removal should be conducted outside of the the State identified nesting season (Raptor nesting season is February 15 through July 31; and migratory bird nesting season is March 15 through September 1). Alternatively, the site shall

be evaluated by a qualified biologist prior to the initiation of ground disturbance to determine the presence or absence of nesting birds. Active bird nests **MUST** be avoided during the nesting season. If an active nest is located in the project construction area it will be flagged and a 300-foot avoidance buffer placed around it. No activity shall occur within the 300-foot buffer until the young have fledged the nest.

Mitigation Measures- Cultural Resources:

25. CUL-1 Should any cultural resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the City's onsite inspector. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.
26. CUL-2 Should any paleontological resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection should be performed immediately by a qualified paleontologist. Responsibility for making this determination shall be with the City's onsite inspector. The paleontological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

Mitigation Measures- Geology and Soils:

27. GEO-1 Based upon the geotechnical investigation (Appendix 4), all of the recommended design and construction measures identified in Appendix 4 (listed on Pages 12-25) as well as the Seismic Design Parameters (Pages 10-11) shall be implemented by the Applicant into the project design. Implementation of these specific measures will address all of the identified geotechnical constraints identified at project site.
28. Geo-2 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the Project site for future cleanup.
29. Geo-3 All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the Coachella Travel Centre is being constructed.

Mitigation Measures- Hazards and Hazardous Materials:

30. HAZ-1 All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure will be incorporated into the SWPPP prepared for the Project development.

Mitigation Measures- Transportation/Traffic:

31. TRAF-1 The construction contractor will provide adequate traffic management resources, as determined by the City of Coachella. The City shall require a construction traffic management plan for work in public roads that complies with the Work Area Traffic Control Handbook, or other applicable standard, to provide adequate traffic control and safety during excavation activities. At a minimum this plan shall include how to minimize the amount of time spent on construction activities; how to minimize disruption of vehicle and alternative modes of transport traffic at all times, but particularly during periods of high traffic volumes; how to maintain safe traffic flow on local streets affected by construction at all times, including through the use of adequate signage, protective devices, flag persons or police assistance to ensure that traffic can flow adequately during construction; the identification of alternative routes that can meet the traffic flow requirements of a specific area, including communication (signs, webpages, etc.) with drivers and neighborhoods where construction activities will occur; and at the end of each construction day roadways shall be prepared for continued utilization without any significant roadway hazards remaining.

Mitigation Measures- Utilities and Service Systems:

32. UTL-1 If recycled water becomes available at the project site, the Applicant shall connect to this system and utilize recycled water for landscape irrigation, and any other feasible uses of recycled water on the project site.

Grading and Drainage

33. A preliminary geological and soils engineering investigation shall be conducted by a registered soils engineer, and a report submitted for review with the precise grading plan and shall include pavement recommendations. The report recommendations shall be incorporated into the precise grading plan design prior to plan approval. The soils engineer and/or the engineering geologist shall certify to the adequacy of the grading plan.
34. A precise grading/improvement plan, prepared by a California Registered Civil Engineer, shall be submitted for review and approval by the City Engineer prior to issuance of any permits. A final soils report, compaction report and rough grading certificate shall be submitted and approved prior to issuance of any building permits.
35. A Drainage Report, prepared by California Registered Civil Engineer, shall be submitted for review and approval by the City Engineer prior to issuance of any permits. The report shall contain a Hydrology Map showing on-site and off-site tributary drainage areas and shall be prepared in accordance with the requirements of the Riverside County Flood Control District. Adequate provisions shall be made to accept and conduct the existing tributary drainage flows around or through the site in a manner which will not adversely affect adjacent or downstream properties. If the design of the project includes a retention basin, it shall be sized to contain the runoff resulting from a 10-year storm event and the runoff from a 100-year storm event shall be contained within basin with shallow ponding (3.5' max.). The basin shall be designed to evacuate a 10-year storm event within 72

hours. The size of the retention basin(s) shall be determined by the hydrology report and be approved by the City Engineer. Retention basin shall be provided with a minimum of 2.00 feet sandy soil if determined to contain silt or clay materials. Maximum allowable percolation rate for design shall be 10 gal./s.f./day unless otherwise approved by the City Engineer. A percolation test for this site is required to be submitted. A combination drywell vertical drain field shall be constructed at all points where runoff enters the retention basin. Drywell & vertical drain field design shall be based on soils borings made at the proposed drywell locations after the retention basins have been rough graded. Minimum depth shall be 45-feet. A log that includes sieve analysis for each strata of the borings shall be submitted to the City Engineer for confirmation of depth of the vertical drain fields. Underground retention under the proposed parking area will be considered as an alternative to surface retention subject to the approval of the City Engineer.

36. Site access improvements shall be in conformance with the requirements of Title 24 of the California Administrative Code. This shall include access ramps for off-site and on-site streets as required.
37. Applicant shall obtain approval of site access and circulation from Fire Marshall.
38. If applicant is planning to build a wall, separate permits shall be required for wall construction. The maximum height of any wall shall be limited to six (6) feet as measured from an average of the ground elevations on either side.

Street Improvements

39. A traffic study by a licensed California Registered Civil Engineer shall be prepared for this project to identify improvements required at intersections of Avenue 50 and Tyler Street and at SR-86, the study shall include improvements as per city general plan and to accommodate the construction of a new bridge on the storm water channel with a new interchange at State Route 86 (see also item No.20 of General Comments).
40. Avenue 50 and Tyler Street shall include improvements as required as per City of Coachella General Plan, applicant shall also verify and dedicate land if necessary to comply with right-of-way requirements.
41. It is recommended by this department to locate a secondary ingress/egress to the property to facilitate continuity for commercial traffic flow.
42. Street improvement plans prepared by a California Registered Civil Engineer shall be submitted for engineering plan check prior to issuance of encroachment permits. All street improvements including street lights shall be designed and constructed in conformance with City Standards and Specifications. Street flow line grade shall have a minimum slope of 0.35 %.
43. Applicant shall construct all off-site and on-site improvements including street pavement, curb, gutter, sidewalk, street trees, perimeter walls, perimeter landscaping and irrigation, storm drain, street lights, and any other incidental works necessary to complete the improvements. Driveways shall conform to City of Coachella standards for commercial

driveways with a minimum width of 24.00 feet and curbed radius entrances.

44. Applicant shall obtain an encroachment permit for any improvements constructed within public right-of-way including alleys.

Sewer and Water Improvements

45. Sewer & Water Improvement Plans prepared by a California Registered Civil Engineer shall be submitted for engineering plan check and City Engineer approval.
46. Applicant shall construct all off-site and on-site water improvements and any other incidental works necessary to complete the improvements. Size and location of sewer and water improvements shall be approved by the City Engineer.
47. A separate fire connection is required as per standard W-1, W-4, W-7, W-10 (Above ground) for the new construction with the following criteria: If a building exceeds 3600 square feet and/or has more than 100 seating area. Fire hydrants are required within 250 feet minimum from the closest building point to the hydrant. Pipe type c-900-CLS-200.

General

48. The City in cooperation with the California Department of Transportation (Caltrans) District 8, and Coachella Valley Association of Governments (CVAG), proposes the construction of a new bridge on the storm water channel in conjunction with a new interchange at State Route 86.
49. Prior to issuance of any encroachment permits by the City of Coachella, the applicant shall resolve CVWD issues related to existing tile drains or irrigation mains located within the project boundary or along the streets adjacent to the property. If necessary tile drains and irrigation lines shall be relocated and easement documents prepared for the new location of any such lines. Plans for the tile drain or irrigation relocation shall be submitted to CVWD for approval and a copy of the plans shall be submitted to the City for evaluation regarding possible conflict with City facilities. The applicant shall submit to the City approved copies of any such relocation plans.
50. The developer shall submit a Fugitive Dust Control and Erosion Control plan in accordance with Guidelines set forth by CMC and SCAQMD to maintain wind and drainage erosion and dust control for all areas disturbed by grading. Exact method(s) of such control shall be subject to review and approval by the City Engineer. No sediment is to leave the site. Additional securities, in bond form, in amount of \$2,000.00 per acre of gross area, and a one time cash deposit of \$2,000.00 are required to insure compliance with this requirement. No work may be started on or off site unless the PM-10 plan has been approved, the original plans, and executed dust control agreement, are filed in the engineering department at the City of Coachella. A separate submittal and approval to the AQMD agency is required on projects exceeding 10 acres.
51. The applicant shall pay all necessary plan check, permit and inspection fees. Fees will be determined when plans are submitted to the City Engineering Department for plan check. Applicant shall comply with the valley wide NPDES permit requirements including but not limited to submittal of a Preliminary PMP for plan review accompanied by a

\$3,000 plan check deposit and a Final WQMP for final approval including executed maintenance agreement. All unused plan check fees will be refunded to the applicant upon approval of the Final WQMP.

Completion

52. "As-built" plans shall be submitted to and approved by the City Engineer. Prior to acceptance of the improvements by the City, such plans, once approved, shall be given to the city on compact disk in AutoCad format. All off-site and on-site improvements shall be completed to the satisfaction of the City Engineer prior to acceptance of improvements for maintenance by the City.
53. Prior to issuance to of certificate of occupancy, all public improvements, including landscaping and lighting of the retention basins, and landscaped areas along the exterior streets, shall be completed to the satisfaction of the City Engineer. An engineering final inspection is required.

Development Services – Landscaping:

54. Final landscaping and irrigation plans shall be submitted to the Development Services Department for review and approval. Said plans shall conform to the landscaping plan submitted as part of the subject Architectural Review, and as conditioned herein.
55. Prior to the issuance of building permits, the applicant shall submit detailed landscaping and irrigation plans for review and approval by the City's Engineering Department and Development Services Department.
56. Landscaping and irrigation shall be provided in accordance with Section 17.54.010(J) of the Municipal Code and in accordance with the State Model Water Efficient Landscape Ordinance (AB 1881). Water budget calculations, including the Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use (ETWU) shall be provided as part of the landscaping and irrigation plan.
57. The landscape plan shall provide for a minimum 5-gallon groundcover plants, 5-gallon shrubs, and 24-inch box trees. The plants and trees shall be irrigated with an automatic and durable drip irrigation system.
58. Landscaped areas shall be dressed with a minimum 2-inch layer of compacted and/or glue- bonded decomposed granite that cannot be wind driven. A weed barrier underlayment shall be placed under the decomposed granite.

- 59 Plant materials selection should be represented by symbols that show the plants at 75% of their mature size.
- 60 The applicant shall obtain written clearance from the County Agricultural Commissioner's Office regarding the type of landscaping to be planted. The clearance letter shall be included as a note on the landscape plans. The applicant shall utilize only plants that were listed on the landscape plan submitted to the Commissioner's office. Any substitutions must be approved by both the Commissioner's office as well as the City's Development Services Department.
- 61 Six-inch concrete bands shall be used as mow strip borders for planting areas where separating turf areas or synthetic turf areas.
- 62 All landscape planter beds in interior parking areas shall be not less than five (5) feet in width and bordered by a concrete curb not less than six (6) inches nor more than eight (8) inches in height adjacent to the parking surface.
- 63 All non-landscaped and undeveloped areas of the site shall be kept free of weeds and debris and shall be treated with a dust-preventative groundcoating.
- 64 Left Intentionally Blank.

Development Services – Project Design:

- 65 Prior to the issuance of building permits, all exterior architectural features and treatments shall be consistent with the submitted Architectural Review No. 17-05 construction plans and elevations, subject to review and approval.
- 66 All exposed metal flashing, downspouts, or utility cabinets shall be painted to match the building prior to final inspection.
- 67 Trash enclosures installed for the project shall be compatible architecturally with the building and include storage areas for recycling containers. The enclosure shall be constructed to Burrtec Waste Management Standards. Both Burrtec Waste Management and the City Engineer shall approve the location of the trash enclosure.
- 68 All roof mounted mechanical equipment, except solar panels, shall be view obscured by a parapet wall greater in height than the equipment installed. Ground mounted mechanical equipment shall be view obscured by landscaping or enclosure.

69 Outdoor storage areas shall be obscured from public view and specifically shall not be visible from Avenue 48 and Harrison Street.

Riverside County Fire Department:

70 The Fire Department requires the listed fire protection measures be provided in accordance with the City of Coachella Municipal Code and/or the Riverside County Fire Department Fire Protection Standards. Final conditions will be addressed when complete building plans are reviewed.

Access

71 Fire department emergency vehicle apparatus access road locations and design shall be in accordance with the California Fire Code, City of Coachella Municipal Code, Riverside County Ordinance 787, and Riverside County Fire Department Standards. All portions of structures shall be within 150 feet of the approved 24-foot wide fire lane or municipal street.

Water

72 The Fire Department water system(s) for fire protection shall be in accordance with the California Fire Code, Riverside County Ordinance 787 and Riverside County Fire Department Standards. Plans shall be submitted to the Fire Department for review and approval prior to building permit issuance.

- a. For the proposed project, provide or show a water system capable of delivering at least 3250 gallons per minute for a four-hour duration at 20psi residential operating pressure.
- b. The required water system including fire hydrants shall be installed and accepted by the appropriate water agency prior to combustible building material being placed on an individual lot. Two sets of water plans are to be submitted to the Fire Department for approval. Hydrants shall be located at corners and space 350-500 feet apart, depending on the subdivision (per Coachella City).
- c. Fire sprinklers are required in all areas.

Imperial Irrigation District:

73 Any construction or operation on IID property or within its existing and proposed right-of-

way or easements will require an encroachment permit, including but not limited to: surface improvements such as proposed new streets, driveways, parking lots, landscape; and all water, sewer, storm water, or any other above ground or underground utilities (e.g. power lines).

- 74 Any and all mitigation necessary as a result of the construction, relocation and/or upgrade of IID facilities is the responsibility of the project proponent.

Utilities:

- 75 Water and sewer plans outside the buildings and interior plumbing or mechanical plans (i.e. floor drains and sinks, equipment which discharges to the sewer system, chemical storage and spill containment measures) shall be provided to the City Utilities Department for review and approval.
- 76 A Source Control "Short Form" (and the Source Control application if required) shall be completed and turned into Source Control (Utilities Department) by the applicant.
- 77 Based on findings of the Source Control application, all modifications shall be completed prior to issuance of a certificate of occupancy.
- 78 Adequate fire protection shall be included and the public water supply shall be protected with a DCDA or greater on all fire water lines to commercial/industrial facilities.
- 79 An RP shall be correctly installed within 12" of all water meters servicing domestic usage, landscape, commercial and/or industrial facilities.
- 80 All landscaping shall be on a separate water meter with an RP ensuring the establishment is not assessed sewer fees for water used on landscape.
- 81 All mechanical and plumbing plans shall be submitted to the Utilities Department for review to determine if pretreatment and/or a sample location is required.
- 82 All facilities and landscape plumbing which have water or wastewater (sewer) services shall obtain approval from the Environmental Compliance (Source Control), Water and Sanitary Sewer Divisions prior to receipt of the Certificate of Occupancy.
- 83 Fire hydrants must be at the end of each dead end for flushing.
- 84 RPZ Style Backflow devices shall be installed on commercial and landscape meters.
- 85 Above ground DCDA backflows must be installed for all fire line services.
- 86 Master-metered, radio-read water meters shall be utilized for the project.

- 87 Domestic and fire service backflow meter devices must be in utility right of way.

ENVIRONMENTAL COMPLIANCE

- 88 The applicant shall submit water and sewer plans for approval from Utilities General Manager. The project shall be required to connect to City public sewer and water system by extending service mains as needed.
- 89 The project will require a Water Quality Management Plan (WQMP) >100,000 sq/ft.
- 90 The proposed facility will be required to submit a source control survey, and submit detailed plumbing and mechanical plans.
91. The applicant shall install an above ground “Double Check Detector Assembly” DCDA for fire system to protect water supply from contamination or pollution.
92. Backflow devices; will require Reduced Pressure Principle Device (RP) within 12 inches of water service installed to protect water supply from contamination or pollution.
93. The applicant shall install separate AMI metering system for each building, and install separate AMI metering system for the irrigation system.
94. The project shall implement the State’s drought mandate which prohibits irrigation with potable water outside newly constructed homes and buildings that is not delivered by drip or micro-spray systems.

Fees:

95. Prior to the issuance of a building permit, the applicant shall pay all Development Fees to the City; this also includes school fees and outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to the Development Services Department prior to permit issuance.
96. The applicant shall be responsible for paying all applicable development and processing (plan check, inspection, etc.) fees associated with this project.
97. The applicant shall pay all applicable school impact fees to the Coachella Valley Unified School District prior to the issuance of a building permit.
98. The applicant shall pay all required water connection fees.
99. The applicant shall be required to pay the Multiple Species Habitat Conservation (MSHCP) fees for commercial development prior to issuance of building permits.
100. The applicant shall comply with the City's Art in Public Places Ordinance. If the applicant

elects to pay in-lieu art fees, then the fees shall be deposited into the Public Arts Fund at an amount of (1) One-half (1/2) of one percent (1%) for new commercial construction.

101. The project is subject to payment of all commercial development impact fees whether or not explicitly stated in other conditions of approval or the environmental mitigation measures for the subject project.

INITIAL STUDY
FOR THE
COACHELLA TRAVEL CENTRE

Prepared for:

City of Coachella
1515 Sixth Street
Coachella, California 92236

Prepared by:

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San Bernardino, California 92405
(909) 882-3612

April 2019

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ENVIRONMENTAL CHECKLIST FORM**INTRODUCTION**

1. Project Title: Coachella Travel Centre Project Initial Study
2. Lead Agency Name: City of Coachella
Address: 1515 6th Street, Coachella, CA 92236
3. Contact Person: Luis Lopez
Phone Number: (760) 398-3102
4. Project Location: The proposed project is located in the City of Coachella, Riverside County, at Avenue 50 and State Route 86 in Coachella, California. The project is located on the west side of State Route 86 just south of Avenue 50. The geographic coordinates of the proposed project are 33.685704, -116.163169 and the proposed project is located within Coachella, USGS 7.5-minute topographic map within Township 6 South, Range 8 East of the San Bernardino Meridian. See Figures 1 and 2 for regional and site locations.
5. Project Sponsor's Name and Address: Ed Haddad
422 Wier Road, San Bernardino, CA 92408
6. General Plan Designation: Suburban Retail District
7. Zoning: Agricultural Reserve (A-R)
8. Project Description:

Introduction

The City of Coachella is located in the middle of Riverside County north of the Salton Sea and abutting the Cities of Indio and La Quinta, near the border between Riverside and Imperial County. As part of a development application filed by AHD Limited Partnership (LP), the City of Coachella (City) will consider entitlements to develop a Travel Centre within a 14.1-acre site that includes a 5 Story Hotel, a Restaurant, a Drive-Thru Restaurant, a Convenience Store, a Gas Station, and a Truck Stop, which includes Truck Fuel Pumps, a Truck Wash Facility, and a Car Wash Facility. AHD, LP is a Real Estate Holding company whose Principal is Ed Haddad. The need for a project of this type at this location is such that this area of the City of Coachella is underserved for this type of use, particularly given that plans have been approved to extend Avenue 50 to Interstate 10, which would create a new freeway on- and off-ramp that will connect this portion of the City with interstate travelers looking to visit the Coachella Valley and beyond.

Project Description

The approximately 14.1-acre site is located in Coachella, California, which is part of the Coachella Valley within Riverside County. It is comprised of one parcel—APN 763-020-021—located generally at the southwest corner of Avenue 50 and Highway 86. The project will require a zone classification change from Agricultural Reserve (A-R) to General Commercial (C-G). The project will also require three conditional use permits for a truck wash, auto washing, and drive-

thru restaurant businesses, and site plan and architectural review by the City of Coachella. Similarly, the sale of alcohol on the premises will require a separate conditional use permit consideration. Additionally, a variance to exceed the allowable height of three stories in the C-G zone for the hotel is required.

The proposed site will be developed with 5 buildings as shown on the site plan provided as Figure 3, which will make up the Coachella Travel Centre. The site is planned to contain a convenience store and gas station at the northwestern corner of the site, at Avenue 50 and Tyler Street. The convenience store will be approximately 3,800 square feet (SF) with a gas pump canopy directly adjacent to it. The interior of convenience store will contain restrooms, a 17-doorwalk-in cooler, a utility closet, a cashier stand, an office, a soda fountain, a to-go food station, a coffee station, a sales area, a walk-in freezer, and several stands for miscellaneous convenience item sales. The entrance will be located facing east with an additional side entrance facing north. The convenience store floor plan is shown on Figure 4. The gas station will include 10 fuel pumps as well as adjacent parking. The gas station floor plan is shown on Figure 5. It is anticipated that the gas station and convenience store will employ a total of about 15 persons.

In the northern middle portion of the site there will be a drive thru restaurant that will be approximately 2,533 SF and a sit down restaurant that will be 5,555 SF. The interior of the drive thru restaurant will contain restrooms, a dining room area, a service area, and a kitchen area with three entryways restricted to employee access and two customer entrances. The drive thru wraps around the majority of the drive thru restaurant structure with parking located northeast of the structure. The drive thru restaurant floor plan is shown on Figure 6. It is anticipated that the drive-thru restaurant will employ a total of about 20 persons. The proposed sit down restaurant will have restrooms, a dining room, and a kitchen area with an entryway restricted to employee access and three customer entrances. The sit down restaurant floor plan is shown on Figure 7. Restaurant parking will surround the restaurant in each direction. It is anticipated that the sit down restaurant will employ a total of about 30 persons.

In the middle of the project site, a 4-story, 11,259 SF hotel will be developed with 116 rooms. The hotel will contain a mixture of king rooms, king suites, and double queen rooms. The lobby of the hotel will include a breakfast bar, registration, a sundry shop, a print station, a brochure station, restrooms and lobby seating. In addition to 9 guest rooms, the first floor will also include a fitness center, a pantry, a board room, and an employee area containing a work area, a linen room, a laundry room, a break room, a mechanic room, a manager's office, a security room, and employee restroom facilities. Outside on the first floor, the hotel will contain an enclosed pool for guest use. The second, third, and fourth floors are identical and each floor contains 25 rooms, elevators, storage, an electrical room, and stairways on either side of the hotel for guest access. The hotel floor plans for each floor are shown on Figures 8-11. It is anticipated that the hotel will employ a total of about 30 persons.

The southern portion of the site will consist of a 2,677 SF car wash station, 4,754 SF truck wash station, and a truck fuel pumps. The car wash will be a self-serve drive thru facility with about 13 vacuum stations adjacent to the car wash structure. The car wash floor plan is shown on Figure 12. The truck wash facility will be self-serve and will allow for three trucks to be washed at a time. The truck wash bay floor plan is shown on Figure 13. The truck fuel canopy will contain 8 canopy islands with 16 pump stations. The truck fuel canopy floor plan is shown on Figure 14. It is anticipated that the car wash and truck was stations will each employ a total of about 2 persons.

Summary of the parking for the entire site is shown in Table 1 below:

**TABLE 1
PARKING SUMMARY**

Project Component	Building SF	Ratio of Parking Required	Required by the Project	Provided
Convenience Store	3,800 SF	1 Space per 250 SF	15.2	-
Quick Serve Rest (QSR)	1,200 SF	1 Space per 200 SF of non-customer area and 1 Space per 45 SF of customer area	12.0	-
Gas Pump Canopy	-	-	-	-
Car Wash Station	2,677 SF	1 Space per 2 Employees	2.0	-
Truck Wash Station	4,754 SF	1 Space per 2 Employees	2.0	-
Drive Thru Restaurant	2,533 SF	1 Space per 100 SF	25.3	-
Restaurant	5,555 SF	1 Space per 100 SF	55.6	-
Hotel (116 Rooms)	11,259 SF	1 Space per Guest Room plus 1 space per 3 employees and 1 space per 3 person capacity of meeting rooms	116.0	-
TOTAL	77,831 SF	-	229	415

The project will provide various types of parking stalls as follows in Table 2:

**TABLE 2
PARKING STALL SUMMARY**

Stall Type	Stall Size	Stalls Provided
Regular Stall	9 x 18	405 Stalls
Accessible Stall	9 x 18	10 Stalls
Loading Stall	10 x 22	5 Stalls
Semi-Truck Stall	12 x 86	62 Stalls
Bicycle Stalls	-	12 Proposed

As demonstrated in Tables 1 and 2 above, the proposed Coachella Travel Centre will have ample parking above and beyond the amount of parking required by the City.

The Landscape plan for the proposed project is provided as Figure 15 and includes a mixture of trees, shrubs, and cactus that are drought resistant and common to the desert landscape of the Coachella Valley. The project site will have landscaping around the perimeter that will screen the site from the surrounding roadways and development. Landscaping will account for a minimum of 15% of the entire site as required by the City of Coachella.

Construction Scenario

Construction of the proposed Coachella Travel Centre is anticipated to require approximately one year, with the anticipated start date of construction in the December 2019 and the completion date by the January 2021. The Project site was agricultural land, and has been previously disturbed, which ceased approximately 30 years ago; development of the site would

require site preparation (i.e., grading and excavation), paving, and construction of buildings. There is no irrigation water infrastructure serving the site at this time. The project is anticipated to require minimal cut and fill with any cut being reused to balance of the site through grading, which will minimize import/export of material. The proposed project will develop underground storage tanks to support the fueling station, which will require some excavation, but it is anticipated that the site will balance. Development of the Coachella Travel Centre will require installation of pavement, curbing and sidewalk throughout the site as shown on the Preliminary Grading Plan (Figure 16-17). Additionally, the project will require installation of drainage inlets at several locations within the project site and installation of a stormtech subsurface stormwater management system. Delivery of construction supplies and removal of any excavated materials, if necessary, will be accomplished using trucks during normal working hours, with a maximum of 50 round trips per day. It is anticipated that a maximum number of 50 employees will be required to support the construction of the project each day. Grading will be by traditional mechanized grading and compaction equipment. Equipment utilized will be traditional site development equipment of front end graders, vibratory compactors, petroleum powered fork lifts, and various hand tools traditional to commercial construction.

9. Surrounding land uses and setting: (Briefly describe the project's surroundings)

The project site is located adjacent to State Highway 86, which generally is surrounded on either side in the project area by the Suburban Retail District land use designation.

- To the west of the site, the land use is Open Space (OS); the Whitewater River is directly adjacent to the project site, which is an important stormwater management facility within the Coachella Valley. Further to the west of the project site the land use designations are Suburban Neighborhood and Urban Employment;
- To the north of the site, the land use is Suburban Retail District;
- To the east of the site, the land use is Suburban Retail; and
- To the south of the site, the land use is Open Space (OS). Further to the south of the project site the land use is Suburban Neighborhood).

10. Other agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

- Coachella Valley Water District (Flood Control)
- California Department of Transportation (SR 86 boundaries)
- State Water Resource Control Board
- South Coast Air Quality Management District
- Colorado River Basin Regional Water Quality Control Board
- County of Riverside Fire Department

11. Have California Native American tribes traditionally and cultural affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun? Yes, the City has initiated AB 52 with the following tribes: Torres Martinez Desert Cahuilla Indians, Soboba Band of Luiseño Indians, Agua Caliente Band of Cahuilla Indians, Twenty-Nine Palms Band of Mission Indians, and Cabazon Band of Mission Indians. The letters were sent out on February 7, 2019. The Agua Caliente Band

of Cahuilla Indians responded on February 26, 2019 and defers to the Cabazon Band of Mission Indians, concluding consultation efforts. The Twenty-Nine Palms Band of Mission Indians responded on February 25, 2019, requesting a copy of the cultural report, and also noting that they elect to be a consulting party under CEQA. No other Tribes responded during the 30-day consultation period.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

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

 Tom Dodson & Associates
 Prepared by

 April 24, 2019
 Date

 Lead Agency (signature)

 Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

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

SUBSTANTIATION

a. *Less Than Significant With Mitigation Incorporated* – Adverse impacts to scenic vistas can occur in one of two ways. First, an area itself may contain existing scenic vistas that would be altered by new development. A review of the project area determined that there are no scenic vistas located internally within the area proposed for the development of the Coachella Travel Centre Project. The proposed project is located adjacent to Highway 86 and is separated from the nearest developments by the Whitewater River Channel. Therefore, given the distance of the project from any nearby residences, and also the project’s location adjacent to the Highway at a Highway off-ramp, it is not anticipated that the Coachella Travel Centre Project would impact any important scenic vistas in the project area. A scenic vista impact can also occur when a scenic vista can be viewed from the project area or immediate vicinity and a proposed development may interfere with the view to a scenic vista. The Coachella Valley is located between several mountain ranges, the Little San Bernardino Mountains to the north and east, and the Santa Rosa Mountains to the south and west. The City of Coachella General Plan generally states that the City desires to preserve scenic views of the mountains. However, views around the proposed project are limited because of existing man-made features. It is assumed that nearby residences would experience a minimal change in views to the surrounding mountains as a result of the project development; however, the proposed project would develop a 4-story hotel that would obstruct some views in the vicinity of the project, generally along roadway corridors such as Avenue 50, Tyler Street, and Highway 86 in which the building’s height would be most obvious. However, the City’s height limit in the CG zone is 50 feet or three stories, whichever is less. Therefore, the proposed hotel will require a height variance to be pursued. As previously stated, due to the distance between the proposed project site and nearby residences, the height of the hotel will only minimally impact views to the surrounding mountains. Furthermore, the following mitigation measure shall be implemented to ensure that the structures are painted using appropriate colors to blend in with the surrounding environment:

AES-1 *The proposed structures shall be painted in colors that closely match the surrounding desert landscape, so as to create continuity in the potentially obscured views. The colors chosen shall be approved by the City of Coachella’s architectural review process.*

With implementation of the above mitigation measure, development of the proposed project would have a less than significant potential to have a substantial adverse impact on a scenic vista.

b. *No Impact* –The project site does not contain any scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway corridor. The project

site is vacant and has been previously disturbed as it formerly served as an active agricultural site. The site contains some loose to slightly compacted dirt and non-native vegetation that is approximately at-grade. No trees, rock outcroppings, or scenic features existing on site. According to Caltrans, the proposed project is not located adjacent to a state scenic highway, as Highway 86 is not designated as such, and the City of Coachella does not identify any locally important scenic roadways. Therefore, the proposed project cannot affect any scenic resources within a state scenic highway corridor. Based on the site condition and immediate surroundings, the project site itself does not contain any significant scenic resources. Therefore, no damage to a scenic resource will occur and any impacts under this issue are considered less than significant.

- c. *Less Than Significant With Mitigation Incorporated* – The Coachella General Plan has designated the area for Entertainment Commercial uses, and the zoning classification is Agricultural Reserve; the project will require a zone change to ensure that the zoning classification and general plan land use designations are compatible. It is anticipated that the proposed scale, architectural design and articulation of the development on the site will enhance the site and surrounding developed environment compared to the existing visual setting. Thus, even though the on-site existing visual setting will be altered in the future, the proposed change to the visual setting is not forecast to cause significant adverse degradation to the existing visual character or quality of the Project area. The project would develop Lodging, a Restaurant, a Drive Thru Restaurant, and Automotive uses. Lodging is a secondary use within the Suburban Retail District; Restaurants are a primary use within the Suburban Retail District; Drive Thru Restaurants are a primary use within the Suburban Retail District; Automotive uses are a primary use within the Suburban Retail District. Secondary uses are support uses that are allowed but shall not be the primary use. By developing this vacant/abandoned site in accordance with City design guidelines for Suburban Retail District uses and the site development plans, the visual character of this site and its surroundings will be enhanced. However, in order to ensure that the proposed structures blend in with the surrounding desert environment, mitigation measure **AES-1** shall be implemented. Thus, with implementation of mitigation measure **AES-1** above, and with the design elements incorporated in the Project, implementation of the City's design standards will mitigate the potential aesthetic impacts to a less than significant level.
- d. *Less Than Significant With Mitigation Incorporated* – The Implementation of the proposed project will create new sources of light during the operational phases of the Project. Light and glare from interior and exterior building lighting, safety and security lighting, and vehicular traffic accessing the site will occur once the site is in operation. According to the City of Coachella General Plan, the project site is located within a Suburban Retail District. The Coachella Travel Centre would be developed in accordance with City requirements for the Suburban Retail District. Adherence to the City's Zoning Code would ensure that any building or parking lighting would not significantly impact adjacent uses. The Coachella Travel Centre will require lighting, both exterior and interior; the greatest source of lighting within the project site would be the Hotel. This will introduce a new source of light and glare into the project area. To ensure that light or glare (particularly off of structures with glass exteriors) does not result in intrusive lighting or glare to existing structures or persons in the project area, the following mitigation measure will be implemented:

AES-2 *Prior to approval of the Final Design, an analysis of potential glare from sunlight or exterior lighting to impact vehicles traveling on adjacent roadways shall be submitted to the City for review and approval. This analysis shall demonstrate that due to building orientation or exterior treatment, no significant glare may be caused that could negatively impact drivers on the local roadways or impact adjacent land uses. If potential glare impacts are identified, the building orientation, use of non-glare reflective materials or other design solutions acceptable to the City of Coachella shall be implemented to eliminate glare impacts.*

With the implementation of mitigation measure **AES-2**, the proposed Coachella Travel Centre Project would have a less than significant potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<p>II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- a. *Less Than Significant Impact* – The proposed project is located within a site that is designated by the California Department of Conservation’s California Important Farmland Finder as Farmland of Local Importance (Figure II-1). The City of Coachella recently updated the City’s General Plan, and the project site is designated for Entertainment Commercial use; however, the zoning has not been updated to reflect this change as it is the current zoning designation is Agricultural Reserve. The City’s Municipal Code defines Agricultural Reserve Zoning as follows:

17.10.010 - Intent and purpose.

This zone is intended to preserve certain designated prime agricultural lands within the city and protect those lands, which are deemed to be agricultural preserves, from the intrusion of urban development incompatible with agricultural land uses. This zone designation is reserved for only those lands which are subject to recorded Williamson Act contracts pursuant to Government Code, Section 51200 et seq.

Based on a review of the Riverside County Williamson Act FY 2015/2016 Map (Figure II-2), the project site is not designated as Williamson Act land, which would indicate that the proposed project site is not appropriately zoned at present.

The project site is located within the General Plan's Designated Subarea 9 – Central Coachella Neighborhoods. The General Plan notes the following about Subarea 9 that are applicable to the proposed project:

- 2. Require a variety of neighborhood types throughout the central Coachella Neighborhoods Subarea*
- 9. Allow higher intensity, non-residential uses in the western portion of the subarea in order to complements and support the Downtown and nearby employment centers.*
- 11. Pursue an auto mall or auto dealers adjacent to SR86S.*

The question posed as part of the CEQA process refers to the conversion of 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. While the proposed project would convert a site that is designated Farmland of Local Importance to a non-agricultural use, the site does not contain any agricultural lands designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance. Furthermore, the project site is currently vacant and does not contain any agricultural activities at present.

The City of Coachella General Plan has several policies related to the preservation of Agricultural Land. The following policies depict the importance of agricultural land to the City's character:

Preserve the natural beauty and scenic quality of the City. The City is located in an area of striking natural beauty. While the landscape will be altered with future development, the views of the mountains and the rural, agricultural character should be respected. In general, the natural topography of the hills should be maintained, some of the existing agricultural uses should be preserved or integrated into the landscape and views of the surrounding mountains should be maintained.

4.1 Agricultural land preservation. Provide for the protection and preservation of agricultural land as a major industry for Coachella and sufficient to maintain the rural character of the City. Explore and allow a variety of methods of preserving land in sizes that are viable economic units for continuing agricultural activities including:

- Density transfers to allow a greater portion of proposed development on other in order to allow productive sites to remain in agricultural production.*
- Use of the Williamson Act.*
- Implementation of a "right-to-farm" ordinance.*
- Adopting a farmland protection program.*

4.2 Agricultural land conversion. Actively discourage the urbanization of agricultural land when other land not in agricultural use within the city limits is available for development.

4.3 Agricultural elements in urban landscape. Where feasible, incorporate existing agricultural elements, such as date farms, vineyards and citrus trees into the urban landscape as part of

development projects. This preservation will enable the agricultural history of the City to remain visible and provide unique urban landscape features that can distinguish Coachella from other cities in the Coachella Valley.

Goal 5. Agricultural Preservation. Viable, productive local agricultural lands and industry.

5.1 Prime agricultural land. Prioritize the conservation of state-designated Important Farmlands and discourage the conversion of these lands to urbanized uses until such time as the land is needed for additional growth.

5.3 Agriculture preservation. Continue to work with landowners in maintaining and extending existing Williamson Act contracts.

5.12 Market transformation. If the agri-business industry declines in Coachella, support efforts that facilitate the transition of uses, businesses and employees from agriculture to other sectors of the local economy.

Most important to note is that the City of Coachella has designated the project as Entertainment Commercial, which means that the City intends for the project site to be developed for a use that would suit this land use designation. The City's Land Use Designations provide the City's desired character for a property; the City uses the General Plan Land Use Map as a basis from which to plan future development and determine the mix of uses the City intends to support in the future. The zoning code provides developers, landowners, and builders with a set of specific rules for what is and is not acceptable to be developed on a property. This is accomplished with minimum lot sizes, height requirements, light restrictions, etc. Ultimately, the City's zoning codes exist to execute the objective of the City's land use designations; as such, given that this project requires a zone change, but does not require a change in land use designation, the goal of the developer appears to align with the City's goals for land use planning at this location. Therefore, the proposed project would have a less than significant potential to convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland) to non-agricultural use.

- b. *Less Than Significant Impact* – As stated under issue II(a) above and shown on Figure II-2, the proposed project is not located within a site that is under a Williamson Act contract. There are many lands under Williamson Act contract within the City of Coachella, as is evidenced above by the extensive General Plan policies concerning the importance of agriculture to the City. As discussed under item II(a) above, the proposed project is zoned for agricultural use (Agricultural Reserve), though this zoning classification is not compatible with the underlying land use of the project site (Entertainment Commercial). Furthermore, the zoning classification of the project site conflicts with the definition of the Agricultural Reserve use, as this classification is reserved for lands that are under Williamson Act contract, and the proposed project site is not under a Williamson Act contract. Though the proposed project is zoned for agricultural use and is designated by the Department of Conservation and the City as Farmland of Local Importance, the underlying land use of the project site (Entertainment Commercial) suggests that the City does not intend for this site to be used for agricultural use. Additionally, the City supports the developer's application for the proposed zone change. Furthermore, the defining characteristics of the underlying zoning classification are not consistent with the site as it currently exists because the project site is not under a Williamson Act Contract, and therefore does not conform to the intent and purpose of the Agricultural Reserve zoning classification. Therefore, based on the data presented above, the proposed project has a less than significant potential to conflict with the existing zoning for agricultural use or a Williamson Act contract. No mitigation is required.
- c. *No Impact* – The project site is not located within forest land, timberland or timberland zoned for Timberland Production. Therefore, the proposed project will not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production

(as defined by Government Code section 51104(g)). No impacts are anticipated and no mitigation is required.

- d. *No Impact* – The project site is not located within forest land and has no trees on the property; therefore, the project will not result in the loss of forest land or conversion of forest land to non-forest production use. No impacts are anticipated and no mitigation is required.
- e. *Less Than Significant Impact* – Please refer to the discussions under issues II(a) and II(b) above. Though the proposed project would involve a zone change from Agricultural Reserve to Commercial Entertainment on a site with an Entertainment Commercial land use designation. According to the General Plan, the project site is located within the Subarea 9 – Central Coachella Neighborhoods, which generally states that higher intensity, non-residential uses are allowed in the western portion of this Subarea—where the proposed project is located—to support the Downtown and nearby employment centers. Additionally, the City’s General Plan indicates that complimentary uses—such as automobile uses (gas stations, truck stops, etc.)—should be developed along Highway 86 to support persons travelling through the City and the proposed project intends to provide amenities that would support this goal. The uses in the immediate vicinity surrounding the proposed project do not currently support agricultural activities. Ultimately, the development of this site as the Coachella Travel Centre would not involve other changes that would result in off-site agricultural land to convert to a non-agricultural use. Furthermore, there is no forest land in the City of Coachella that would be impacted by the development of the proposed project. Therefore, the proposed project would have a less than significant potential to 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

The following information utilized in this section was obtained from the technical study “Air Quality and GHG Impact Analysis Coachella Travel Centre Project, Coachella, California” prepared by Giroux & Associates dated March 16, 2019, and provided as Appendix 1 to this document.

Background

The proposed project site is located in the Coachella Valley Planning Area (CVPA) of the Salton Sea Air Basin (SSAB). The SSAB was part of the Southeast Desert Air Basin (SEDAB) until May, 1996 when the SSAB was created. The project site is in the hottest and driest parts of California. The climate is characterized by hot, dry summers and relatively mild winters. Rainfall is scant in all seasons, so differences between the seasons are characterized principally by differences in temperature. Average annual precipitation in the air basin ranges from 2 to 6 inches per year.

Seasonal temperature differences in the basin are large, confirming the absence of marine influences due to the blocking action of the mountains to the west. Average monthly maximum temperatures in the project vicinity range from 108°F in July to 57°F in January. The average monthly minima range from about 40°F in January to about 80°F in July.

During much of the year, California is covered by a moderately intense high-pressure system. In winter, the Pacific High retreats to the south, so that frontal systems from the North Pacific can move onto the California coast. On average, 20 to 30 frontal systems pass through California each winter. The first front usually arrives around the middle of October, and the average period of frontal activity is five to six months. Most of these systems are relatively weak by the time they reach the SSAB, however, and they become more diffuse as they move southeastward.

During all seasons, the prevailing wind direction is predominantly from the west to east. Banning Pass is an area where air is squeezed through a narrow opening with accelerated airflow that supports wind farms. The strong winds also occasionally lead to blowing sand that sandblasts painted surfaces and makes driving unsafe. As the west to east winds fan out into the Coachella Valley, they slow down quickly. By the time the onshore flow reaches the project site, it has again returned to its normal speed.

Air Quality Standards

In order to gauge the significance of the air quality impacts of the proposed project, those impacts, together with existing background air quality levels, must be compared to the applicable ambient air quality standards. These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise, called "sensitive receptors."

Because the State of California had established AAQS several years before the federal action and because of unique air quality problems introduced by the restrictive dispersion meteorology, there is considerable difference between state and national clean air standards. Those standards currently in effect in California are shown in Table III-1. Sources and health effects of various pollutants are shown in Table III-2.

The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards presented in Table III-1. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for O₃, CO (except 8-hour Lake Tahoe), SO₂, NO₂, PM₁₀, PM_{2.5}, and visible reducing particles are not to be exceeded at any time in any consecutive three-year period; all other values are not to be equaled or exceeded. The air quality in a region is considered to be in attainment by federal standards if the measured ambient air pollutant levels for O₃, PM₁₀, PM_{2.5}, and those based on annual averages or arithmetic mean are not exceeded more than once per year. The O₃ standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

Baseline Air Quality

In the CVPA portion of the SSAB, air quality planning, enforcement and monitoring responsibilities are carried out by the South Coast Air Quality Management District (SCAQMD). Existing and probable future levels of air quality around the project area can be best inferred from ambient air quality measurements conducted by the SCAQMD at the Indio and Palm Springs air quality monitoring stations. In Indio, ozone and 10 microns or less in diameter, (respirable) particulates called PM-10, are monitored. These two pollutants are the main air pollution problems in the CVPA portion of the SSAB. Vehicular pollution levels such as carbon monoxide (CO) and nitrogen dioxide (NO₂) are monitored at Palm Springs. Levels of CO and NO₂ at the project site are likely lower than those monitored in Palm Springs. However, because CO and NO₂ levels in Palm Springs are well within acceptable limits, their use to characterize the project site introduces no complications.

**Table III-1
AMBIENT AIR QUALITY STANDARDS**

Pollutant	Average Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O3) ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM10) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		–		
Fine Particulate Matter (PM2.5) ⁹	24 Hour	–	–	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³	15.0 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	–	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		–	–	
Nitrogen Dioxide (NO2) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	–	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO2) ¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	–	Ultraviolet Flourescence; Spectrophotometry (Paraosaniline Method)
	3 Hour	–		–	0.5 ppm (1300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas) ¹¹	–	
Lead 8 ^{12,13}	30-Day Average	1.5 µg/m ³	Atomic Absorption	–	–	–
	Calendar Quarter	–		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Rolling 3-Month Avg	–		0.15 µg/m ³		
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No Federal Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

Footnotes

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from $15 \mu\text{g}/\text{m}^3$ to $12.0 \mu\text{g}/\text{m}^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at $35 \mu\text{g}/\text{m}^3$, as was the annual secondary standard of $15 \mu\text{g}/\text{m}^3$. The existing 24-hour PM10 standards (primary and secondary) of $150 \mu\text{g}/\text{m}^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ($1.5 \mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (5/4/16)

**Table III-2
HEALTH EFFECTS OF MAJOR CRITERIA POLLUTANTS**

Pollutants	Sources	Primary Effects
Carbon Monoxide (CO)	<ul style="list-style-type: none"> • Incomplete combustion of fuels and other carbon-containing substances, such as motor exhaust. • Natural events, such as decomposition of organic matter. 	<ul style="list-style-type: none"> • Reduced tolerance for exercise. • Impairment of mental function. • Impairment of fetal development. • Death at high levels of exposure. • Aggravation of some heart diseases (angina).
Nitrogen Dioxide (NO ₂)	<ul style="list-style-type: none"> • Motor vehicle exhaust. • High temperature stationary combustion. • Atmospheric reactions. 	<ul style="list-style-type: none"> • Aggravation of respiratory illness. • Reduced visibility. • Reduced plant growth. • Formation of acid rain.
Ozone (O ₃)	<ul style="list-style-type: none"> • Atmospheric reaction of organic gases with nitrogen oxides in sunlight. 	<ul style="list-style-type: none"> • Aggravation of respiratory and cardiovascular diseases. • Irritation of eyes. • Impairment of cardiopulmonary function. • Plant leaf injury.
Lead (Pb)	<ul style="list-style-type: none"> • Contaminated soil. 	<ul style="list-style-type: none"> • Impairment of blood function and nerve construction. • Behavioral and hearing problems in children.
Respirable Particulate Matter (PM-10)	<ul style="list-style-type: none"> • Stationary combustion of solid fuels. • Construction activities. • Industrial processes. • Atmospheric chemical reactions. 	<ul style="list-style-type: none"> • Reduced lung function. • Aggravation of the effects of gaseous pollutants. • Aggravation of respiratory and cardio respiratory diseases. • Increased cough and chest discomfort. • Soiling. • Reduced visibility.
Fine Particulate Matter (PM-2.5)	<ul style="list-style-type: none"> • Fuel combustion in motor vehicles, equipment, and industrial sources. • Residential and agricultural burning. • Industrial processes. • Also, formed from photochemical reactions of other pollutants, including NO_x, sulfur oxides, and organics. 	<ul style="list-style-type: none"> • Increases respiratory disease. • Lung damage. • Cancer and premature death. • Reduces visibility and results in surface soiling.
Sulfur Dioxide (SO ₂)	<ul style="list-style-type: none"> • Combustion of sulfur-containing fossil fuels. • Smelting of sulfur-bearing metal ores. • Industrial processes. 	<ul style="list-style-type: none"> • Aggravation of respiratory diseases (asthma, emphysema). • Reduced lung function. • Irritation of eyes. • Reduced visibility. • Plant injury. • Deterioration of metals, textiles, leather, finishes, coatings, etc.

Source: California Air Resources Board, 2002.

Baseline Air Quality (cont'd)

The last four years of published data from Indio and Palm Springs stations are summarized in Table III-3. The following conclusions can be drawn from this data:

1. Photochemical smog (ozone) levels periodically exceed standards. The 1-hour state standard was violated less than one percent of all days in the last four years near Indio. The 8-hour state ozone standard has been exceeded an average of eight percent of all days per year in the same time period. The Federal eight-hour ozone standard is violated on around four percent of all days per year. Ozone levels are much lower than 10 to 20 years ago. Attainment of all clean air standards in the project vicinity is not likely to occur soon, but the severity and frequency of violations is expected to continue to slowly decline during the current decade.
2. Carbon monoxide (CO) measurements near the project site have declined throughout the last decade, and 8-hour CO levels were at their lowest in 2017. Federal and state CO standards have not been exceeded in the last 10+ years. Despite continued basin-wide growth, maximum CO levels at the closest air monitoring station are less than 25 percent of their most stringent standards because of continued vehicular improvements.
3. PM-10 levels as measured at Indio, have exceeded the state 24-hour standard on 15 percent of all measurement days in the last four years, but the national 24-hour particulate standard has not been exceeded during the same period. Particulate levels have frequently exceeded the more restrictive state standard.
4. A fraction of PM-10 is comprised of ultra-small diameter particulates capable of being inhaled into deep lung tissue (PM-2.5). There have no violations of the 24-hour federal PM-2.5 standard in recent years. With dustier conditions along the I-10 Corridor, there may be occasional violations of PM-2.5 standards at the project site.

**Table III-3
AIR QUALITY MONITORING SUMMARY
(DAYS STANDARDS WERE EXCEEDED AND MAXIMUM OBSERVED CONCENTRATIONS 2014-2017)**

Pollutant/Standard	2014	2015	2016	2017
Ozone ^a				
1-Hour > 0.09 ppm (S)	2	0	2	8
8-Hour > 0.07 ppm (S)	30	12	27	44
8- Hour > 0.075 ppm (F)	10	4	12	27
Max. 1-Hour Conc. (ppm)	0.095	0.093	0.099	0.107
Max. 8-Hour Conc. (ppm)	0.091	0.085	0.089	0.093
Carbon Monoxide ^b				
1-hour > 20. ppm (S)	0	0	0	0
8- Hour > 9. ppm (S,F)	0	0	0	0
Max 8-hour Conc. (ppm)	0.9	0.7	1.5	0.5
Nitrogen Dioxide ^b				
1-Hour > 0.18 ppm (S)	0	0	0	0
Max 1-hour Conc. (ppm)	0.05	0.04	0.04	0.04
Respirable Particulates (PM-10) ^a				
24-hour > 50 µg/m ³ (S)	64/359	36/270	56/313	43/363
24-hour > 150 µg/m ³ (F)	1/359*	0/270	0/313	0/363

Pollutant/Standard	2014	2015	2016	2017
Max. 24-Hr. Conc. ($\mu\text{g}/\text{m}^3$)	152*	145.	137.	128.
Ultra-Fine Particulates (PM-2.5) ^a				
24-Hour > 35 $\mu\text{g}/\text{m}^3$ (F)	0/112	0/94	0/115	0/110
Max. 24-Hr. Conc. ($\mu\text{g}/\text{m}^3$)	26.5	24.6	25.8	18.8

*high wind event, excluded from annual statistics (S) = state standard, (F) = federal standard

^aData from Indio monitoring station.

^bData from Palm Springs air monitoring station.

Source: SCAQMD Air Monitoring Summaries.

Air Quality Planning

The Federal Clean Air Act (1977 Amendments) required that designated agencies in any area of the nation not meeting national clean air standards must prepare a plan demonstrating the steps that would bring the area into compliance with all national standards. The SCAB could not meet the deadlines for ozone, nitrogen dioxide, carbon monoxide, or PM-10. In the SCAB, the agencies designated by the governor to develop regional air quality plans are the SCAQMD and the Southern California Association of Governments (SCAG). The two agencies first adopted an Air Quality Management Plan (AQMP) in 1979 and revised it several times as earlier attainment forecasts were shown to be overly optimistic.

The Air Quality Management District (AQMD) adopted an updated clean air “blueprint” in August 2003. The 2003 Air Quality Management Plan (AQMP) was approved by the EPA in 2004. The AQMP outlined the air pollution measures needed to meet federal health-based standards for ozone by 2010 and for particulates (PM-10) by 2006. The 2003 AQMP was based upon the federal one-hour ozone standard which was revoked late in 2005 and replaced by an 8-hour federal standard. Because of the revocation of the hourly standard, a new air quality planning cycle was initiated.

With re-designation of the air basin as non-attainment for the 8-hour ozone standard, a new attainment plan was developed. This plan shifted most of the one-hour ozone standard attainment strategies to the 8-hour standard. As previously noted, the attainment date was to “slip” from 2010 to 2021. The updated attainment plan also includes strategies for ultimately meeting the federal PM-2.5 standard.

Because projected attainment by 2021 required control technologies that did not exist yet, the SCAQMD requested a voluntary “bump-up” from a “severe non-attainment” area to an “extreme non-attainment” designation for ozone. The extreme designation was to allow a longer time period for these technologies to develop. If attainment cannot be demonstrated within the specified deadline without relying on “black-box” measures, EPA would have been required to impose sanctions on the region had the bump-up request not been approved. In April 2010, the EPA approved the change in the non-attainment designation from “severe-17” to “extreme.” This reclassification set a later attainment deadline (2024), but also required the air basin to adopt even more stringent emissions controls.

**Table III-4
SOUTH COAST AIR BASIN EMISSIONS FORECASTS (EMISSIONS IN TONS/DAY)**

Pollutant	2015 ^a	2020 ^b	2025 ^b	2030 ^b
NOx	357	289	266	257
VOC	400	393	393	391
PM-10	161	165	170	172
PM-2.5	67	68	70	71

^a2015 Base Year.

^bWith current emissions reduction programs and adopted growth forecasts.

Source: California Air Resources Board, 2013 Almanac of Air Quality

In other air quality attainment plan reviews, EPA had disapproved part of the SCAB PM-2.5 attainment plan included in the AQMP. EPA stated that the current attainment plan relied on PM-2.5 control regulations that had not yet been approved or implemented. It was expected that a number of rules that were pending approval would remove the identified deficiencies. If these issues were not resolved within the next several years, federal funding sanctions for transportation projects could result. The 2012 AQMP included in the current California State Implementation Plan (SIP) was expected to remedy identified PM-2.5 planning deficiencies.

The federal Clean Air Act requires that non-attainment air basins have EPA approved attainment plans in place. This requirement includes the federal one-hour ozone standard even though that standard was revoked almost ten years ago. There was no approved attainment plan for the one-hour federal standard at the time of revocation. Through a legal quirk, the SCAQMD is now required to develop an AQMP for the long since revoked one-hour federal ozone standard. Because the current SIP for the basin contains a number of control measures for the 8-hour ozone standard that are equally effective for one-hour levels, the 2012 AQMP was believed to satisfy hourly attainment planning requirements.

AQMPs are required to be updated every three years. The 2012 AQMP was adopted in early 2013. An updated AQMP was required for completion in 2016. The 2016 AQMP was adopted by the SCAQMD Board in March, 2017, and has been submitted the California Air Resources Board for forwarding to the EPA. The 2016 AQMP acknowledges that motor vehicle emissions have been effectively controlled and that reductions in NO_x, the continuing ozone problem pollutant, may need to come from major stationary sources (power plants, refineries, landfill flares, etc.). The current attainment deadlines for all federal non-attainment pollutants are now as follows:

8-hour ozone (70 ppb)	2032
Annual PM-2.5 (12 µg/m ³)	2025
8-hour ozone (75 ppb)	2024 (old standard)
1-hour ozone (120 ppb)	2023 (rescinded standard)
24-hour PM-2.5 (35 µg/m ³)	2019

The key challenge is that NO_x emission levels, as a critical ozone precursor pollutant, are forecast to continue to exceed the levels that would allow the above deadlines to be met. Unless additional stringent NO_x control measures are adopted and implemented, ozone attainment goals may not be met.

The proposed project does not directly relate to the AQMP in that there are no specific air quality programs or regulations governing general development projects. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less-than-significant just because the proposed development is consistent with regional growth projections. Air quality impact significance for the proposed project has therefore been analyzed on a project-specific basis.

Air Quality Impact

Standards of Significance

Air quality impacts are considered “significant” if they cause clean air standards to be violated where they are currently met, or if they “substantially” contribute to an existing violation of standards. Any substantial emissions of air contaminants for which there is no safe exposure, or nuisance emissions such as dust or odors, would also be considered a significant impact.

Primary Pollutants

Air quality impacts generally occur on two scales of motion. Near an individual source of emissions or a collection of sources such as a crowded intersection or parking lot, levels of those pollutants that are emitted in their already unhealthy form will be highest. Carbon monoxide (CO) is an example of such a pollutant. Primary pollutant impacts can generally be evaluated directly in comparison to appropriate clean air standards. Violations of these standards where they are currently met, or a measurable worsening of an existing or future violation, would be considered a significant impact. Many particulates, especially fugitive dust emissions, are also primary pollutants. Because of the non-attainment status of the South Coast Air Basin (SCAB) for PM-10, an aggressive dust control program is required to control fugitive dust during project construction.

Secondary Pollutants

Many pollutants, however, require time to transform from a more benign form to a more unhealthy contaminant. Their impact occurs regionally far from the source. Their incremental regional impact is minute on an individual basis and cannot be quantified except through complex photochemical computer models. Analysis of significance of such emissions is based upon a specified amount of emissions (pounds, tons, etc.) even though there is no way to translate those emissions directly into a corresponding ambient air quality impact.

Because of the chemical complexity of primary versus secondary pollutants, the SCAQMD has designated significant emissions levels as surrogates for evaluating regional air quality impact significance independent of chemical transformation processes. Projects in the Coachella Valley portion of the SCAQMD with daily emissions that exceed any of the following emission thresholds are to be considered significant under CEQA guidelines.

**Table III-5
DAILY EMISSIONS THRESHOLDS**

Pollutant	Construction¹	Operations²
ROG	75	75
NOx	100	100
CO	550	550
PM-10	150	150
PM-2.5	55	55
SOx	150	150
Lead	3	3

¹ Construction thresholds apply to both the SCAB and the Coachella Valley (Salton Sea and Mojave Desert Air Basins).

² For Coachella Valley the mass daily emissions thresholds for operation are the same as the construction daily emissions thresholds.

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.

Additional Indicators

In its CEQA Handbook, the SCAQMD also states that additional indicators should be used as screening criteria to determine the need for further analysis with respect to air quality. The additional indicators are as follows:

- Project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation;
- Project could result in population increases within the regional statistical area which would be in excess of that projected in the AQMP and in other than planned locations for the project's build-out year; and,
- Project could generate vehicle trips that cause a CO hot spot.

Impact Analysis

- a. *Less Than Significant Impact* – Projects such as the proposed development of a Travel Centre do not directly relate to the AQMP in that there are no specific air quality programs or regulations governing general development. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use are the primary yardsticks by which impact significance of planned growth is determined. Based on the analysis of the City’s General Plan Land Use section, the proposed project is consistent with the adopted City General Plan. Thus, the proposed project is also consistent with regional planning forecasts maintained by the Southern California Association of Governments (SCAG) regional plans. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less than significant only because of consistency with regional growth projections. Air quality impact significance for the proposed project has therefore been analyzed on a project-specific basis. As the analysis of project-related emissions provided below indicates, the proposed project will not cause or be exposed to significant air pollution, and is, therefore, consistent with the applicable air quality plan.
- b. *Less Than Significant With Mitigation Incorporated* – Air pollution emissions associated with the proposed project would occur over both a short and long-term time period. Short-term emissions include fugitive dust from construction activities (i.e., site prep, grading, and exhaust emission) at the proposed Project site. Long-term emissions generated by future operation of the proposed project primarily include energy consumption. However, there is no direct nexus between consumption and the type of power source or the air basin where the source is located. Operational air pollution emissions from electrical generation are therefore not attributable on a project-specific basis. The construction and operational emissions were estimated and compared to the SCAQMD significance thresholds using the CalEEMod model.

Construction Emissions

The proposed site will be developed with 5 buildings; a convenience store as part of a 10-pump gas station, a drive thru restaurant, a sit-down restaurant, a 116 room hotel and carwash facility. Estimated construction emissions were modeled using CalEEMod2016.3.2 to identify maximum daily emissions for each pollutant during project construction. Construction was modeled using default construction equipment and schedule for a project of this size as shown in Table III-6.

**Table III-6
CONSTRUCTION ACTIVITY EQUIPMENT FLEET**

Phase Name and Duration	Equipment
Site Prep (10)	3 Dozers
	3 Loader/Backhoes
Grading (20 days)	1 Grader
	1 Excavator
	1 Dozer
	3 Loader/Backhoes
Construction (230 days)	1 Crane
	3 Loader/Backhoes
	1 Welder
	1 Generator Set
	3 Forklifts
Paving (20 days)	2 Pavers
	2 Paving Equipment
	2 Rollers

Utilizing this indicated equipment fleet and durations shown in Table III-6 the following worst case daily construction emissions are calculated by CalEEMod and are listed in Table III-7.

**Table III-7
CONSTRUCTION ACTIVITY EMISSIONS
MAXIMUM DAILY EMISSIONS (POUNDS/DAY)**

Maximum Construction Emissions	ROG	NOx	CO	SO ₂	PM-10	PM-2.5
2019						
Unmitigated	4.4	45.6	22.7	0.0	20.6	12.2
Mitigated	4.4	45.6	22.7	0.0	9.6	6.1
2020						
Unmitigated	43.4	28.9	26.1	0.1	7.9	4.6
Mitigated	43.4	28.9	26.1	0.1	7.9	2.8
SCAQMD Thresholds	75	100	550	150	150	55

Peak daily construction activity emissions are estimated to be below SCAQMD CEQA thresholds without the need for added mitigation. The only model-based mitigation measure applied for this project was watering exposed dirt surfaces three times per day to minimize the generation of fugitive dust generation during grading.

Construction equipment exhaust contains carcinogenic compounds within the diesel exhaust particulates. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are typically assessed over a 9-, 30-, or 70-year timeframe and not over a relatively brief construction period due to the lack of health risk associated with such a brief exposure.

Construction activities are not anticipated to cause dust emissions to exceed SCAQMD CEQA thresholds. Nevertheless, emissions minimization through enhanced dust control measures is recommended for use because of the non-attainment status of the air and proximity of residential uses. Recommended measures include:

AQ-1 Fugitive Dust Control. The following measures shall be incorporated into Project plans and specifications for implementation:

- **Apply soil stabilizers or moisten inactive areas;**
- **Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day);**
- **Cover all stock piles with tarps at the end of each day or as needed;**
- **Provide water spray during loading and unloading of earthen materials;**
- **Minimize in-out traffic from construction zone;**
- **Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard; and**
- **Sweep streets daily if visible soil material is carried out from the construction site.**

Similarly, ozone precursor emissions (ROG and NOx) are calculated to be below SCAQMD CEQA thresholds during construction. However, because of the non-attainment for photochemical smog,

the use of reasonably available control measures for diesel exhaust is recommended. The following mitigation measures shall be implemented:

AQ-2 Exhaust Emissions Control

- **Utilize well-tuned off-road construction equipment.**
- **Establish a preference for contractors using Tier 3-rated or better heavy equipment.**
- **Enforce 5-minute idling limits for both on-road trucks and off-road equipment.**

Localized Significance Thresholds

The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs were developed in response to Governing Board's Environmental Justice Enhancement Initiative 1-4 and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005.

Use of an LST analysis for a project is optional. For the proposed project, the primary source of possible LST impact would be during construction. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital or convalescent facility.

LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NO_x), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

LST screening tables are available for 25, 50, 100, 200 and 500 meter source-receptor distances. For this project, since there is a single residential use just south of the site the most conservative 25-meter distance was modeled. However, only paving activities will be adjacent to this receptor. The closest structure is more than 400 feet from this residence. The receptors closest to the primary construction area have more than a 600-foot setback from the site.

The SCAQMD has issued guidance on applying CalEEMod to LSTs. LST pollutant screening level concentration data is currently published for 1, 2 and 5 acre sites for varying distances. For this project, because of size, the screening thresholds for 5 acres were used.

The following thresholds and emissions in Table III-8 are therefore determined (pounds per day):

**Table III-8
LST AND PROJECT EMISSIONS (POUNDS/DAY)**

LST Coachella Valley	CO	NO_x	PM-10	PM-2.5
LST Threshold	2292	304	14	8
Max On-Site Emissions				
Unmitigated	27	46	21	12
Mitigated	27	46	8	5

CalEEMod Output in Appendix

LSTs were compared to the maximum daily construction activities. As seen in Table III-8, with active dust suppression, mitigated emissions meet the LST for construction thresholds. LST impacts are less-than-significant.

Therefore, the following construction mitigation measure is necessary to ensure LST thresholds are maintained below significance thresholds:

AQ-3 Exposed surfaces shall be watered at least three times per day during grading activities.

Operational Emissions

The project would be expected to generate approximately 1,800 daily trips using trip generation numbers provided by the applicant which includes internal trip capture. Operational emissions were calculated using CalEEMod2016.3.2 for an assumed full occupancy year of 2020. The operational impacts are shown in Table III-9. As shown, operational emissions will not exceed applicable SCAQMD operational emissions CEQA thresholds of significance.

**Table III-9
PROPOSED USES DAILY OPERATIONAL IMPACTS (2020)**

Source	ROG	NOx	CO	SO ₂	PM-10	PM-2.5
Area	0.9	0.0	0.1	0.0	0.0	0.0
Energy	0.1	0.8	0.7	0.0	0.1	0.1
Mobile	2.8	17.0	14.0	0.0	2.1	0.6
Total	3.8	17.8	14.8	0.1	2.2	0.7
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Output in Appendix

As shown in the table above, operational emissions will not exceed applicable SCAQMD operational emissions CEQA thresholds of significance. Operational impacts are considered less than significant.

- c&d. *Less Than Significant With Mitigation Incorporated* – The evaluation presented under issue III(b) above addresses cumulative impacts of project emissions and the findings remain the same as outlined in the preceding text. Additionally, as discussed above, implementation of the proposed project will not result in substantial pollutant concentrations and therefore will not expose sensitive receptors in the area to such impacts. As shown above, Localized Significance Thresholds were calculated for the proposed project and were below thresholds. Therefore, with the implementation of the above mitigation measures, impacts under these issues are considered less than significant.
- e. *Less Than Significant Impact* – Substantial odor-generating sources include land uses such as agricultural activities, feedlots, wastewater treatment facilities, landfills or various heavy industrial uses. The Project does not propose any such uses or activities that would result in potentially significant operational source odor impacts. The proposed project includes a Travel Centre with a hotel, truck stop, gas station, car wash, fast food restaurant, and sit down restaurant. For this project, since there is a single residential use just south of the site the most conservative 25-meter distance was modeled. However, only paving activities will be adjacent to this receptor. The closest structure is more than 400 feet from this residence. The receptors closest to the primary construction area have more than a 600-foot setback from the site. As such, though there are sensitive receptors located near the proposed project, the proposed project use is not of the type

that would result in odor impacts to sensitive receptors during either construction or operation. Therefore, impacts under this issue are considered less than significant. No mitigation is required.

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

SUBSTANTIATION: The following information is provided based on a study titled “Biological Resources Assessment & Jurisdictional Delineation, Coachella Travel Centre, APN 763-020-01, Avenue 50 And Highway 86 -Coachella, CA” prepared by Jericho Systems, Inc. dated February 14, 2019 and provided as Appendix 2. The following information is abstracted from that appendix.

General Site Conditions

The subject parcel is located in an area with an average annual precipitation of 3.69 inches. Hydrologically, the Coachella Valley area is located within the Indio Hydrologic Sub-Area (HSA 719.47) which comprises a 540057-acre drainage area within the larger Whitewater River Watershed (HUC 181002010705). The Whitewater River is the major hydrogeomorphic feature within this watershed.

The general project vicinity consists primarily of undeveloped open space, existing paved and unpaved roads, and transportation corridor to the south (SR-86). Additionally, there is a private residence adjacent the southernmost boundary of the project site. Habitat on site and within the area surrounding the project

site is best described as Four-wing saltbush scrub (*Atriplex canescens*) Shrubland Alliance (Holland: Desert saltbush bush scrub).

The site is relatively flat, and the on-site soils consist of Indio, very fine sandy loam.

Habitat within the project site consists primarily of highly disturbed Four-wing saltbush scrub (*Atriplex canescens*) Shrubland Alliance (Holland: Desert saltbush bush scrub). The site has recently been bulldozed into multiple linear brush piles. Total living vegetation cover is currently approximately 15%. Native plant species identified within the project area include four wing saltbush (*Atriplex canescens*), big saltbush (*Atriplex lentiformis*), honey mesquite (*Prosopis glandulosa*), Scalebroom (*Lepidospartum squamatum*), hairy-leaved sunflower (*Helianthus annuus*), and arrow weed (*Pluchea sericea*). Non-native, invasive plant species identified within the project area include foxtail brome (*Bromus madritensis*), Russian thistle (*Salsola tragus*), London rocket (*Sisymbrium irio*), and common Mediterranean grass (*Schismus barbatus*).

No amphibian species were observed or otherwise detected within the project area and none are expected to occur. The only reptile observed within the project area was the western side-blotched lizard (*Uta stansburiana elegans*). Avian species observed in the project area include verdin (*Auriparus flaviceps*), white-crowned sparrow (*Zonotrichia leucophrys*), Gambel's quail (*Callipepla gambelii*), greater roadrunner (*Geococcyx californianus*), and Cooper's hawk (*Accipiter cooperii*). No mammal species were observed during site visit; however, common species expected to occur within the project area include coyote (*Canis latrans*), Merriams' kangaroo rat (*Dipodomys merriami*), black-tailed jackrabbit (*Lepus californicus*), and desert cottontail (*Sylvilagus audubonii*).

No State- and/or federally-listed threatened or endangered species, or other sensitive species were observed on site during the reconnaissance-level field survey. However, there is some habitat within the proposed project footprint, as well as the project vicinity, that may be suitable for several sensitive species including Coachella Valley fringe-toed lizard (CVFTL) and burrowing owl (BUOW). The findings of the Biological Resources Assessment indicate that the site is not suitable to support CVFTL and/or BUOW and no further survey is warranted or recommended. Habitat suitable for nesting birds does exist within the project site and adjacent areas, and as such mitigation is recommended to prevent impacts to nesting birds.

- a. *Less Than Significant Impact* – Implementation of the Project does not have a potential for a significant adverse effect, either directly or through habitat modifications, on 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 (CDFW) (formerly Department of Fish and Game) or U.S. Fish and Wildlife Service (USFWS). As discussed above, the proposed project does not have habitat suitable for either the CVFTL or BUOW within the project site. As such, given that no State- and/or federally-listed threatened or endangered species, or other sensitive species are anticipated to occur within the project site, the proposed project would have a less than significant potential to have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. No mitigation is required.
- b. *Less Than Significant Impact* – Implementation of the proposed project will not have an adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. The project site itself consists of highly disturbed sandy ground, with scattered vegetation. The site has recently been bulldozed into multiple linear brush piles. Habitat on site and within the area surrounding the project site is best described as Four-wing saltbush scrub (*Atriplex canescens*) Shrubland Alliance. The general project vicinity consists primarily of undeveloped open space, existing paved and unpaved roads, and transportation corridor to the south (SR-86). Based on the field survey conducted by Jericho Systems and the information contained in Appendix 2, no significant impacts to riparian habitat or other sensitive communities are anticipated to occur as a result of implementation of the proposed project.

- c. *No Impact* – According to the data gathered by Jericho Systems in Appendix 2, no jurisdictional features subject to the CWA or FGC under the jurisdictions of the USACE, RWQCB, or CDFW exist within the project area. The project site is located entirely outside of any jurisdictional areas and no permanent or temporary impacts to jurisdictional features will result from the project. Therefore, no permits or authorizations from the USACE, RWQCB, or CDFW will be required. As such, given that no federally protected wetlands occur within the project footprint, implementation of the proposed project will have no potential to impact any 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. No mitigation is required.
- d. *Less Than Significant With Mitigation Incorporated* – Based on the field survey of the project site, the Project will not substantially interfere with the movement of any native resident or migratory species or with established native or migratory wildlife corridors, or impede the use of native nursery sites. However, the State does protect all migratory and nesting native birds. Habitat suitable for nesting birds does exist within the project site and adjacent areas. As discussed, most birds are protected by the Migratory Bird Treaty Act (MBTA). To prevent interfering with native bird nesting, the following mitigation measure shall be implemented.

BIO-1 *The State of California prohibits the “take” of active bird nests. To avoid an illegal take of active bird nests, any grubbing, brushing or tree removal should be conducted outside of the State identified nesting season (Raptor nesting season is February 15 through July 31; and migratory bird nesting season is March 15 through September 1). Alternatively, the site shall be evaluated by a qualified biologist prior to the initiation of ground disturbance to determine the presence or absence of nesting birds. Active bird nests MUST be avoided during the nesting season. If an active nest is located in the project construction area it will be flagged and a 300-foot avoidance buffer placed around it. No activity shall occur within the 300-foot buffer until the young have fledged the nest.*

Thus, with implementation of the above measure, any effects on wildlife movement or the use of wildlife nursery sites can be reduced to a less than significant impact.

- e. *No Impact* – Based on the field survey, the Project footprint does not contain any biological resources, such as trees, that might be protected by local policies or ordinances. Past grading maintenance activities and human disturbance of the site have eliminated any trees or other biological resources that might be protected. With no potential for conflicts with local policies or ordinances, no mitigation is required.
- f. *No Impact* – Please refer to the discussion under response IV(a) above. The proposed project is not located within the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). Therefore, the Project does not have any potential to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No mitigation is necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: A cultural resources report has been prepared to evaluate the potential for cultural resources to occur within the project area of potential effect entitled “Historical/Archaeological Resources Survey Report: Coachella Travel Centre Project, Assessor’s Parcel Number 763-020-021, City of Coachella, Riverside County, California,” dated March 15, 2019, prepared by CRM TECH (Appendix 3). The following summary information has been abstracted from this report. It provides an overview and findings regarding the cultural resources found within the project area.

Background

As a part of the environmental review process for the undertaking, a Historical/Archaeological Resources Survey Report was prepared to in compliance with the California Environmental Quality Act (CEQA). The purpose of the study is to provide the City with the necessary information and analysis to determine whether the proposed project would cause substantial adverse changes to any “historical resources,” as defined by CEQA, that may exist in or around the project area.

In order to identify such resources, CRM TECH conducted a historical/archaeological resources records search, pursued historical background research, contacted Native American representatives, and carried out an intensive-level field survey of the entire project area. The results of these research procedures indicate that three historic-period sites, 33-028167 (Devers-Coachella Valley 220 kV Transmission Line), 33-028173 (Avenue 50), and 33- 028175 (domestic refuse scatter), were previously recorded as lying within or partially within the project area. The presence of these sites was confirmed during the field survey, but none of them appears to meet the definition of a “historical resource” under CEQA provisions. No other potential “historical resources” were encountered within the project area.

Based on these findings, CRM TECH recommends to the City of Coachella a conclusion of No Impact on cultural resources, pending the completion of Native American consultation process by the City of Coachella pursuant to Assembly Bill 52. No further cultural resources investigation is recommended for the proposed project unless development plans undergo such changes as to include areas not covered by this study. However, if buried cultural materials are encountered inadvertently during any earth-moving operations associated with the project, all work within 50 feet of the discovery should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds. Human remains discovered during the project will need to be treated in accordance with the provisions of HSC §7050.5 and PRC §5097.98.

a&b. *Less Than Significant With Mitigation Incorporated* – CEQA establishes that "a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment" (PRC §21084.1). "Substantial adverse change,"

according to PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

Per the above discussion and definition, no archaeological sites or isolates were recorded within the Project boundaries; thus, none of them requires further consideration during this study. In light of this information and pursuant to PRC §21084.1, the following conclusions have been reached for the Project:

- No historical resources within or adjacent to the Project area have any potential to be disturbed as they are not within the proposed area in which the facilities will be constructed and developed, and thus, the Project as it is currently proposed will not cause a substantial adverse change to any known historical resources.
- No further cultural resources investigation is necessary for the proposed project unless construction plans undergo such changes as to include areas not covered by this study.

However, if buried cultural materials are discovered during any earth-moving operations associated with the Project, the following mitigation measure shall be implemented:

CUL-1 Should any cultural resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the City's onsite inspector. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

With the above mitigation incorporation, as well as the mitigation identified under Tribal Cultural Resources below, the potential for impacts to cultural resources will be reduced to a less than significant level. No additional mitigation is required.

- c. *Less Than Significant With Mitigation Incorporated* – The potential for discovering paleontological resources during development of the Project is considered not likely based on the data gathered within the Cultural Resources Report provided as Appendix 3. No unique geologic features are known or suspected to occur on or beneath the sites. However, because these resources are located beneath the surface and can only be discovered as a result of ground disturbance activities, the following measure shall be implemented:

CUL-2 Should any paleontological resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection should be performed immediately by a qualified paleontologist. Responsibility for making this determination shall be with the City's onsite inspector. The paleontological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

With incorporation of this contingency mitigation, the potential for impact to paleontological resources will be reduced to a less than significant level. No additional mitigation is required.

- d. *Less Than Significant Impact* – As noted in the discussion above, no available information suggests that human remains may occur within the Area of Potential Effect (APE) and the potential for such an occurrence is considered very low. Human remains discovered during the project will need to be treated in accordance with the provisions of HSC §7050.5 and PRC §5097.98, which is mandatory. State law (Section 7050.5 of the Health and Safety Code) as well as local laws requires

that the Police Department, County Sheriff and Coroner’s Office receive notification if human remains are encountered. Compliance with these laws is considered adequate mitigation for potential impacts and no further mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VI. GEOLOGY AND SOILS: Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
§ 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
§ Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
§ Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
§ Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION: The following information is provided based on a study titled “Feasibility Study Preliminary Report of Soils and Foundation Evaluations, Proposed Commercial Development Planned Gas Station/Retail, Restaurant, Car Wash, and Hotel, SWC Avenue 50 & State Route 86, APN 763-0020-021-7” prepared by Soils Southwest, Inc. dated February 28, 2019 and provided as Appendix 4. The following information is abstracted that appendix.

a. i. Ground Rupture

Less Than Significant Impact – The Project site is located in the City of Coachella, which is located in an area with several active faults, including the San Andreas fault zone to the north and east, the Mecca Hills fault zone to the southeast, and the Indio Hills fault zone to the north as shown on the City of Coachella General Plan Faults and Historical (1800-2011) Seismicity Map (Figure VI-1). The

California Geologic Survey Earthquake Zones of Required Investigation Indio Quadrangle map depicts the Alquist-Priolo fault zones in the City of Coachella area (Figure VI-2). According to Figure VI-2, the site is not located within an Alquist-Priolo fault zone, but is located approximately 2 miles southwest from the nearest Alquist-Priolo fault zone. Based on the project site's distance from the nearest fault zone, the risk for ground rupture at the site location is low; therefore, it is not likely that future employees or visitors of the Coachella Travel Centre will be subject to seismic hazards from rupture of a known earthquake fault. Therefore, any impacts under this issue are considered less than significant; no mitigation is required.

ii. Strong Seismic Ground Shaking

Less Than Significant Impact – As stated in the discussion above, several faults run through the City, and as with much of southern California, the proposed structures will be subject to strong seismic ground shaking impacts should any major earthquakes occur in the future, particularly due to the site's proximity to the San Andreas Fault Zone, which is classified as an Alquist-Priolo fault zone. Additionally, several active Fault Zones as defined by the City of Coachella, shown in Figure VI-1, travel through the City and surrounding area. As a result, and like all other development projects in the City and throughout the Southern California Region, the proposed project will be required to comply with all applicable seismic design standards contained in the 2016 California Building Code (CBC), including Section 1613 Earthquake Loads. Compliance with the CBC will ensure that structural integrity will be maintained in the event of an earthquake. Therefore, impacts associated with strong ground shaking will be less than significant without mitigation.

iii. Seismic-Related Ground Failure Including Liquefaction

Less Than Significant With Mitigation Incorporated – According to the City of Coachella General Plan Update 2035 EIR Liquefaction Risk map (Figure VI-3), the project is located within an area of high liquefaction susceptibility. According to Appendix 4, the Geotechnical Study, the proposed project has a moderate susceptibility for liquefaction. The following mitigation measure shall be implemented to ensure that the structures are designed to minimize impacts from occurring as a result of seismic related ground failure, including liquefaction:

GEO-1 Based upon the geotechnical investigation (Appendix 4), all of the recommended design and construction measures identified in Appendix 4 (listed on Pages 12-25) as well as the Seismic Design Parameters (Pages 10-11) shall be implemented by the Applicant into the project design. Implementation of these specific measures will address all of the identified geotechnical constraints identified at project site.

Thus, with the above mitigation measure, the Project will not have a significant potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction. No further mitigation is required.

iv. Landslides

No Impact – According to the City of Coachella General Plan Update 2035 EIR Landslide Risk map (Figure VI-4), the proposed project site is not located in an area with any known earthquake induced landslide hazards. Based on a site reconnaissance the project site is essentially flat. Therefore, the Project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. No impacts under this issue are anticipated and no mitigation is required.

- b. *Less Than Significant With Mitigation Incorporated* – Due to the existing graded/bladed and disturbed nature of the project site, and the type of project being proposed, a potential for soil erosion, loss of topsoil, and/or placing structures on unstable soils is generally considered less than

significant. The project site is vacant with minimal non-native vegetation coverage. City grading standards, best management practices and the Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) are required to control the potential significant erosion hazards. The topography is generally flat with less than a 5-foot elevation change from the highest point (to the south) and the lowest point (to the north) on the site. The project is anticipated to require minimal cut and fill with any cut being reused to balance of the site through grading. During project construction when soils are exposed, temporary soil erosion could occur, which could be exacerbated by rainfall. Project grading would be managed through the preparation and implementation of a SWPPP, and will be required to implement best management practices to achieve concurrent water quality controls after construction is completed and the Coachella Travel Centre is in operation. The following mitigation measures or equivalent BMPs shall be implemented to address these issues:

GEO-2 *Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the Project site for future cleanup.*

GEO-3 *All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the Coachella Travel Centre is being constructed.*

With implementation of the above mitigation measures, implementation of the SWPPP and associated BMPs, any impacts under this issue are considered less than significant.

- c. *Less Than Significant With Mitigation Incorporated* – According to the City of Coachella General Plan Update 2035 EIR Liquefaction Risk map (Figure VI-3), the project is located within an area of high liquefaction susceptibility, though the Geotechnical Investigation (Appendix 4), determined that the liquefaction susceptibility is moderate and can be minimized through the implementation of mitigation measure **GEO-1** above (implementation of recommended seismic and design measure from the Geotechnical Investigation, Appendix 4). The potential for shrinkage or subsidence at the site was determined to be very low by the data compiled in the Geotechnical Investigation. Though subsidence can occur throughout the City of Coachella, the proposed project site has been previously rough graded, which minimizes the potential for subsidence to occur at the project site. Therefore, based on the discussions under issue VI(c&d) above and the data provided in the Geotechnical Investigation, with implementation of the above mitigation measure, there is a less than significant potential for the proposed project to 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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse.
- d. *Less Than Significant Impact* – The site is currently vacant and the surface of the site has been rough graded in the past due to agricultural use. The site contains non-native vegetation throughout the project site. The Geotechnical Investigation tested expansion potential in accordance with U.B.C Standard 18-2. In general soils sampled during the field investigation exhibited very low expansion potential. Given that the Project does not contain expansive soils, it is not anticipated that the project would have a significant impact that would create a substantial risk to life or property by being located on expansive soils. Impacts under this issue are considered less than significant.
- e. *No Impact* - This project will be connected to the regional wastewater collection system and it will not utilize any subsurface septic tank-leach system. Therefore, no impact to underlying soil from wastewater disposal can occur and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: The following information utilized in this section was obtained from the technical study “Air Quality and GHG Impact Analysis Coachella Travel Centre Project, Coachella, California” prepared by Giroux & Associates dated March 16, 2019, and provided as Appendix 1 to this document.

a&b. Less Than Significant Impact –

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Many scientists believe that the climate shift taking place since the industrial revolution (1900) is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gases in the earth’s atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Many scientists believe that this increased rate of climate change is the result of greenhouse gases resulting from human activity and industrialization over the past 200 years.

An individual project like the Project evaluated in the Greenhouse Gas Analysis cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the Project may participate in the potential for GCC by its incremental contribution of greenhouse gasses combined with the cumulative increase of all other sources of greenhouse gases, which when taken together constitute potential influences on GCC.

GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO₂ (Carbon Dioxide), N₂O (Nitrous Oxide), CH₄ (Methane), hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the Earth’s atmosphere, but prevent radiative heat from escaping, thus warming the Earth’s atmosphere. GCC can occur naturally as it has in the past with the previous ice ages. According to the California Air Resources Board (CARB), the climate change since the industrial revolution differs from previous climate changes in both rate and magnitude.

CARB compiles GHG inventories for the State of California. CARB GHG inventory data indicates that in 2014 (the most recent inventory of record) California GHG emissions totaled approximately 441.5 Million Metric Tons of Carbon Dioxide Equivalent (MMTCO_{2e}). “In 2010, California accounted for 6.8 percent of all emissions in the country [United States], and ranked second highest among the states with total emissions of 453 MMTCO_{2e}, only behind Texas with 763 MMTCO_{2e}. From a per capita standpoint, California has the 45th lowest emissions with 12.1 MMTCO_{2e} /person in 2010.”

On December 5, 2008 the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 Metric Tons (MT) CO₂ equivalent/year. In September 2010, the SCAQMD CEQA Significance Thresholds GHG Working Group released revisions which recommended a

threshold of 3,000 MT CO₂e for all land use projects. This 3,000 MT/year recommendation has been used as a guideline for this analysis. In the absence of an adopted numerical threshold of significance, project related GHG emissions in excess of the guideline level are presumed to trigger a requirement for enhanced GHG reduction at the project level.

Construction Activity GHG Emissions

The project is assumed to require less than two years for construction. During project construction, the CalEEMod2016.3.2 computer model predicts that the construction activities will generate the annual CO₂e emissions identified in Table VII-1.

**Table VII-1
CONSTRUCTION EMISSIONS (METRIC TONS CO₂e)**

	CO ₂ e
Year 2019	36.1
Year 2020	727.2
Total	763.3
Amortized	25.4

CalEEMod Output provided in appendix

SCAQMD GHG emissions policy from construction activities is to amortize emissions over a 30-year lifetime. The amortized level is also provided. GHG impacts from construction are considered individually less than significant.

Project Operational GHG Emissions

The input assumptions for operational GHG emissions calculations, and the GHG conversion from consumption to annual regional CO₂e emissions are summarized in the CalEEMod2016.3.2 output files found in the appendix of this report.

The total operational and annualized construction emissions for the proposed project are identified in Table VII-2. The project GHG emissions are considered less than significant.

**Table VII-2
OPERATIONAL EMISSIONS (METRIC TONS CO₂e)**

Consumption Source	
Area Sources	0.0
Energy Utilization	612.8
Mobile Source	756.2
Solid Waste Generation	99.8
Water Consumption	63.6
Construction	25.4
Total	1,557.8
Guideline Threshold	3,000

Consistency with GHG Plans, Programs and Policies

In the City of Coachella’s Climate Action Plan (2014), the City proposes to set an efficiency-based greenhouse gas reduction target of 15% below 2010 per service population emissions by 2020 and an emissions reduction target of 49% per service population emissions by 2035.

The recent Coachella General Plan Update addresses GHG emissions as well. The General Plan Update proposes the significance criteria proposed but not adopted by the South Coast Air Quality Management District to evaluate air quality impacts. Since the project results in GHG emissions below the recommended SCAQMD 3,000 metric ton threshold, the project would not conflict with any applicable plan, policy, or regulation to reduce GHG emissions.

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

SUBSTANTIATION

a&b. *Less Than Significant With Mitigation Incorporated* – The project may create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or may 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. During construction, there is a potential for accidental release of petroleum products in sufficient

quantity to pose a significant hazard to people and the environment. The following mitigation measure will be incorporated into the Storm Water Pollution Prevention Plan (SWPPP) prepared for the project and implementation of this measure can reduce this potential hazard to a less than significant level.

HAZ-1 All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure will be incorporated into the SWPPP prepared for the Project development.

The Riverside County Fire Department considers gasoline a hazardous material. Therefore, during the operation phase of the project, hazardous or potentially hazardous materials will be routinely handled, stored, and dispensed on the project site. Because the Project will include a gas station and truck stop, underground storage tanks (UST) will store gasoline and diesel on the project site as shown in the site plan (Figure 3). The UST will consist of double-walled, fiberglass fuel storage tank with leak detection sensors. Due to the nature of the proposed Project, and in particular the gas station and truck stop, the project will be subject to routine inspection by federal, State, and local regulatory agencies with jurisdiction over fuel dispensing facilities. These regulations and regulatory agencies include: provisions established by Section 2540.7, Gasoline Dispensing and Service Stations, of the California Occupational Safety and Health Regulations; Chapter 38, Liquefied Petroleum Gases, of the California Fire Code; Resource Conservation and Recovery Act (RCRA); and the Riverside County Fire Department. Under the above provisions—the routine inspection of the gas station, the permitted USTs, and all associated fuel delivery infrastructure, as well as compliance with all federal, state and local regulations—will ensure that the Project operates in a manner that poses no substantial hazards to the public or the environment. No further mitigation is required.

- c. *No Impact* – The proposed project site is not located within one quarter mile of a school. The nearest school is located about 0.4 miles south of the project site is Valle Del Sol Elementary School at 51433 Education Way, Coachella, CA 92236, which is part of the Coachella Valley Unified School District. Based on this information, implementation of the Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No adverse impacts are anticipated. No additional mitigation is required.
- d. *No Impact* – The proposed project site has been vacant for several years and previously served as a site containing agricultural activities. The proposed project site would not be located on a site that is included on a list of hazardous materials sites that are currently under remediation. According to the California State Water Board's GeoTracker website (consistent with Government Code Section 65962.5), which provides information regarding Leaking Underground Storage Tanks (LUST), there are no active LUST sites located within the project site, the nearest open LUST Cleanup Site is located approximately one mile west of the project site at Highway 111 (Figure VIII-1 through VIII-3). This site has no potential to create a hazard that would affect the operations of the proposed Project. Therefore, the proposed construction and operation of the site as the Coachella Travel Centre will not create a significant hazard to the population or to the environment from their implementation. No impacts are anticipated. No mitigation is required.
- e&f. *No Impact* – According to a review of Google Maps (11/3/2017) the Project site is not located within two miles of an airport or private airstrip. The closest airport is the Jacqueline Cochran Regional Airport located approximately 11 miles south of the project site at 56-850 Higgins Drive, Thermal, CA 92274. Therefore, construction and operation of the project at this location would not result in a safety hazard for people residing or working in the project area as a result of proximity to a public airport or private airstrip. No impacts are anticipated and no mitigation is required.

- g. *Less Than Significant Impact* – The proposed project will occur entirely within the boundaries of the project site, which is located on Avenue 50 and Tyler Street. The project site is adjacent to Highway 86 to the East, which will allow traffic from Highway 86 to utilize the new site. It is not anticipated that development of the project site would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan because the site activities will be confined within the proposed project site. The proposed onsite parking and circulation plans will be reviewed by the local Fire Department and Police Department to ensure that the project's ingress/egress are adequate for accommodating emergency vehicles. Finally, a construction traffic plan will be required to be submitted to the Fire Department prior to development in order to provide adequate emergency access during construction of the proposed project. Therefore, there is no potential for the development of the Project to physically interfere with any adopted emergency response plans, or evacuation plans. No impacts are anticipated and no mitigation is required.
- h. *Less Than Significant Impact* – According to the City of Coachella General Plan 2035, the area east of the Coachella Canal is mapped as having moderate fuel rank and potential fire behavior. The proposed project is located on the west side of the Coachella Canal, and is in a developed area surrounded by both development and vacant land with very little fuel load in the surrounding area that could be susceptible to wildfires. Therefore, because the proposed project is located outside of the area identified as a high fire hazard zone within the City's General Plan, the proposed project has a less than significant potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

a&f. *Less Than Significant With Mitigation Incorporated* – The proposed project is located within a developed area within the Whitewater River watershed, which is within the Coachella Valley Planning Area of the Colorado River Basin Regional Water Quality Control Board (RWQCB). The Coachella Water Authority (CWA) is responsible for the water supply to the City, though it pays a replenishment charge to Coachella Valley Water District (CVWD). CWA’s existing water system consists of different pressure zones, groundwater wells, storage reservoirs, booster pumping stations, and distribution facilities. CWA has one principal source of water supply, local groundwater

pumped from CWA owned and operated wells. CWA is required to meet potable water quality requirements of the Division of Drinking Water, State Water Resources Control Board (SWRCB).

For a developed area, the only three sources of potential violation of water quality standards or waste discharge requirements are from generation of municipal wastewater, stormwater runoff, and potential discharges of pollutants, such as accidental spills. Municipal wastewater is delivered to the Coachella Sanitation District, which meets the waste discharge requirements imposed by the RWQCB. Wastewater will be transported and processed at the wastewater treatment plant (WTP) located to the south on Avenue 54. Under the proposed project, a car wash will be constructed. The carwash will include a gray water recycling system, which will collect, treat, and filter gray water from previous car wash cycles for use with future car wash cycles. Through the use of this gray water recycling system, little or no gray water will be discharged into the municipal sewer system for wastewater treatment. Thus, the gray water will not further degrade water quality onsite. To address stormwater and accidental spills within this environment, any new project must ensure that site development implements a Storm Water Pollution Prevention Plan (SWPPP) and a National Pollutant Discharge Elimination System (NPDES) to control potential sources of water pollution that could violate any standards or discharge requirements during construction and a Water Quality Management Plan (WQMP) to ensure that project-related after development surface runoff meets discharge requirements over the short- and long-term. The WQMP would specify stormwater runoff permit Best Management Practices (BMPs) requirements for capturing, retaining, and treating on site stormwater once the Coachella Travel Centre has been developed. Because the project site consists of pervious surfaces, the Project has identified onsite drainage that will generally be directed to the onsite retention pond that will be developed as part of the project. The SWPPP would specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential water pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. With implementation of these mandatory Plans and their BMPs, as well as mitigation measure HAZ-1 above, the development of Coachella Travel Centre will not cause a violation of any water quality standards or waste discharge requirements.

- b. *Less Than Significant Impact* – Implementation of the proposed Project will not deplete groundwater supplies that would substantially affect the water availability for existing or planned land uses or biological resources. The potential to directly intercept the groundwater table during development of this Project is not likely due to depths greater than the necessary excavation depths, which is approximately 20-40 feet below the ground surface according to the Geotechnical Investigation (Appendix 4). Excavation at these depths is not required to construct the proposed project. The Project will be supplied water by the CWA, which utilizes groundwater to supply its customers, though it pays water replenishment charges to CVWD. CWA produces all of its water supplies from the Coachella Valley Groundwater Basin, specifically, the East Whitewater River Subbasin, which is continuously replenished at the local and regional level pursuant to a variety of water supply projects and programs. By developing the proposed project, pervious area within this project site would decrease substantially. However, the proposed project would develop landscaping and Stormtech Subsurface Management System, that would allow much of the runoff to remain onsite and be infiltrated allowing for groundwater recharge at this location.

CWA states that Commercial uses required an average of 2.15 acre feet per acre per year (AF/A/Y) between the beginning of Fiscal Year (FY) 2012 and end of FY 2015¹. However, CWA plans for water usage to decrease in the future as the population grows with a limited water supply due to drought and a limit on State Water Project funds. Therefore, CWA assumes that future commercial uses will consume 1.78 AF/A/Y. Using this data as the basis for the quantifying the proposed project's water demand, it is anticipated that a 14.1 acre site would require a potable water supply of 25.1 acre feet per year (AFY). According to the CWA 2015 Urban Water Management Program

¹ <https://www.coachella.org/home/showdocument?id=5783>

(UWMP)², as of 2015, commercial uses demand 905 AFY of potable water. As the Coachella Valley continues to grow and develop with urban uses, the water demand for commercial uses will increase to 1,733.9 AFY by 2020, and to 3,314.4 AFY by 2040. Based on the assumed demand for potable water that that operations of the proposed project would required, the proposed Coachella Travel Centre will increase CWA's potable water demand by about 1.45%. As previously stated, by 2020, commercial connections within CWA's service area are projected to demand a total of 1,733.9 AFY, which is greater than the 2015 demand by 829.9 AFY. Given the projected demand CWA provides in their 2015 UWMP, the potable water demand that operation of proposed Coachella Travel Centre is anticipated to require would be well within CWA's projections for future water demand and future availability of potable water. Therefore, no significant adverse impacts to groundwater resources are forecast to occur from implementing the proposed Project. No mitigation is required.

- c. *Less Than Significant Impact* – The proposed project is not anticipated to significantly change the volume of flows downstream of the project site, and would not be anticipated to change the amount of surface water in any water body in an amount that could initiate a new cycle of erosion or sedimentation downstream of the project site. The onsite drainage will capture the incremental increase in runoff from the project site associated with project development. Runoff will be managed on the project site through a Stormtech Subsurface Management System that will be installed throughout the site (see Figures 16 and 17). Therefore, the proposed Coachella Travel Centre development will not substantially increase discharges to the City of Coachella's existing storm drain system. Therefore, implementation of the Project will not substantially alter the drainage pattern of the site in a manner that would result in substantial erosion or siltation onsite or offsite due to the construction of onsite drainage management facilities. Any impacts under this issue are considered less than significant. No mitigation is required.
- d. *Less Than Significant With Mitigation Incorporated* – Please refer to response IX(c) above. Impacts to the existing drainage pattern of the site or area could occur if the development of the project results in an increased amount of flooding onsite or offsite. Implementation of the proposed project will alter the existing drainage courses or patterns onsite but will maintain the existing offsite downstream drainage system through control of future discharges from the site. The proposed onsite drainage improvements include the installation of a Stormtech Subsurface Management System that will be installed throughout the site (see Figures 16 and 17) and will capture all runoff from the site. The site will be designed to direct onsite runoff to the retention pond. During construction runoff will be managed through implementation of a SWPPP, NPDEA, and WQMP, and implementation of mitigation measure HAZ-1, which will ensure that the project site is not substantially altered during construction, such that the rate or amount of surface runoff would not result in flooding onsite or offsite. Once the site has been developed as the Coachella Travel Centre, runoff will be managed based on the current requirements, which places an emphasis on infiltration. In order to prevent an increase in the rate or amount of surface runoff from causing flooding onsite or offsite, the project site plan includes infiltration mechanisms that will collect runoff and allow it to infiltrate on site. As a result, the project will not substantially increase discharges to the City of Coachella's existing storm drain system. Therefore, with the implementation of mitigation measure HYD-1, implementation of the Project will not result in flooding onsite or offsite, and any impacts under this issue are considered less than significant.
- e. *Less Than Significant With Mitigation Incorporated* – As indicated under issues IX(a), IX(c) and IX(d) above, the project will not substantially create or contribute runoff water that would exceed the capacity of existing or planned stormwater capacity, or provide substantial additional sources of polluted water, particularly because the site plan includes infiltration mechanisms that will collect onsite runoff and ensure that polluted runoff does not leave the site. As stated under issue IX(d) above, runoff during construction will be managed through implementation of a SWPPP, NPDES, and WQMP, and implementation of mitigation measure HAZ-1 will ensure that discharge of polluted

² <https://www.coachella.org/Home/ShowDocument?id=4678>

material does not occur or is remediated in the event of an accidental spill. At present, the site is mostly pervious and runoff remains on site, thus with the proposed development of the Coachella Travel Centre, and the planned drainage systems, runoff from the site would be managed such that flooding on- or off- site is not anticipated. Therefore, with the implementation of mitigation measure HYD-1, implementation of the Project will not result in flooding onsite or offsite, and any impacts under this issue are considered less than significant.

- g&h. *Less Than Significant Impact* – According to the Geotechnical Investigation (Appendix 4), the proposed project site is located adjacent to the Coachella Stormwater Channel/Whitewater River, which is subject to overflow during periods of inclement weather. The channel is located within a 100-year flood zone; however, the proposed project is located in Zone X according to the City of Coachella General Plan Flood Hazard map (Figure IX-1). Zone X corresponds to areas of 500-year flood, areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile, and areas protected by levees from 100-year floods. The project site is adjacent to a special flood hazard area as a result of being adjacent to the Whitewater River channel. However, as shown on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06065C2270H (Figure IX-2), the proposed project is elevated such that it is not located within an area of special flood hazard. The Project does not propose any housing as part of its implementation. Therefore, the Coachella Travel Centre would not 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, and the project would have a less than significant potential to impede or redirect flood flows as the project site is not located within the 100-year flood hazard area. No mitigation is required.
- i. *Less Than Significant Impact* – As stated under issue IX(g-h), the proposed project is located adjacent to the Coachella Stormwater Channel/Whitewater River, which is subject to overflow during periods of inclement weather. According to the City of Coachella General Plan EIR, the Whitewater River levee is designed to hold double the amount of water that would flow in a 100-year flood. The levee and channelized portions of the Whitewater River are managed by the City of Coachella Engineering Department. Potential risks and planned responses associated with failures of these systems are addressed in the City's Local Hazard Mitigation Plan. The project does not include any housing, and therefore the potential to 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 is considered less than significant. No mitigation is required.
- j. *No Impact* – Implementation of the Project will not expose people or structures to a significant risk of inundation by seiche, tsunami, or mudflow. The proposed project is located over 100 miles from the Pacific Ocean, therefore, there is no potential for tsunami to occur within the project area. According to the City of Coachella General Plan EIR, the proposed project and the entirety of the City are outside of the area that could be affected by seiches that could occur at the Salton Sea, which is over 10 miles away. Furthermore, the General Plan EIR identifies the Mecca Hills area as susceptible to mudflow and landslides, and thus, because the project is located outside of this area on a flat parcel of land, no impacts are anticipated to occur under this issue. No mitigation is required.

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

SUBSTANTIATION

- a. *Less Than Significant Impact* – The project site consists of one parcel of land, which is zoned for Agricultural Reserve (A-R) use, and designated Entertainment Commercial (CE) (Figures X-1 and X-2). Much of the surrounding area consists of vacant land, though the surrounding zoning classifications are Commercial Entertainment (C-E), which is what this Project proposes to change the site to through a zone classification change. The proposed project site, much like the surrounding area, is vacant, and development of the project site would not divide an established community. In fact, the proposed project would connect people traveling through the City on SR 86 with a new travel center within the City. Consequently, the development of the project site with the proposed use will not divide any established community in any manner. Therefore, no adverse impacts under this issue are anticipated and no mitigation is necessary.

- b. *Less Than Significant Impact* – Please refer to the discussion under issue II(a) –The City of Coachella recently updated the City’s General Plan, and the project site is designated for Entertainment Commercial use; however, the zoning has not been updated to reflect this change as it is the current zoning designation is Agricultural Reserve. At present, no agricultural operations occur at the project site, nor have they occurred for many years. The City’s Municipal Code defines Agricultural Reserve Zoning as “reserved for only those lands which are subject to recorded Williamson Act contracts.” Based on a review of the Riverside County Williamson Act FY 2015/2016 Map (Figure II-2), the project site is not designated as Williamson Act land, which would indicate that the proposed project site is not appropriately zoned at present, and is not considered agricultural land of value such that it would be designated as Williamson Act land. Given that the City has designated the proposed project site as Entertainment Commercial, the City’s General Plan designation would indicate that the City intends for the project site to be developed for a use that would suit this land use designation. As stated under issue II(a), ultimately, the City’s zoning codes exist to execute the objective of the City’s land use designations; as such, given that this project requires a zone change, but does not require a change in land use designation, the goal of the developer appears to align with the City’s goals for land use planning at this location. Therefore, though the proposed project is located within an A-R zoning classification, the underlying land use indicates that the proposed zone classification change to C-E would conform the City’s Land Use Policies and Goals. Based on this information, the proposed project would have a less than significant potential to 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.

- c. *No Impact* – According to the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP) and Natural Community Conservation Plan (NCCP) Conservation Area Map (Figure X-3),

the project is not located within any mapped Conservation Area. Therefore, the proposed Project is consistent with the Coachella Valley MSHCP and NCCP. As a result, implementation of the proposed Project will not conflict with any habitat conservation or natural community conservation plan adopted to protect environmental resources. Therefore, no impacts are anticipated to occur from implementing the proposed project under this issue. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

a&b. *No Impact* – The proposed site for the Coachella Travel Centre is in located on a vacant site adjacent to the Whitewater River to the west and SR 86 to the east. According to the Map prepared for the City of Coachella General Plan EIR depicting Mineral Resources (Figure XI-1), the proposed project is located in Mineral Resource Zone-1, which indicates an area where available geological information indicates that little likelihood exists for the presence of significant mineral resources. The project is designated for Entertainment Commercial uses, and is not designated for mineral resource-related land uses. Therefore, the development of the Project will not cause any loss of mineral resource values to the region or residents of the state, nor would it result in the loss of any locally important mineral resources identified in the City of Coachella General Plan. No impacts would occur under this issue. No mitigation is required.

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

SUBSTANTIATION

Background

Noise is generally described as unwanted sound. The Coachella Travel Centre will be developed within a 14.1-acre site that includes a 5 Story Hotel, a Restaurant, a Drive-Thru Restaurant, a Convenience Store, a Gas Station, and a Truck Stop, which includes Truck Fuel Pumps, a Truck Wash Facility, and a Car Wash Facility. The site is located adjacent to SR 86, and the general land use adjacent to the SR 86 is Entertainment Commercial, though the general area is somewhat sparsely developed. As the proposed project is located adjacent to a highway, there is intermittent heavy background noise from highway traffic.

The unit of sound pressure ratio to the faintest sound detectable to a person with normal hearing is called a decibel (dB). Sound or noise can vary in intensity by over one million times within the range of human hearing. A logarithmic loudness scale, similar to the Richter scale for earthquake magnitude, is therefore used to keep sound intensity numbers at a convenient and manageable level. The human ear is not equally sensitive to all sound frequencies within the entire spectrum. Noise levels at maximum human sensitivity from around 500 to 2,000 cycles per second are factored more heavily into sound descriptions in a process called “A-weighting,” written as “dBA.”

Leq is a time-averaged sound level; a single-number value that expresses the time-varying sound level for the specified period as though it were a constant sound level with the same total sound energy as the time-varying level. Its unit is the decibel (dB). The most common averaging period for Leq is hourly.

Because community receptors are more sensitive to unwanted noise intrusion during more sensitive evening and nighttime hours, state law requires that an artificial dBA increment be added to quiet time noise levels. The State of California has established guidelines for acceptable community noise levels that are based on the Community Noise Equivalent Level (CNEL) rating scale (a 24-hour integrated noise measurement scale). The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," and "clearly unacceptable" noise levels for various land use types. The State Guidelines, Land Use Compatibility for Community Noise Exposure, single-family homes are "normally acceptable" in exterior noise environments up to 60 dB CNEL and "conditionally acceptable" up to 70 dB CNEL based on this scale. Multiple family residential uses are "normally acceptable" up to 65 dB CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries and churches are "normally acceptable" up to 70 dB CNEL, as are office buildings and business, commercial and professional uses with some structural noise attenuation.

- a. *Less Than Significant Impact* – The proposed project is located adjacent to SR-86 and is therefore in a high background noise environment. Short-term noise levels associated with project construction activities will not impact any sensitive receptors, as the noise generated from the SR-86 freeway would dominate the noise environment at the nearest sensitive receptors. The nearest sensitive receptor is located more than 600 feet from the boundary of the proposed project. As such, noise generated by the project would attenuate to a less than significant level, or an inaudible level by the time it reached the residences 600 feet southwest of the project site. The primary source of noise generated as a result of the operation of the Coachella Travel Centre will be vehicular traffic entering, exiting and accessing the site, maintenance equipment that may be required as needed, heating, ventilation and air conditioning units. The Coachella Land Use/Noise Compatibility Matrix (Figure XII-1) defines noise levels up to 80 CNEL within a Commercial Development-Regional, Village, District, Special (applicable to restaurants) and 70 CNEL within a Commercial Development-Regional, District (applicable to hotels and transient lodging) areas to be normally acceptable. The project is not anticipated to operate at a level greater than 70 CNEL. With no sensitive receptors nearby, the proposed project should not expose persons to or generation of noise levels in excess of established standards. Thus, based on the existing noise environment within this corridor, operation of the Coachella Travel Centre is forecast to be compatible with the surrounding land uses and is anticipated to be consistent with applicable noise standards.

Section 7.04.070 of the Coachella Municipal Code (CMC) specifically exempts noise sources associated with construction, erection, demolition, alteration, repair, addition to or improvement of any building, structure, road or improvement to realty, provided that such activities take place during daytime hours, as follows: October 1st through April 30th: Monday – Friday: 6:00 AM to 5:30 PM, May 1st through September 30th Monday – Friday: 5:00 AM to 7:00 PM, all year Saturday: 8:00 AM to 5:00 PM, all year Sunday: 8:00 AM to 5:00 PM, all year Holidays: 8:00 AM to 5:00 PM. The proposed project will limit construction to the hours outlined in the City Noise Ordinance, and therefore will not exceed City noise standards during the prohibited hours. The Project will comply with the City Municipal Code thereby preventing any significant impacts to nearby sensitive receptors. Thus, based on the existing noise circumstances within the vicinity of the project, impacts under this issue are considered less than significant. No mitigation is necessary.

- b. *Less Than Significant Impact* – Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by vibration of room surfaces is called structure borne noises. Sources of groundborne vibrations include natural phenomena (e.g. earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g. explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous or transient. Vibration is often described in units of velocity (inches per second), and discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration. Vibration impacts related to human development are generally associated with activities such as train operations, construction, and heavy truck movements.

The Federal Transit Authority (FTA) Noise and Vibration Assessment³ states that in contrast to airborne noise, ground-borne vibration is not a common environmental problem. Although the motion of the ground may be noticeable to people outside structures, without the effects associated with the shaking of a structure, the motion does not provoke the same adverse human reaction to people outside. Within structures, the effects of ground-borne vibration include noticeable movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. The FTA Assessment further states that it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. However, some common sources of vibration are trains, trucks on rough roads, and construction activities, such as blasting, pile driving, and heavy earth-moving equipment. The FTA guidelines identify a level of 80 VdB for sensitive land uses. This threshold provides a basis for determining the relative significance of potential Project related vibration impacts.

Due to the large size of the project site, and the lack of any sensitive receptors within a reasonable distance of the project site, the proposed project will not expose people to generation of excessive groundborne vibration or groundborne noise levels. During construction, certain construction activities have some potential to create vibration, but due to the size of the site and lack of sensitive receptors, any impacts are considered less than significant. Furthermore, the City of Coachella Municipal Code Section 7.04.070 places restrictions on hours of construction, which are outlined above under issue XII(a). The proposed project would comply with the construction hours established by the City's Municipal Code. Additionally, because the rubber tires and suspension systems of heavy trucks and other on-road vehicles provide vibration isolation and reduced noise, it is unusual for on-road vehicles to cause noticeable groundborne noise or vibration impact. Most problems with on-road vehicle-related noise and vibration can be directly related to a pothole, bump, expansion joint, or other discontinuity in the road surface. Smoothing a bump or filling a pothole will usually solve the problem. The proposed project would be constructed with smooth new pavement throughout the project and would not result in significant groundborne noise or vibration impacts from vehicular traffic. Thus, any impacts under this issue are considered less than significant and no mitigation is required.

- c. *Less Than Significant Impact* – Please refer to the discussion under issue XII(a) above. The long term of permanent change in the noise environment as a result of developing the Coachella Travel Centre is expected to be similar to or less than the existing background noise environment, which is dominated by traffic noise from SR 86. The primary source of noise generated as a result of the operation of the Coachella Travel Centre will be vehicular and truck traffic entering, exiting and accessing the site, maintenance equipment that may be required as needed, heating, ventilation and air conditioning units. As stated under section XII(a) above, the proposed project is not located in an area with any sensitive noise receptors nearby. Thus, the minor increase in noise levels relative to the background noise levels generated from nearby roadways and SR-86 is not expected to create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Therefore, based on the existing uses surrounding the project, the proposed project is anticipated to have a less than significant potential to substantially increase permanent ambient noise levels in the vicinity of the project above levels existing without the project.
- d. *Less Than Significant Impact* – Please refer to the discussion under issue XII(a) above. The proposed project will involve construction operations that have the potential to cause short-term noise impacts. In the short term, grading and excavation, and construction of the structures that will make up the Coachella Travel Centre will result in noise generated by dozers, pavers, air compressors, welders, generators, and other noise making equipment required to complete construction. Exterior noise-generating construction activities will be restricted to the hours identified in Section 7.04.070 of the City of Coachella Municipal Code, which exempts noise sources associated with construction, erection, demolition, alteration, repair, addition to or

³ https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf

improvement of any building, structure, road or improvement to realty, provided that such activities take place during daytime hours, as follows: October 1st through April 30th: Monday – Friday: 6:00 AM to 5:30 PM, May 1st through September 30th Monday – Friday: 5:00 AM to 7:00 PM, all year Saturday: 8:00 AM to 5:00 PM, all year Sunday: 8:00 AM to 5:00 PM, all year Holidays: 8:00 AM to 5:00 PM. Construction equipment generates noise that ranges between approximately 75 and 90 dBA at a distance of 50 feet. Refer to Table XII-1, which shows construction equipment noise levels at 25, 50 and 100 feet from the noise source. However, there are no sensitive receptors within a distance from which noise generated at the Project site would be audible. Thus, the short-term noise impacts associated with Project construction activities are forecast to be less than significant through compliance with the City Municipal Code—as addressed above.

**Table XII-1
NOISE LEVELS OF CONSTRUCTION EQUIPMENT AT
25, 50 AND 100 FEET (in dBA Leq) FROM THE SOURCE**

Equipment	Noise Levels at 25 feet	Noise Levels at 50 feet	Noise Levels at 100 feet
Earthmoving			
Front Loader	85	79	73
Backhoes	86	80	74
Dozers	86	80	74
Tractors	86	80	74
Scrapers	91	85	79
Trucks	91	85	79
Material Handling			
Concrete Mixer	91	85	79
Concrete Pump	88	82	76
Crane	89	83	77
Derrick	94	88	82
Stationary Sources			
Pumps	82	79	70
Generator	84	78	72
Compressors	87	81	75
Other			
Saws	84	78	72
Vibrators	82	76	70

Source: U.S. Environmental Protection Agency "Noise"

e&f. *No Impact* – According to a review of Google Maps (1/30/2018) the Project site is not located within two miles of an airport or private airstrip. The closest airport is the Jacqueline Cochran Regional Airport located approximately 11 miles south of the project site at 56-850 Higgins Drive, Thermal, CA 92274. According to the General Plan Airport Noise Compatibility Contours (Figure XII-2), the proposed project is not located within the noise contours of the Jacqueline Cochran Regional Airport. Based on this information, the Project site is not located within an airport land use plan or, within two miles of a public or private airport and therefore, the proposed project has no potential to expose people residing or working in the Project area to excessive noise levels. Therefore, no impacts are anticipated and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- a. *Less Than Significant Impact* – The proposed project will employ about 100 persons. It is unknown whether the new employees will be drawn from the general area or will be new residents to the project area. Relative to the total number residents of Coachella, approximately 45,407 persons in 2016 according to the Southern California Association of Governments (SCAG) Local Profile, an increase of about 100 employees as new residents represents a minor increase in the area population. According to the City of Coachella General Plan EIR, by 2020, an estimated 70,200 persons will reside in Coachella, with the population growing to 128,700 persons by 2035. The proposed Coachella Travel Centre is not anticipated to contribute to substantial growth in the area beyond that which has been planned by the City. Thus, based on the type of project (commercial), and the small increment of potential indirect population growth the project may generate, the population generation associated with project implementation will not induce substantial population growth that exceeds either local or regional projections.

- b&c. *No Impact* – No occupied residences are located on the project site; therefore, implementation of the proposed project will not displace substantial numbers of existing housing or persons, necessitating the construction of replacement housing elsewhere. No impacts will occur; therefore, no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIV. PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- a. *Less Than Significant Impact* – The City of Coachella contracts with Riverside County Fire Department for local fire protection services. The nearest fire station is Station 79 located at 1377 Sixth Street, which is less than a mile west of the project site. Development of the project will marginally increase demand for fire and emergency services within the City. Based on the location of the nearest fire station, the project site is clearly within a distance where any future calls can be responded to within 5 minutes, which is the City’s target response time. Emergency access to the project site will be provided by the site entrance on Avenue 50. The Fire Department will require the proposed project site plan to ensure that it meets applicable fire standards and regulations. The proposed Project will incrementally add to the existing demand for fire protection services. Cumulative impacts are mitigated through the payment of the Development Impact Fee (DIF), which contains a Fire Facilities component. There is no identified near term need to expand facilities in a manner that could have adverse impacts on the environment. Any impacts are considered less than significant and no mitigation is required.
- b. *Less Than Significant Impact* – The City of Coachella Police Department operates a substation from the Riverside County Sherriff’s Department. Local headquarters for the Police area located at 82-625 Airport Boulevard, approximately 4 miles southwest of the proposed project site. At the time that the City of Coachella General Plan EIR was compiled (2012), the Department had 36 sworn officers and two non-sworn personnel for a total of 38 positions. The proposed project will result in a marginal increase in demand for police services. Access to the site for Police protection services will be provided at the entrance to the project site on Avenue 50. The proposed project will incrementally add to the existing demand for police protection services. These incremental impacts are mitigated through the payment of the DIF, which contains a Law Enforcement component. Therefore, with payment of DIF, impacts to police protection services are considered less than significant.
- c. *Less Than Significant Impact* – The proposed project is a commercial development that is not forecast to generate any new direct demand for the area schools. The proposed project may place additional demand on school facilities, but such demand would be indirect and speculative. The Coachella Valley Unified School District (CVUSD) requires commercial developments such as the Coachella Travel Centre facility to pay a Developer Fee to support development of future facilities due to development within the City.⁴ The development impact fee mitigation program of the CVUSD

⁴ https://www.cvusd.us/uploaded/pdf_files/departments/business_services/facilities/Developer_Fees.pdf.pdf

adequately provides for mitigating the impacts of the proposed project in accordance with current state law. No other mitigation is identified or needed. Since this is a mandatory requirement, no additional mitigation measures are required to reduce school impacts of the proposed project to a less than significant level.

- d. *Less Than Significant Impact* – The proposed Project will not directly add to the existing demand on local recreational facilities. According to the City’s General Plan EIR, as developments are built and constructed, developers would be subject to all provisions of the Coachella Quimby Ordinance 868 fees to set aside land or pay in-lieu fees to provide park and recreation facilities. However, at present, the City only requires residential development to pay Quimby Fees. Therefore, with no existing or planned park facilities located within the project site, and no required payment of fees, the proposed project would have a less than significant impact to parks and recreation facilities.
- e. *Less Than Significant Impact* – No impacts to other public service demands have been identified in conjunction with the proposed project. Therefore, any impacts are considered less than significant and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- a. *Less Than Significant Impact* – The Coachella Valley Recreation and Park District (CVRPD) provides park and recreational services for the City. The nearest parks to the proposed project are Rancho De Oro Park, located about one quarter mile west of the project site at 84-600 50 Ave, and Coachella Veterans Memorial Park, located about 1000 feet west of the project site at 1500-1598 4th St, Coachella, CA 92236. Rancho Del Oro Park is 4 acres and contains the following amenities: baseball/softball, restrooms, playground, tables, open grass, soccer/football, and splash pad. Veterans Memorial Park is about 1.5 acres, and contains the following amenities: swimming pool, restrooms, playground, tables, benches, bleachers, open grass, drinking fountain, and a stage. As stated under issue XIV(d), the City of Coachella does not require commercial projects to pay Quimby Act fees dedicated to development of City parks. Additionally, the proposed project will be developed on land that is designated by the City’s General Plan for Entertainment Commercial use, and is not listed in any planning documents as desirable land for future park development. Therefore, the proposed project would have a less than significant potential to physically deteriorate park or recreational facilities through increased use. No mitigation is required.
- b. *No Impact* – The proposed project consists of developing the Coachella Travel Centre, which will contain a 5 Story Hotel, a Restaurant, a Drive-Thru Restaurant, a Convenience Store, a Gas Station, and a Truck Stop, which includes Truck Fuel Pumps, a Truck Wash Facility, and a Car Wash Facility within the City of Coachella. The project will include a pool for hotel guest use only (it will not be a public pool); the impacts of developing this pool are not anticipated to be significant.

No public recreational facilities are part of the proposed project. The site is currently vacant, with no existing recreational facilities on or near the project site, and the Project site is in an area of the City that is designated for Entertainment Commercial. As a result, no other recreational facilities—existing or new—are required to serve the Project, thus any impacts under this issue are considered less than significant. No mitigation is required.

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

SUBSTANTIATION

a&b. *Less Than Significant Impact* – Implementation of the proposed CoachellaGro project will not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The proposed project is located off of Harrison Street just south of Avenue 48. According to the City of Coachella General Plan, Avenue 50 is considered a Primary Arterial with Bicycle Facility at the entrance to the project site. The project site is also adjacent to Highway 86, which is a regional highway that extends north-south in the City of Coachella. The General Plan identifies existing traffic on Avenue 50 east of Harrison as being capable of handling about 35,714 trips per day, while the current volume on this roadway is only 7,500 and operates at a Level of Service (LOS) of C or better at present.

The proposed project is anticipated to employ about 100 persons, which would generate an average daily trip rate of 2 trips per day, which would result in about 200 trip ends per week day.

The proposed project would also generate customer trips to the various uses that make up the Coachella Travel Centre as follows:

1. Convenience Store/Gas Station/Car Wash: 1,800
2. Drive-Thru Restaurant: 300
3. Sit Down Restaurant: 500
4. Hotel: 90
5. Truck Stop: 150

Total Customer Trips = 2,840 trips.

Based on this information, the proposed project would contribute an average of 3,040 trips per day, the volume to capacity ratio would increase from 0.21 to 0.29, which would still allow this segment of roadway to operate at an LOS C or better for the foreseeable future, which is better than the City's standard of a minimum LOS D or better. It is also assumed that the traffic generated from this project site is comparable to the traffic projections outlined in the General Plan because the project will be consistent with the underlying land use of the project. The City of Coachella General Plan EIR indicates that—for the segment of roadway along Avenue 50 adjacent to the Project site—the 2035 roadway segment LOS, as forecast in the General Plan, at Avenue 50 east of SR-111 would be capable of handling 37,400 trips per day with a volume forecasted at 34,920 trips operating at an LOS E, which an unacceptable LOS. Mitigation identified in the General Plan EIR indicates that widening Avenue 50, east of SR-111, from 4 lanes to 6 lanes, would improve the roadway segment LOS from E to LOS C or better. Additionally, by 2035, the City intends to construct a signalized intersection at SR-86 and Avenue 50, which is forecast to operate at an LOS B or better for both south- and north-bound directions, which would benefit traffic flow in the area surrounding the proposed project. As such, the City of Coachella General Plan EIR states that it implements a DIF program that provides for the implementation of all of the roadway improvements identified in the Mobility Element, and thus, the proposed project will pay any applicable fees to improve the roadways that experience greater use as a result of the project. Therefore, the proposed project has a less than significant potential to conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system or conflict with an applicable congestion management program. No mitigation is required.

- c. *No Impact* – According to a review of Google Maps (1/31/2018) the Project site is not located within two miles of an airport or private airstrip. The closest airport is the Jacqueline Cochran Regional Airport located approximately 11 miles south of the project site at 56-850 Higgins Drive, Thermal, CA 92274. According to the Riverside County Airport Land Use Compatibility Map of Jacqueline Cochran Regional Airport (Figure XVI-1), the proposed project is not located within the airport land use compatibility planning area. Therefore, no adverse impact to airport operations or from pattern overflights can result from implementing the proposed project.
- d&e. *Less Than Significant With Mitigation Incorporated* – The proposed project will occur entirely within the project site boundaries. However, construction activities will include curb improvements as well as installation of a driveway to provide access to the site. Large trucks delivering equipment or removing small quantities of excavated dirt or debris can enter the site without major conflicts with the flow of traffic on the roadways used to access the site. Primary access to the site will be provided by a new entrance on Avenue 50. Access to the site must comply with all City design standards, and would be reviewed by the City to ensure that inadequate design features or incompatible uses do not occur. The entrance to the site on Avenue 50 allows access to each of the entirety of the project site allowing any emergency vehicles to access any of the proposed uses that will make up the Coachella Travel Centre. Additionally, the proposed Project would be required to comply with all applicable fire code and ordinance requirements for construction and access to the site. Emergency response and evacuation procedures would be coordinated with the City, as well as the police and fire departments, resulting in less than significant impacts. However, mitigation to

ensure that access to the site does not interfere with the flow of traffic along Avenue 50 during construction shall be implemented as follows:

TRAF-1 The construction contractor will provide adequate traffic management resources, as determined by the City of Coachella. The City shall require a construction traffic management plan for work in public roads that complies with the Work Area Traffic Control Handbook, or other applicable standard, to provide adequate traffic control and safety during excavation activities. At a minimum this plan shall include how to minimize the amount of time spent on construction activities; how to minimize disruption of vehicle and alternative modes of transport traffic at all times, but particularly during periods of high traffic volumes; how to maintain safe traffic flow on local streets affected by construction at all times, including through the use of adequate signage, protective devices, flag persons or police assistance to ensure that traffic can flow adequately during construction; the identification of alternative routes that can meet the traffic flow requirements of a specific area, including communication (signs, webpages, etc.) with drivers and neighborhoods where construction activities will occur; and at the end of each construction day roadways shall be prepared for continued utilization without any significant roadway hazards remaining.

With implementation of the above mitigation measure, the project is not anticipated to either substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses or result in inadequate emergency access. No further mitigation is required.

- f. *Less Than Significant Impact* – Implementation of the proposed project will not conflict with policies or programs for alternative transportation requirements. The proposed project will not interfere with the nearby bus stop along Avenue 50. There is a Bus Line (#95) that travels along Avenue 50, with nearby stops along Harrison Street and Tyler Street. There is another Bus Line (#96) that stops at Harrison Street and Avenue 50, which is about one half mile west of the project. These stops would allow local access to the site, though generally the purpose of this project is to provide a stop for persons travelling along either the I-10 or SR-86; however, employees working at the Coachella Travel Centre would have alternative transit access to the site through the above bus stops, and through sidewalks and bike lanes along Avenue 50. Therefore, no significant adverse impacts to these alternative modes of transportation will occur and overall bus and bicycle access should be enhanced by the proposed intersection improvements. The proposed project's impacts are considered less than significant. No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial change in the significance of tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to the California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

A Tribal Resource is defined in the Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1;
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purpose of this paragraph, the lead agency shall consider the significance of the resources to a California American tribe;
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape;
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal resource if it conforms with the criteria of subdivision (a).

a&b. *Less Than Significant With Mitigation Incorporation* – The project site is located within the City of Coachella, which has been contacted pursuant to Public Resources Code section 21080.3.1 by the following California Native American tribes traditionally and cultural affiliated with the City of Coachella: Torres Martinez Desert Cahuilla Indians, Soboba Band of Luiseño Indians, Agua Caliente Band of Cahuilla Indians, Twenty-Nine Palms Band of Mission Indians, and Cabazon Band of Mission Indians. The AB 52 consultation letters were sent out to the above tribes on February 7, 2019. The Agua Caliente Band of Cahuilla Indians responded on February 26, 2019 and defers to the Cabazon Band of Mission Indians, concluding consultation efforts. The Twenty-Nine Palms Band of Mission Indians responded on February 25, 2019, requesting a copy of the cultural report,

and also noting that they elect to be a consulting party under CEQA. No other Tribes responded during the 30-day consultation period. The 29 Palms Band of Indians responded with a request for government-to-government consultation with the City of Coachella requesting a visual assessment of cultural resources that may be nominated to the National Register of Historic Places or the CA Register of Historical Resources be included in the environmental assessment. This consultation process was concluded in April 2019 after the Tribe had an opportunity to review the Cultural Resources Study and found adequacy with the standard mitigation measures included herein.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVIII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm-water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- a. *Less Than Significant Impact* – There are two sources of wastewater that the proposed project will generate that could exceed wastewater treatment requirements of the Colorado River Regional Water Quality Control Board (RWQCB). The surface runoff from the site, nonpoint source storm water runoff, will be managed in accordance with the project's WQMP, once developed. By providing treatment of the storm water before discharge (during both construction and operation), the proposed project will not violate any requirements imposed by the Regional Board through its MS4 permit.

Municipal wastewater is delivered to the Coachella Sanitation District, which meets the waste discharge requirements imposed by the RWQCB. Wastewater will be transported and processed at the wastewater treatment plant (WTP) located in to the south on Avenue 54. The carwash will include a gray water recycling system, which will collect, treat, and filter gray water from previous

car wash cycles for use with future car wash cycles. Though the use of this gray water recycling system, little or no gray water will be discharged into the municipal sewer system for wastewater treatment. No other sources of wastewater will be produced by the proposed project. Therefore, the proposed project has a less than significant potential to exceed or violate any wastewater treatment requirements.

b,d

&e. *Less Than Significant With Mitigation Incorporated* – Implementation of the proposed project will result in a need for additional utilities and service systems that could cause significant environmental impacts, in order to maintain acceptable service levels or other performance objectives for any of the utilities and service systems including but not limited to those discussed below.

As stated under Hydrology and Water Quality above, CWA is responsible for the water supply for the City, though it pays a replenishment charge to CVWD. CWA is required to meet water quality requirements of the RWQCB. CWA assumes that future commercial uses will consume 1.78 AF/A/Y. Using this data as the basis for the quantifying the proposed project's water demand, it is anticipated that a 14.1 acre site would require a potable water supply of 25.1 acre feet per year (AFY). According to the CWA 2015 UWMP, as of 2015, commercial uses demand 905 AFY of potable water. Water demand for commercial uses is projected to increase to 1,733.9 AFY by 2020, and to 3,314.4 AFY by 2040. Additionally, approximately 80 percent of the water used for each car wash cycle will be recycled for reuse for future car wash cycles. Based on the assumed demand for potable water that that operations of the proposed project would require, the proposed Coachella Travel Centre will increase CWA's potable water demand by about 1.45%. Given the projected demand CWA provides in their 2015 UWMP, the potable water demand that operation of proposed Coachella Travel Centre is anticipated to require would be well within CWA's projections for future water demand and future availability of potable water. Through the payment of water standby charges, hookup and connection fees, the impact of implementing the proposed Project on water systems are forecast to be less than significant. A review of the CWA 2015 UWMP documents the water availability for this project and the whole of the CWA service area, when the water shortage contingency plan and demand management measures are taken into account. Based on these substantiating data, provision of domestic water supply can be accomplished without causing significant impacts on the existing water system or existing entitlements.

The Project is not subject to Senate Bill 221 requirements because it is not a commercial development of more than 500,000 square feet, and it will not increase the number of water service connections by 10 percent or more in a district with fewer than 5,000 service connections. This Project is not subject to Senate Bill 610 because it is not a large-scale development. Other than mandatory fees and installation of onsite utility infrastructure, specific mitigation is proposed below to address water demand by the project.

The Coachella Sanitary Division WTP has a capacity of 4.9 MGD. The WTP treats approximately 2.9 MGD of wastewater at present, which leaves approximately 2 MGD of capacity remaining. Based on the City of Coachella 2015 Sewer System Master Plan, Entertainment Commercial uses are estimated to have a wastewater flow rate of 600 gallons per day per acre.⁵ Therefore, the 14.1 acre site is anticipated to generate about 8,460 gallons of wastewater per day per acre. Based on this information, the proposed project is expected to require 0.17% of the WTP's 4.9 MGD capacity, which is minimal when compared to the 2 MGD of capacity remaining during daily operations. The Coachella WWTP implements all requirements of the RWQCB, State Water Resource Control Board and City of Coachella 2015 Sewer System Master Plan that protect water quality and monitor wastewater discharge. This consumption of capacity will not cause the construction of new wastewater treatment facilities. Thus, the proposed project will consume some capacity of the existing Water Reclamation Facility, but the level of adverse impact is considered less than significant.

⁵ <https://www.coachella.org/Home/ShowDocument?id=5678>

The following mitigation measure shall be implemented to reduce any impacts under the above issues to a level of less than significant:

UTL-1 If recycled water becomes available at the project site, the Applicant shall connect to this system and utilize recycled water for landscape irrigation, and any other feasible uses of recycled water on the project site.

With implementation of the above mitigation measures, any impacts under the above issues are considered less than significant.

- c. *Less Than Significant Impact* – Please refer to the discussion under Section IX, Hydrology and Water Quality, of this Initial Study. The project design incorporates a Stormtech Subsurface Management System that will be installed throughout the site to capture the additional increment of stormwater runoff generated by the proposed project development (see Figures 16 and 17). The main stormwater drainage infrastructure facility within the Coachella Valley is the WWRSC/CVSC, a portion of the Whitewater River that has been channelized to handle flood flows of up to 80,000 cubic feet per second and drains water into the Salton Sea. The proposed project will grade the site and direct drainage to the Stormtech Subsurface Management System that will catch onsite drainage. This system has been designed to intercept the peak 100-year flow rate from the project site. As a result, no offsite drainage system facilities will need to be expanded that could cause indirect significant adverse impacts.
- f&g. *Less Than Significant Impact* – The proposed project will generate demand for solid waste service system capacity and has a potential to contribute to potentially significant cumulative demand impacts on the solid waste system. Solid waste generation rates outlined on the CalRecycle⁶ website indicate the following solid waste generation rates for specific uses, also below are the solid waste generation rates calculated for the proposed project.

▪ Convenience Store (gas station): 0.9 lbs / 100 SF / day	=	34.2 lbs / day
▪ Sit Down Restaurant: 0.005 lbs / SF / day	=	27.77 lbs / day
▪ Drive Thru Restaurant: 17 lbs / employee / day	=	340 lbs / day
▪ Hotel: 2 lbs / room / day	=	232 lbs / day
▪ Truck Stop: 0.9 lbs / 100 SF / day	=	42.79 lbs / day
▪ Car Wash: 0.9 lbs / 100 SF / day	=	24.09 lbs / day
▪ TOTAL:	=	700.85 lbs / day

The total solid waste generated per year would equal about 127.91 tons, or after an assumed 50% diversion to be recycled per the state’s solid waste diversion requirements under AB 939, the project solid waste generation will be about 63.95 tons per year. With the City’s mandatory source reduction and recycling program, the proposed Project is not forecast to cause a significant adverse impact to the waste disposal system.

The City of Coachella General Plan identifies landfills that serve the planning area. The Lamb Canyon Sanitary Landfill and Badlands Landfill serve the project area. The Lamb Canyon Sanitary Landfill has a maximum permitted daily capacity of 5,500 tons per day, with a permitted capacity of 38,935,653 cubic yards (CY), with 19,242,950 CY of capacity remaining. The Badlands landfill has a maximum permitted daily capacity of 4,800 tons per day, with a permitted capacity of 34,400,000 CY, with 15,748,799 CY of capacity remaining. According to Jurisdiction Landfill Tonnage Reports from Riverside County Waste Management Department, 2,037,163 total tons of solid waste was hauled to County landfills in 2015. Therefore, the proposed project would consist of 0.0031% of solid waste generation within the County of Riverside. The City of Coachella contracts with Burrtec Waste and Recycling Services to provide regular trash, recycling, and green waste pickup. It is not anticipated that the project will generate a significant amount of construction waste, as the project

⁶ <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>

aims to use any excavated material on site, with a neutral amount of cut and fill. However, should the proposed project need to remove any excess soils, the soil removal will be accomplished using trucks during normal working hours, with a maximum of 50 round trips per day. Furthermore, any hazardous materials collected on the project site during either construction of the Project will be transported and disposed of by a permitted and licensed hazardous materials service provider. Therefore, the Project is expected to comply with all regulations related to solid waste under federal, state, and local statutes. The Project is expected to comply with all regulations related to solid waste under federal, state, and local statutes and be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs. No further mitigation is necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIV. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

The analysis in this Initial Study and the findings reached indicate that the proposed project can be implemented without causing any new project specific or cumulatively considerable unavoidable significant adverse environmental impacts. Mitigation is required to control potential environmental impacts of the proposed project to a less than significant impact level. The following findings are based on the detailed analysis of the Initial Study of all environmental topics and the implementation of the mitigation measures identified in the previous text and summarized following this section.

- a. *Less Than Significant With Mitigation Incorporated* – The Project has no potential to cause a significant impact any biological or cultural resources. The project has been identified as having minimal potential to degrade the quality of the natural environment, substantially reduce 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. Based on the historic disturbance of the project area, and its

current condition, the potential for impacting biological resources is low; however, mitigation has been identified in order to protect nesting birds. The cultural resources evaluation concluded that the Project footprint does not contain any known important cultural resources, but to ensure that any accidentally exposed subsurface cultural resources are properly handled, contingency mitigation measures will be implemented. With incorporation of Project mitigation measure all biology and cultural resource impacts will be reduced to a less than significant level.

- b. *Less Than Significant Impact* – The proposed project will not cause a significant impact on the environment once implemented or during construction with proper site design and mitigation. The nature of the Project as a Travel Center are such that without proper site design and mitigation, leaks and spills could occur. However, with the construction of Underground Storage Tanks for the gasoline and diesel storage that include leak detection, and a site design that ensures that no runoff from either minor fuel leaks or remnants of car wash solution, no significant long-term impacts to the environment would occur from Project operations. Based on the analysis in this Initial Study, any impacts under this issue are considered less than significant.
- c. *Less Than Significant With Mitigation Incorporated* – The Project has 10 potential impacts that are individually limited, but may be cumulatively considerable. These are: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Tribal Cultural Resources, and Utilities and Service Systems. The Project is not considered growth-inducing, as defined by *State CEQA Guidelines*. These issues require the implementation of mitigation measures to reduce impacts to a less than significant level and ensure that cumulative effects are not cumulatively considerable. All other environmental issues were found to have no significant impacts without implementation of mitigation. The potential cumulative environmental effects of implementing the proposed project have been determined to be less than considerable and thus, less than significant impacts.
- d. *Less Than Significant With Mitigation Incorporated* – The Project will achieve long-term community goals through the provision of growth in tax dollars generated within the City. The short-term impacts associated with the Project, which are mainly construction-related impacts, are less than significant with mitigation, and the proposed Project is compatible with long-term environmental protection. The issues of Air Quality, Geology and Soils, Hazards and Hazardous Materials, and Noise require the implementation of mitigation measures to reduce human impacts to a less than significant level. All other environmental issues were found to have no significant impacts on humans without implementation of mitigation. The potential for direct human effects from implementing the proposed project have been determined to be less than significant.

Conclusion

This document evaluated all CEQA issues contained in the latest Initial Study Checklist form. The evaluation determined that either no impact or less than significant impacts would be associated with the issues of Agricultural and Forestry Resources, Greenhouse Gas Emissions, Land Use and Planning, Mineral Resources, Population/Housing, Public Services, and Recreation. The issues of Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation and Traffic, Tribal Cultural Resources, and Utilities and Service Systems require the implementation of mitigation measures to reduce Project specific and cumulative impacts to a less than significant level. The required mitigation has been proposed in this Initial Study to reduce impacts for these issues to a less than significant impact level.

Based on the findings in this Initial Study, the City of Coachella proposes to adopt a Mitigated Negative Declaration (MND) for the Coachella Travel Centre Project. A Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) will be issued for this Project by the City. The Initial Study and NOI will be circulated for 30 days of public comment. At the end of the 30-day review period, a final MND package will be prepared and it will be reviewed by the City for possible adoption at a future City Council meeting, the date for which has yet to be determined. If you or your agency comments on the MND/NOI for this

Project, you will be notified about the meeting date in accordance with the requirements in Section 21092.5 of CEQA (statute).

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*, (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2016

Authority: Public Resources Code sections 21083 and 21083.09

Reference: Public Resources Code sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3/ 21084.2 and 21084.3

SUMMARY OF MITIGATION MEASURES

Aesthetics

- AES-1 The proposed structures shall be painted in colors that closely match the surrounding desert landscape, so as to create continuity in the potentially obscured views. The colors chosen shall be approved by the City of Coachella's architectural review process.
- AES-2 Prior to approval of the Final Design, an analysis of potential glare from sunlight or exterior lighting to impact vehicles traveling on adjacent roadways shall be submitted to the City for review and approval. This analysis shall demonstrate that due to building orientation or exterior treatment, no significant glare may be caused that could negatively impact drivers on the local roadways or impact adjacent land uses. If potential glare impacts are identified, the building orientation, use of non-glare reflective materials or other design solutions acceptable to the City of Coachella shall be implemented to eliminate glare impacts.

Air Quality

- AQ-1 Fugitive Dust Control. The following measures shall be incorporated into Project plans and specifications for implementation:
- Apply soil stabilizers or moisten inactive areas;
 - Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day);
 - Cover all stock piles with tarps at the end of each day or as needed;
 - Provide water spray during loading and unloading of earthen materials;
 - Minimize in-out traffic from construction zone;
 - Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard; and
 - Sweep streets daily if visible soil material is carried out from the construction site.
- AQ-2 Exhaust Emissions Control
- Utilize well-tuned off-road construction equipment.
 - Establish a preference for contractors using Tier 3-rated or better heavy equipment.
 - Enforce 5-minute idling limits for both on-road trucks and off-road equipment.
- AQ-3 Exposed surfaces shall be watered at least three times per day during grading activities.

Biological Resources

- BIO-1 The State of California prohibits the "take" of active bird nests. To avoid an illegal take of active bird nests, any grubbing, brushing or tree removal should be conducted outside of the the State identified nesting season (Raptor nesting season is February 15 through July 31; and migratory bird nesting season is March 15 through September 1). Alternatively, the site shall be evaluated by a qualified biologist prior to the initiation of ground disturbance to determine the presence or absence of nesting birds. Active bird nests MUST be avoided during the nesting season. If an active nest is located in the project construction area it will be flagged and a 300-foot avoidance buffer placed around it. No activity shall occur within the 300-foot buffer until the young have fledged the nest.

Cultural Resources

- CUL-1 Should any cultural resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an

onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the City's onsite inspector. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

- CUL-2 Should any paleontological resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection should be performed immediately by a qualified paleontologist. Responsibility for making this determination shall be with the City's onsite inspector. The paleontological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

Geology and Soils

- GEO-1 Based upon the geotechnical investigation (Appendix 4), all of the recommended design and construction measures identified in Appendix 4 (listed on Pages 12-25) as well as the Seismic Design Parameters (Pages 10-11) shall be implemented by the Applicant into the project design. Implementation of these specific measures will address all of the identified geotechnical constraints identified at project site.
- GEO-2 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the Project site for future cleanup.
- GEO-3 All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the Coachella Travel Centre is being constructed.

Hazards and Hazardous Materials

- HAZ-1 All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure will be incorporated into the SWPPP prepared for the Project development.

Transportation / Traffic

- TRAF-1 The construction contractor will provide adequate traffic management resources, as determined by the City of Coachella. The City shall require a construction traffic management plan for work in public roads that complies with the Work Area Traffic Control Handbook, or other applicable standard, to provide adequate traffic control and safety during excavation activities. At a minimum this plan shall include how to minimize the amount of time spent on construction activities; how to minimize disruption of vehicle and alternative modes of transport traffic at all times, but particularly during periods of high traffic volumes; how to maintain safe traffic flow on local streets affected by construction at all times, including through the use of adequate signage, protective devices, flag persons or police assistance to ensure that traffic can flow adequately during construction; the identification of alternative routes that can meet the traffic flow requirements of a specific area, including communication (signs, webpages, etc.) with drivers and neighborhoods where construction activities will occur; and at the end of each construction day roadways shall be prepared for continued utilization without any significant roadway hazards remaining.

Utilities and Service Systems

UTL-1 If recycled water becomes available at the project site, the Applicant shall connect to this system and utilize recycled water for landscape irrigation, and any other feasible uses of recycled water on the project site.

REFERENCES

City of Coachella, General Plan Update, Adopted April 22, 2015

CRM TECH, "*Historical/Archaeological Resources Survey Report: Coachella Travel Centre Project, Assessor's Parcel Number 763-020-021, City of Coachella, Riverside County, California*" dated March 15, 2019

Giroux & Associates, "Air Quality and GHG Impact Analysis Coachella Travel Centre Project, Coachella, California" dated March 16, 2019

Goodman & Associates, Inc., "Project Specific Water Quality Management Plan for Coachella Travel Center, Avenue 50 & State Route 86" dated January 2019

Jericho Systems, Inc., "Biological Resources Assessment & Jurisdictional Delineation, Coachella Travel Centre, APN 763-020-01, Avenue 50 and Highway 86, -Coachella, CA" dated February 14, 2019

Soils Southwest, Inc., "Feasibility Study Preliminary Report of Soils and Foundation Evaluations, Proposed Commercial Development Planned Gas Station/Retail, Restaurant, Car Wash, and Hotel, SWC Avenue 50 & State Route 86, APN 763-0020-021-7" dated February 28, 2019

"*State Route 86/Avenue 50 New Interchange Project, Initial Study with (Proposed) Mitigation Negative Declaration/Environmental Assessment*" prepared by the State of California, Department of Transportation and the City of Coachella dated November 2018

<https://www.coachella.org/home/showdocument?id=5783>

<https://www.coachella.org/Home/ShowDocument?id=4678>

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf

https://www.cvsd.us/uploaded/pdf_files/departments/business_services/facilities/Developer_Fees.pdf.pdf

<https://www.coachella.org/Home/ShowDocument?id=5678>

<https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>

FIGURES

APPENDIX 1

APPENDIX 2

APPENDIX 3

APPENDIX 4

**CITY OF COACHELLA
COACHELLA TRAVEL CENTRE PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM**

ITEM 5.

Mitigation Measure	Implementation Schedule	Verification
<p>Aesthetics</p> <p>AES-1 The proposed structures shall be painted in colors that closely match the surrounding desert landscape, so as to create continuity in the potentially obscured views. The colors chosen shall be approved by the City of Coachella’s architectural review process.</p>	<p>This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.</p>	<p>A copy of the construction contract including this aesthetics mitigation measures shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the aesthetics measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file</p>
	Source	Responsible Party
	Initial Study	City of Coachella Development Services
	Status / Date / Initials	

Mitigation Measure	Implementation Schedule	Verification
<p>Aesthetics</p> <p>AES-2 Prior to approval of the Final Design, an analysis of potential glare from sunlight or exterior lighting to impact vehicles traveling on adjacent roadways shall be submitted to the City for review and approval. This analysis shall demonstrate that due to building orientation or exterior treatment, no significant glare may be caused that could negatively impact drivers on the local roadways or impact adjacent land uses. If potential glare impacts are identified, the building orientation, use of non-glare reflective materials or other design solutions acceptable to the City of Coachella shall be implemented to eliminate glare impacts.</p>	<p>A lighting plan shall be completed prior to construction of the onsite structure and lighting installed accordingly during construction</p>	<p>A copy of the lighting design or plan shall be retained in the project file, and City field inspectors shall verify that the design/plan is being implementing without adverse impact on adjacent light sensitive uses. Field notes from inspections shall be retained in the project file.</p>
	Source	Responsible Party
	Initial Study	City of Coachella Development Services
	Status / Date / Initials	

**CITY OF COACHELLA
COACHELLA TRAVEL CENTRE PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM**

ITEM 5.

Mitigation Measure	Implementation Schedule	Verification
<p>Air Quality AQ-1 <u>Fugitive Dust Control</u>. The following measures shall be incorporated into Project plans and specifications for implementation:</p> <ul style="list-style-type: none"> Apply soil stabilizers or moisten inactive areas. Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day). Cover all stock piles with tarps at the end of each day or as needed. Provide water spray during loading and unloading of earthen materials. Minimize in-out traffic from construction zone. Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard. Sweep streets daily if visible soil material is carried out from the construction site. 	<p>This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.</p>	<p>A copy of the construction contract including this air mitigation measures shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.</p>
	Source	Responsible Party
	Initial Study	City of Coachella Development Services
	Status / Date / Initials	

Mitigation Measure	Implementation Schedule	Verification
<p>Air Quality AQ-2 <u>Exhaust Emissions Control</u></p> <ul style="list-style-type: none"> Utilize well-tuned off-road construction equipment. Establish a preference for contractors using Tier 3-rated or better heavy equipment. Enforce 5-minute idling limits for both on-road trucks and off-road equipment. 	<p>This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.</p>	<p>A copy of the construction contract including this air mitigation measures shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.</p>
	Source	Responsible Party
	Initial Study	City of Coachella Development Services
	Status / Date / Initials	

**CITY OF COACHELLA
COACHELLA TRAVEL CENTRE PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM**

ITEM 5.

Mitigation Measure	Implementation Schedule	Verification
<p>Air Quality AQ-3 Exposed surfaces shall be watered at least three times per day during grading activities.</p>	<p>This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction. This measure shall be demonstrated once the facility is in operation.</p>	<p>A copy of the construction contract including this air mitigation measures shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.</p>
	Source	Responsible Party
	Initial Study	City of Coachella Development Services
		Status / Date / Initials

Mitigation Measure	Implementation Schedule	Verification
<p>Air Quality AQ-4 Provide incentives for vendors and material delivery trucks that would be visiting the hotel to encourage the use of zero-emission or near-zero emission heavy-duty trucks during operation, such as trucks with natural gas engines that meet CARB's adopted optional NOx emissions standard of 0.02 grams per brake horsepower-hour (g/bhp-hr). At a minimum, incentivize the use of 2010 model year18 or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks.</p>	<p>This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction. This measure shall be demonstrated once the facility is in operation.</p>	<p>A copy of the construction contract including this air mitigation measures shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.</p>
	Source	Responsible Party
	Responses to Comments	City of Coachella Development Services
		Status / Date / Initials

**CITY OF COACHELLA
COACHELLA TRAVEL CENTRE PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM**

ITEM 5.

Mitigation Measure	Implementation Schedule	Verification
<p>Air Quality AQ-5 Provide electric vehicle (EV) charging stations for the hotel and restaurant uses where feasible. If feasible, at least 5% of all vehicle parking spaces include EV charging stations, or at a minimum, require the Proposed Project to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in. Electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. Electrical panels should be appropriately sized to allow for future expanded use.</p>	<p>This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction. This measure shall be demonstrated once the facility is in operation.</p>	<p>A copy of the construction contract including this air mitigation measures shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.</p>
	Source	Responsible Party
	Responses to Comments	City of Coachella Development Services
	Status / Date / Initials	

Mitigation Measure	Implementation Schedule	Verification
<p>Air Quality AQ-6 Provide incentives for employees working at the proposed retail uses to encourage the use of public transportation or carpooling, such as discounted transit passes or carpool rebates.</p>	<p>This measure shall be implemented ongoing during operation.</p>	<p>This measure shall be included as a condition of approval by the City on the developer. Verification of implementation shall be based on field notes documenting the implementation of such incentives; Field notes documenting verification shall be retained in the project file.</p>
	Source	Responsible Party
	Responses to Comments	City of Coachella Development Services
	Status / Date / Initials	

Mitigation Measure	Implementation Schedule	Verification
<p>Air Quality AQ-7 Implement a rideshare program for employees working at the proposed retail uses and set a goal to achieve a certain participation rate over a period of time.</p>	<p>This measure shall be implemented ongoing during operation.</p>	<p>This measure shall be included as a condition of approval by the City on the developer. Verification of implementation shall be based on field notes documenting the implementation of such programs; Field notes documenting verification shall be retained in the project file.</p>
	Source	Responsible Party
	Responses to Comments	City of Coachella Development Services
	Status / Date / Initials	

**CITY OF COACHELLA
COACHELLA TRAVEL CENTRE PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM**

ITEM 5.

Mitigation Measure	Implementation Schedule	Verification	
<p>Air Quality AQ-8 Maximize the use of solar energy including solar panels. Installing the maximum possible number of solar energy arrays on the building roofs and/or on the Proposed Project site to generate solar energy for the facility and/or EV charging stations.</p>	<p>This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction. This measure shall be demonstrated once the facility is in operation.</p>	<p>A copy of the construction contract including this air mitigation measures shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.</p>	
	Source	Responsible Party	Status / Date / Initials
	Responses to Comments	City of Coachella Development Services	

Mitigation Measure	Implementation Schedule	Verification	
<p>Air Quality AQ-9 Require the use of electric landscaping equipment, such as lawn mowers and leaf blowers.</p>	<p>This measure shall be implemented ongoing during operation.</p>	<p>This measure shall be included as a condition of approval by the City on the developer. Verification of implementation shall be based on field notes documenting the implementation of such programs; Field notes documenting verification shall be retained in the project file.</p>	
	Source	Responsible Party	Status / Date / Initials
	Responses to Comments	City of Coachella Development Services	

**CITY OF COACHELLA
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MITIGATION MONITORING AND REPORTING PROGRAM**

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Mitigation Measure	Implementation Schedule	Verification
<p>Air Quality AQ-10 Require use of electric or alternatively fueled sweepers with HEPA filters.</p>	<p>This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction. This measure shall be demonstrated once the facility is in operation.</p>	<p>A copy of the construction contract including this air mitigation measures shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.</p>
	Source	Responsible Party
	Responses to Comments	City of Coachella Development Services
		Status / Date / Initials

Mitigation Measure	Implementation Schedule	Verification
<p>Air Quality AQ-11 Maximize the planting of trees in landscaping and parking lots.</p>	<p>This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction. This measure shall be demonstrated once the facility is in operation.</p>	<p>A copy of the construction contract including this air mitigation measures shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.</p>
	Source	Responsible Party
	Responses to Comments	City of Coachella Development Services
		Status / Date / Initials

**CITY OF COACHELLA
COACHELLA TRAVEL CENTRE PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM**

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Mitigation Measure	Implementation Schedule	Verification
<p>Air Quality AQ-12 Use light colored paving and roofing materials.</p>	<p>This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction. This measure shall be demonstrated once the facility is in operation.</p>	<p>A copy of the construction contract including this air mitigation measures shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.</p>
	Source	Responsible Party
	Responses to Comments	City of Coachella Development Services
		Status / Date / Initials

Mitigation Measure	Implementation Schedule	Verification
<p>Air Quality AQ-13 Utilize only Energy Star heating, cooling, and lighting devices, and appliances.</p>	<p>This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction. This measure shall be demonstrated once the facility is in operation.</p>	<p>A copy of the construction contract including this air mitigation measures shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.</p>
	Source	Responsible Party
	Responses to Comments	City of Coachella Development Services
		Status / Date / Initials

**CITY OF COACHELLA
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Mitigation Measure	Implementation Schedule	Verification	
<p>Biological Resources BIO-1 The State of California prohibits the “take” of active bird nests. To avoid an illegal take of active bird nests, any grubbing, brushing or tree removal should be conducted outside of the the State identified nesting season (Raptor nesting season is February 15 through July 31; and migratory bird nesting season is March 15 through September 1). Alternatively, the site shall be evaluated by a qualified biologist prior to the initiation of ground disturbance to determine the presence or absence of nesting birds. Active bird nests MUST be avoided during the nesting season. If an active nest is located in the project construction area it will be flagged and a 300-foot avoidance buffer placed around it. No activity shall occur within the 300-foot buffer until the young have fledged the nest.</p>	<p>Construction shall occur outside of the nesting season or a copy of the field survey documenting no nesting birds shall be completed prior to initiating construction within the nesting season.</p>	<p>City personnel shall document the dates of construction. If construction is proposed to occur within the nesting season, a copy of the field survey documenting the absence of nesting birds shall be retained in the project file.</p>	
	Source	Responsible Party	Status / Date / Initials
	Initial Study	City of Upland, Development Services-Planning	

Mitigation Measure	Implementation Schedule	Verification	
<p>Cultural Resources CUL-1 Should any cultural resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the City’s onsite inspector. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.</p>	<p>Any response to exposed resources shall occur during construction. Any reports documenting management and findings for accidentally exposed resources shall be completed within one year of the discovery.</p>	<p>The City shall be notified within 24-hours of accidental exposure of any cultural resources. A copy of initial findings shall be provided to the City and retained in the project file. A copy of the final report shall be retained in the project file.</p>	
	Source	Responsible Party	Status / Date / Initials
	Initial Study	City of Coachella Development Services	

**CITY OF COACHELLA
COACHELLA TRAVEL CENTRE PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM**

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Mitigation Measure	Implementation Schedule	Verification
<p>Cultural Resources CUL-2 Should any paleontological resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection should be performed immediately by a qualified paleontologist. Responsibility for making this determination shall be with the City's onsite inspector. The paleontological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.</p>	<p>Any response to exposed resources shall occur during construction. Any reports documenting management and findings for accidentally exposed resources shall be completed within one year of the discovery.</p>	<p>The City shall be notified within 24-hours of accidental exposure of any cultural resources. A copy of initial findings shall be provided to the City and retained in the project file. A copy of the final report shall be retained in the project file.</p>
	Source	Responsible Party
	Initial Study	City of Coachella Development Services
	Status / Date / Initials	

Mitigation Measure	Implementation Schedule	Verification
<p>Geology and Soils GEO-1 Based upon the geotechnical investigation (Appendix 4), all of the recommended design and construction measures identified in Appendix 4 (listed on Pages 12-25) as well as the Seismic Design Parameters (Pages 10-11) shall be implemented by the Applicant into the project design. Implementation of these specific measures will address all of the identified geotechnical constraints identified at project site.</p>	<p>This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.</p>	<p>A copy of the findings shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the soil expansion tests have been performed have as required in this measure. Field notes documenting verification shall be retained in the project file.</p>
	Source	Responsible Party
	Initial Study	City of Coachella Development Services
	Status / Date / Initials	

**CITY OF COACHELLA
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Mitigation Measure	Implementation Schedule	Verification
<p>Geology and Soils GEO-2 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the Project site for future cleanup.</p>	<p>These measures shall be identified in the project Stormwater Pollution Prevention Plan (SWPPP) and implemented during construction.</p>	<p>A copy of the SWPPP shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the SWPPP BMPs have been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.</p>
	Source	Responsible Party
	Initial Study	City of Coachella Development Services

Mitigation Measure	Implementation Schedule	Verification
<p>Geology and Soils GEO-3 All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the Coachella Travel Centre is being constructed.</p>	<p>These measures shall be identified in the project Stormwater Pollution Prevention Plan (SWPPP) and implemented during construction.</p>	<p>A copy of the SWPPP shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the SWPPP BMPs have been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.</p>
	Source	Responsible Party
	Initial Study	City of Coachella Development Services

Mitigation Measure	Implementation Schedule	Verification
<p>Hazards and Hazardous Materials HAZ-1 All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure will be incorporated into the SWPPP prepared for the Project development.</p>	<p>These measures shall be identified in the project Stormwater Pollution Prevention Plan (SWPPP) and implemented during construction.</p>	<p>A copy of the SWPPP shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the SWPPP BMPs have been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.</p>
	Source	Responsible Party
	Initial Study	City of Coachella Development Services

**CITY OF COACHELLA
COACHELLA TRAVEL CENTRE PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM**

ITEM 5.

Mitigation Measure	Implementation Schedule	Verification
<p>Transportation / Traffic</p> <p>TRAF-1 The construction contractor will provide adequate traffic management resources, as determined by the City of Coachella. The City shall require a construction traffic management plan for work in public roads that complies with the Work Area Traffic Control Handbook, or other applicable standard, to provide adequate traffic control and safety during excavation activities. At a minimum this plan shall include how to minimize the amount of time spent on construction activities; how to minimize disruption of vehicle and alternative modes of transport traffic at all times, but particularly during periods of high traffic volumes; how to maintain safe traffic flow on local streets affected by construction at all times, including through the use of adequate signage, protective devices, flag persons or police assistance to ensure that traffic can flow adequately during construction; the identification of alternative routes that can meet the traffic flow requirements of a specific area, including communication (signs, webpages, etc.) with drivers and neighborhoods where construction activities will occur; and at the end of each construction day roadways shall be prepared for continued utilization without any significant roadway hazards remaining.</p>	<p>The Construction Traffic Management Plan shall be compiled and approved prior to the initiation of construction.</p>	<p>A copy of the Plan shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the construction traffic management plan is being implemented by the contractor as required in this measure. Field notes documenting verification shall be retained in the project file.</p>
	Source	Responsible Party
	Initial Study	City of Coachella Development Services
	Status / Date / Initials	

Mitigation Measure	Implementation Schedule	Verification
<p>Utilities and Service Systems</p> <p>UTL-1 If recycled water becomes available at the project site, the Applicant shall connect to this system and utilize recycled water for landscape irrigation, and any other feasible uses of recycled water on the project site.</p>	<p>This measure shall be included in the Conditions of Approval for the Project.</p>	<p>Verification of implementation shall be based on field inspections by City inspection personnel that verify that, should recycled water become available at this location within the City, the connection to this project site is carried out by the applicant. Field notes documenting verification shall be retained in the project file.</p>
	Source	Responsible Party
	Initial Study	City of Coachella Development Services
	Status / Date / Initials	



NOT TO SCALE
11/18 | JN 150814

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT
Build Alternative 7 Key Map

Figure A



Figure B:
Alternative 7





Figure F:
Alternative 8

Errata #2 to Coachella Travel Centre Initial Study

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

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

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

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

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

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

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

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

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

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

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



TWENTY-NINE PALMS BAND OF MISSION INDIANS ITEM 5.

46-200 Harrison Place . Coachella, California . 92236 . Ph. 760.863.2444 . Fax: 760.863.2449

April 29, 2019

Luis Lopez, Development Services Director
City of Coachella – Development Services Department
1515 Sixth Street
Coachella, CA 92236

**RE: Coachella Travel Center
City of Coachella**

Dear Mr. Lopez:

The City of Coachella requested comments regarding the project design with respect to physical impacts of the project on public resources, facilities and/or services; recommended conditions that the agency believes would improve the design of the project; and recommended improvements to satisfy other regulations and concerns. As stated in previous correspondence the Tribal Historic Preservation Office (THPO), established to protect and preserve cultural resources that are within the ancestral territory of the Chemehuevi, has concerns in regards to the project. The subject property, located on APN 760-020-021 is adjacent to numerous cultural resources and is approximately 1-mile from the Twenty-Nine Palms Band of Mission Indians (Tribe) Reservation. From the Cultural Resources Report, it is noted that there are three (3) cultural resources within the project area. Additional review of historic aerials and topographic maps indicate that the project area has been minimally disturbed. For these reasons, the project area has the possibility of inadvertent discoveries, which could have an adverse effect on potential cultural resources that concern the Tribe.

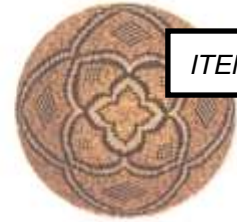
Since there are historic resources located within the project area and the THPO is aware of numerous sites within the vicinity. For this reason, the THPO requests that Tribal Monitors from the Twenty-Nine Palms Band of Mission Indians are included in project mitigation measures. Since there is a historic component in the project area, the THPO recommends that an archaeological firm is contracted to consult with the project as needed. The Tribe and THPO look forward to working with the City of Coachella on this project. If you have any questions, please do not hesitate to contact the Tribal Historic Preservation Office at (760) 775-3259 or by email: TNPConsultation@29palmsbomi-nsn.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Anthony Madrigal, Jr.", is written over a light blue horizontal line.

Anthony Madrigal, Jr.
Director of the Tribal Historic Preservation Office

cc: Darrell Mike, Twenty-Nine Palms Tribal Chairman
Sarah Bliss, Twenty-Nine Palms Cultural Resources Manager



May 16, 2019

[VIA EMAIL TO:llopez@coachella.org]
City of Coachella
Mr. Luis Lopez
1515 Sixth Street
Coachella, CA 92236

Re: Coachella Travel Centre Initial Study/Mitigated Negative Declaration

Dear Mr. Luis Lopez,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the Coachella Travel Centre project. We have reviewed the documents and have the following comments:

*The presence of an approved Cultural Resource Monitor(s) during any ground disturbing activities (including archaeological testing and surveys). Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer.

*Copies of any cultural resource documentation (report and site records) generated in connection with this project.

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760)699-6956. You may also email me at ACBCI-THPO@aguacaliente.net.

Cordially,

A handwritten signature in dark ink, appearing to be 'Lacy Padilla'.

Lacy Padilla
Archaeological Technician
Tribal Historic Preservation Office
AGUA CALIENTE BAND
OF CAHUILLA INDIANS



CAL FIRE – RIVERSIDE UNIT RIVERSIDE COUNTY FIRE DEPARTMENT

ITEM 5.

Shawn C. Newman - Fire Chief

Office of the Fire Marshal (West)

2300 Market Street, Suite 150, Riverside, CA 92501

Bus: (951) 955-4777 Fax: (951) 955-4886 www.rvcfire.org

PROUDLY SERVING THE
UNINCORPORATED AREAS
OF RIVERSIDE COUNTY
AND THE CITIES OF:

Planning Case Conditions

DATE: 7/12/2019

CASE: CUP310/311 – Coachella Travel Center

PLANNER: Luis Lopez

REVIEWED BY: Kylie Tillema, Fire Safety Specialist

Fire Department Permit Number: FPCUP1900019

East Office of the Fire Marshal Responsibility

BANNING

BEAUMONT

CANYON LAKE

COACHELLA

DESERT HOT SPRINGS

EASTVALE

INDIAN WELLS

INDIO

JURUPA VALLEY

LAKE ELSINORE

LA QUINTA

MENIFEE

MORENO VALLEY

NORCO

PALM DESERT

PERRIS

RANCHO MIRAGE

RUBIDOUX CSD

SAN JACINTO

TEMECULA

WILDOMAR

BOARD OF SUPERVISORS:

KEVIN JEFFRIES
DISTRICT 1

JOHN TAVAGLIONE
DISTRICT 2

CHARLES
WASHINGTON
DISTRICT 3

V. MANUEL PEREZ
DISTRICT 4

MARION ASHLEY
DISTRICT 5

It is the responsibility of the recipient of these Fire Department conditions to forward them to all interested parties. The permit number (**as it is noted above**) is required on all correspondence.

Additional information is available at our website: www.rvcfire.org

Questions should be directed to the Riverside County Fire Department, Office of the Fire Marshal at 77933 Las Montanas Suite 201, Palm Desert CA 92211 (760) 863-8886.

With respect to the conditions of approval for the referenced project, the Fire Department requires the following fire protection measures be provided in accordance with Riverside County Ordinances and/or recognized fire protection standards:

1. Fire Hydrants and Fire Flow: Provide or show there exist fire hydrant(s) capable of delivering the minimum fire flow, per CFC Appendix B Table B105.1, within 400 feet to all portions around the proposed structure. Minimum fire hydrant location and spacing shall comply with the CFC and NFPA 24. (Ref. CFC 2016 507.5.1)
2. Water Plans: If fire hydrants are required to be installed, applicant/developer shall furnish two copies of the water system fire hydrant plans to Fire Department for review and approval prior to building permit issuance. Plans shall be signed by a registered design professional, and shall confirm hydrant type, location, spacing, and minimum fire flow. Ref. CFC 105.4.1
3. Fire Department Access: Fire department apparatus access roads shall be provided to within 150 feet to all portions of all buildings and shall have an unobstructed width of not less than 24 feet. The construction of the access roads shall be all weather and capable of sustaining 60,000 lbs over two axels for commercial developments. (CFC 503.1.1 and 503.2.1) as amended by the Coachella.

4. Fire Sprinkler System: All structures 3,600 square feet or larger will be required to install a fire sprinkler system. (CFC 903.2 and NFPA 13) as amended by the City of Coachella.
5. Fire Alarm and Detection System: A water flow monitoring system and/or a fire alarm system will be required. (CFC 903.4, CFC 907.2, and NFPA 72).
6. Emergency Responder Radio Coverage Systems: Projects that do not meet the exceptions set forth by the Riverside County Office of the Fire Marshal shall provide plans for an emergency responder radio coverage system. (CFC 510.1)
7. Knox Box and Gate Access: Buildings shall be provided with a Knox Box. The Knox Box shall be installed in an accessible location approved by the Office of the Fire Marshal. All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. (CFC 506.1).
8. Addressing: All commercial buildings shall display street numbers in a prominent location on the address side and additional locations as required. (CFC 505.1 and County of Riverside Office of the Fire Marshal Standard #07-01).
9. These conditions are preliminary and further review will occur upon receipt of construction plans. Additional requirements may be required based upon the adopted codes at the time of submittal.

Should you have any questions, or if some items are unclear, please phone our office at 760-863-8886 and speak with Deputy Fire Marshal Ken King to assist you with these conditions.

Kylie Tillema
Fire Safety Specialist/Office of the County Fire Marshal
CAL FIRE/Riverside County Fire Department
77933 Las Montanas Rd, Suite 201
Palm Desert, Ca
760-863-8886



STAFF REPORT
11/6/2019

TO: Planning Commission Chair and Commissioners

FROM: Name, Title

SUBJECT: Coachella Green Haus - Retail Cannabis Business

- 1) Conditional Use Permit (CUP 303) to allow a 2,100 sq. ft. retail cannabis business as part of a new 6,900 sq. ft. multi-tenant commercial center with four (4) buildings including two (2) proposed restaurants, one (1) retail/office building and the retail cannabis business. The overall project includes 45 parking spaces including 2 handicapped stalls. CUP 303 is also proposing an interim use facility to allow a temporary retail cannabis facility that will operate while the project is under construction.
- 2) Change of Zone 18-05 proposes to add the RC (Retail Cannabis) overlay zone to the existing M-S (Manufacturing Service) zone for the proposed retail cannabis business.

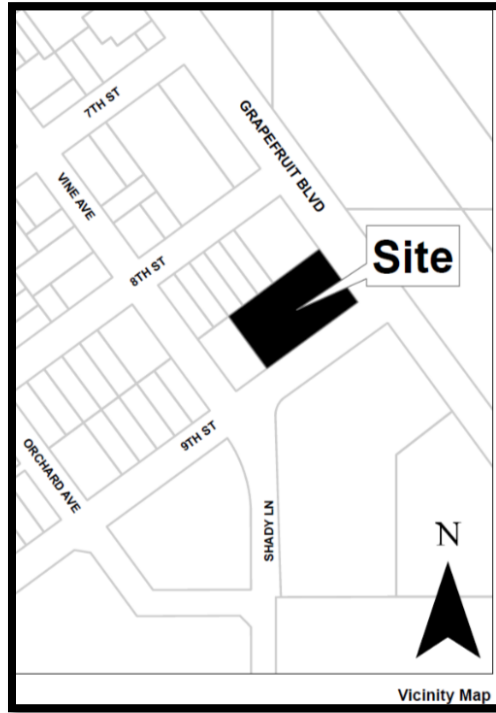
STAFF RECOMMENDATION:

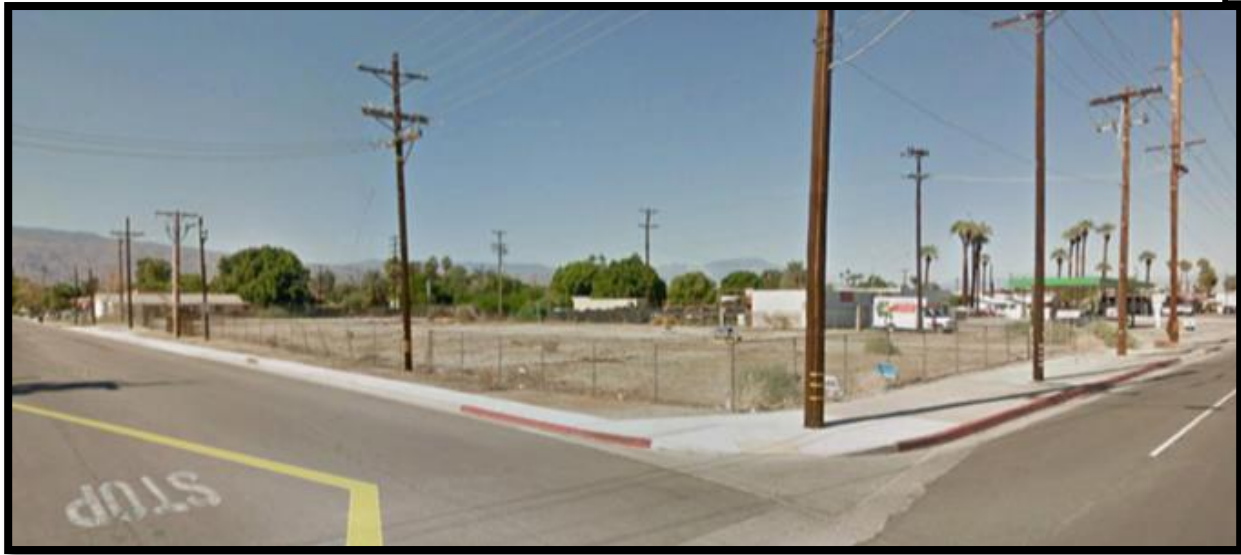
Staff recommends that the Planning Commission adopt the following resolutions for the Coachella Green Haus retail cannabis business, recommending approval of Conditional Use Permit (CUP 303) and Change of Zone (CZ 18-05).

- 1) Resolution No. 2019-33 recommending to the City Council approval of Conditional Use Permit No. 303 that proposes a 2,100 sq. ft. retail cannabis business as part of a new 6,900 sq. ft. multi-tenant commercial center with four (4) buildings including two (2) proposed restaurants, one (1) retail/office building and the retail cannabis business. The overall project includes 45 parking spaces including 2 handicapped stalls. The project is also proposing an interim use facility to allow a temporary retail cannabis dispensary while the project is under construction.
- 2) Resolution No. 2019-34 recommending to the City Council approval of Change of Zone No. 18-05 that proposes to add the RC (Retail Cannabis) overlay zone to the existing M-S (Manufacturing Service) zone for Building 2 that is proposed for the permanent dispensary and over the portion of the site proposed for the interim facility.

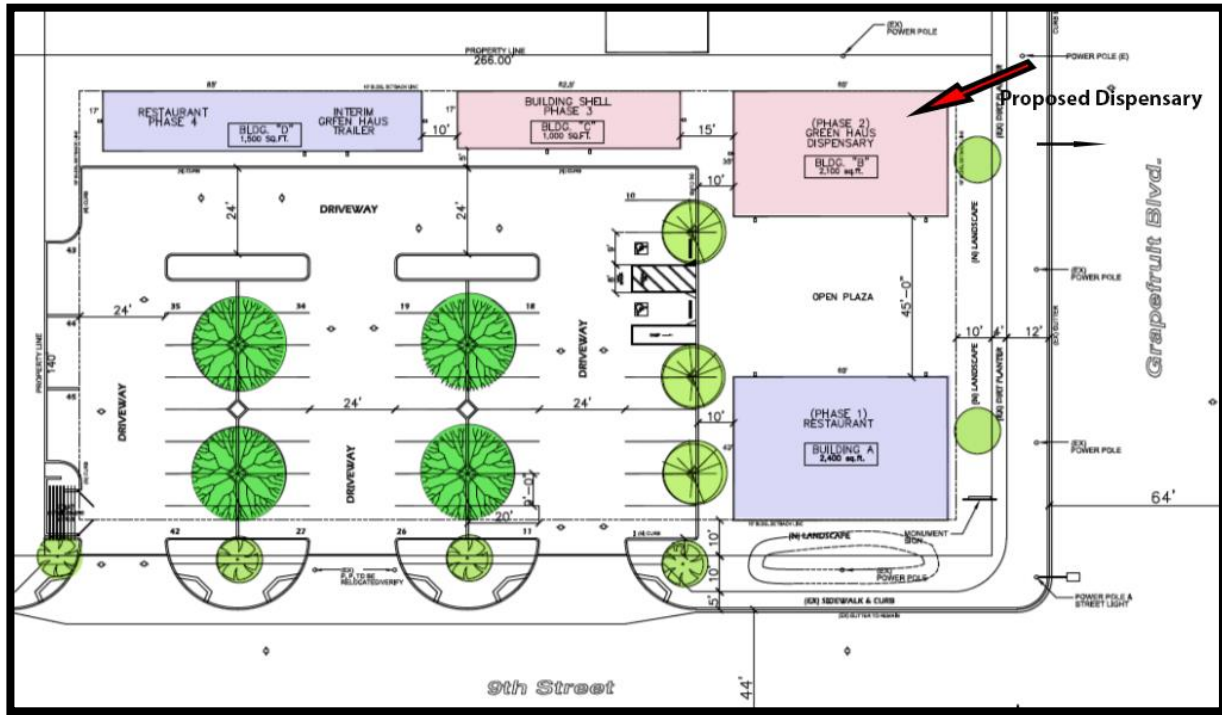
BACKGROUND:

The above referenced applications are proposed on a .9-acre vacant parcel at the NW corner of Grapefruit Blvd and 9th Street as illustrated on the following exhibits including an aerial photograph and street view photographs.





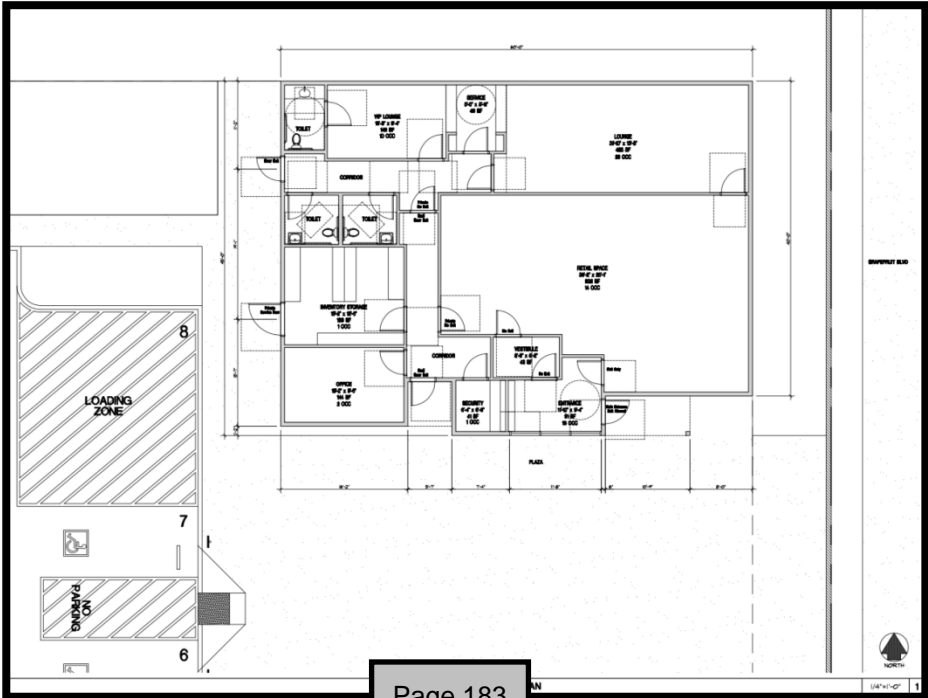
Architectural Review (AR 18-11) was considered and approved by the Planning Commission on April 17, 2019 for the subject property. The Architectural Review approved the Pueblo Viejo Plaza Project consisting of four new commercial buildings, including one restaurant pad and one retail (dispensary) pad along the Grapefruit Boulevard frontage, with a second restaurant and a retail/office building in the rear portion of the site oriented towards 9th Street. The project would be developed in four phases and would have a total floor area of 6,900 square feet as seen on the exhibits below:





The Planning Commission Staff Report for AR 18-11 is included as Attachment No. 4 to this staff report.

Building “B” on the approved site plan, in the northeastern portion of the site, would be the location of the permanent Green Haus Cannabis Dispensary. Building “B” is proposed as a 2,100 square foot retail cannabis business with an exterior staircase and 2nd floor deck, to be constructed as part of phase 2, as illustrated on the floor plan and artist renderings below:



DISCUSSION/ANALYSIS:

Environmental Setting:

Consistency with the Coachella General Plan

The proposed project is within the Downtown Center land use designation of the General Plan 2035 Land Use Element. The project is consistent with the development intensity permitted by the Downtown Center land use category.



The project site is zoned Manufacturing Service (M-S) as illustrated on the exhibit to the left. Surrounding properties to the north, south, east and west are zoned M-S (Manufacturing Service).

Surrounding land uses to the north, south, east and west of the site consist of manufacturing and commercial land uses.

Consistency with the (M-S) Manufacturing Service Zone

The proposed use is consistent with the M-S zone providing the retail cannabis overlay zone (RC) is approved for the site.



Consistency with Section 17.54.010 Parking and Landscaping Requirements

The project is consistent with the parking and landscaping requirements as outlined in Section 17.54.010 of the Municipal Code.

The project is within the Urban Greening Corridor that will be constructed along Grapefruit Blvd that will add amenities and greenery to Grapefruit Blvd.

Consistency with Section 17.47: RC Retail Cannabis Overlay Zone

The proposed project is within Sub-Zone 1 as identified within Chapter 17.47 of the Municipal Code. The project meets the property development standards as identified in Section 17.47.060, A-E as outlined below:

17.47.060 - Property development standards.

- A. Project Area/Lot/Building Height Requirements. Except as specified in the applicable development agreement, CUP or regulatory permit, the project area, lot size, lot coverage and building height requirements of the underlying zone shall apply.
- B. No Drive-Thru Retail Cannabis Facilities. No retail cannabis business within the RC Overlay Zone shall operate "drive-thru", "drive up", "window service" or similar facilities whereby a customer can order, purchase and receive retail cannabis without leaving his or her vehicle.
- C. No Non-Storefront Retailers. No retail cannabis business within the RC overlay zone shall be operated as "non-storefront" or "delivery only". Delivery may only be approved as ancillary to the operation of a permitted cannabis retail business which is physically located within the RC overlay zone and which primarily provides cannabis to customers on the premises.
- D. Distance Restrictions. No retail cannabis business within the RC overlay zone shall be located within two hundred fifty (250) feet of any public or private school (K-12), day care center or youth center. The distance shall be measured from the nearest point between any part of the building containing the retail cannabis business to any lot line of the other use. For purposes of this paragraph, the following definitions shall apply:
 - 1. "Day care center" means any child day care facility other than a family day care home, and includes infant centers, preschools, extended day care facilities and school age child care centers.
 - 2. "Youth center" means any public or private facility that is primarily used to house recreational or social activities for minors, including, but not limited to, private youth membership organizations or clubs, social service teenage club facilities, video arcades, or similar amusement park facilities.
- E. Location of Customer Entrance. No retail cannabis business shall have a customer entrance that is adjacent to or directly across the street from a residentially zoned lot.
- F. On-Street/Off-Street Parking and Loading.
 - 1. Off-Street Parking and Loading. Off-street parking and loading facilities for a retail cannabis business shall be provided in accordance with the provisions of Section 17.54.010-C (1) of this title.

2. On-Street Parking and Loading. On-street parking or loading shall be prohibited for a retail cannabis business.

The Planning Commission recently approved a retail cannabis dispensary on Grapefruit Boulevard and 7th Street with hours of operation to be 7:00 am to 10:00 pm. Staff is recommending that similar hours of operation be allowed for the Green Haus Dispensary businesses. Additionally, staff recommends that the “Interim Use” cannabis dispensary be allowed to operate with a compliant parking lot for a maximum of 12 months, or up until the time of the issuance of a Certificate of Occupancy for the permanent retail cannabis store, whichever occurs first. As such, this temporary retail cannabis business will only operate during the construction of the first phase of the project.

ENVIRONMENTAL REVIEW:

The City has determined that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 153061 (b) (3) that exempts projects where it is plainly clear that the activity has no potential to result in any significant environmental effects. The proposed development of the commercial center was previously approved by the Planning Commission, using a Class 32 exemption, and the change of zone and addition of the dispensary does not create any new environmental impacts that were not already analyzed. Therefore, no new environmental review is required.

ALTERNATIVES:

- 1) Approve Conditional Use Permit No. 303 and Change of Zone No. 18-05 with the findings and conditions as recommended by the Planning Commission and Staff, without inclusion of the proposed interim facility.
- 2) Approve Conditional Use Permit No. 303 and Change of Zone No. 18-05 with the findings and conditions as recommended by the Planning Commission and Staff, including the proposed interim facility.
- 3) Deny Conditional Use Permit No. 303 and Change of Zone 18-05.
- 4) Continue these items and provide staff and the applicant with direction.

RECOMMENDED ALTERNATIVE(S):

Staff recommends Alternative #1 as noted above, after opening the public hearing and taking public testimony for proponents and opponents of the proposed project. The Green Haus Retail Cannabis project is in conformance with the City’s General Plan and the proposed use would be consistent with the Municipal Code and compatible with the surrounding uses in the area. Therefore, it is staff’s recommendation that the proposed project be approved by taking the following actions:

1. Motion to adopt Resolution No. PC 2019-33 recommending to the City Council approval of Conditional Use Permit No. 303 with the findings and attached conditions of approval.
2. Motion to adopt Resolution PC 2019-34 recommending to the City Council approval of Change of Zone 18-05 with the attached findings.

Attachments: Resolution No. PC 2019-33 for CUP 303
 Resolution No. PC 2019-34 for CZ 18-05
 Exhibit A: Conditions of Approval for CUP 303
 Staff Report for AR 18-11

RESOLUTION NO. PC 2019-33

A RESOLUTION OF THE CITY OF COACHELLA PLANNING COMMISSION RECOMMENDING APPROVAL TO THE CITY COUNCIL OF CONDITIONAL USE PERMIT NO. CUP 303 TO ALLOW A 2,100 SQ. FT. RETAIL CANNABIS BUSINESS AS PART OF A NEW 6,900 SQ. FT. MULTI-TENANT COMMERCIAL CENTER WITH FOUR (4) BUILDINGS INCLUDING TWO (2) PROPOSED RESTAURANTS, ONE (1) RETAIL/OFFICE BUILDING AND A RETAIL CANNABIS BUSINESS. THE PROJECT ALSO INCLUDES A 480 SQUARE FOOT TRAILER FOR AN “INTERIM USE” CANNABIS DISPENSARY FOR NO MORE THAN 12 MONTHS, WITH 45 PARKING SPACES INCLUDING 2 HANDICAPPED STALLS, ON 0.9 ACRES OF VACANT LAND LOCATED AT THE NORTHWEST CORNER OF GRAPEFRUIT BOULEVARD AND 9TH STREET; COACHELLA GREEN HAUS, APPLICANT.

WHEREAS, Pedro Padilla (on behalf of Coachella Green Haus) filed an application for Conditional Use Permit 303 a 2,100 sq. ft. retail cannabis business as part of a new 6,900 sq. ft. multi-tenant commercial center with four (4) buildings including two (2) proposed restaurants, one (1) retail/office building and the retail cannabis business. The project includes 45 parking spaces including 2 handicapped stalls; The Project also includes a 480 square foot trailer that will be used as an interim dispensary while the permanent project is under construction. The proposed project is located at the northwest corner of Grapefruit Boulevard and 9th Street; Assessor’s Parcel No. 778-102-008; and,

WHEREAS, the Planning Commission conducted a duly noticed public hearing on CUP No. 303 on November 6, 2019 at the Coachella Permit Center, 53-990 Enterprise Way, Coachella, California; and,

WHEREAS, the Applicant and members of the public were present and were afforded an opportunity to testify regarding the Project; and,

WHEREAS, the Project is permitted pursuant to Chapter 17.38 of the Coachella Municipal Code, and the attendant applications for Conditional Use Permits and a Change of Zone to allow the Project; and,

WHEREAS, the proposed use is necessary or desirable for the development of the community, is consistent with the objectives of the City’s General Plan, and is not detrimental to the existing uses or the uses specifically permitted in the zone in which the proposed use is to be located; and,

WHEREAS, the proposed site is adequate in size and shape to accommodate the proposed development; and,

WHEREAS, the site for proposed use relates properly to streets which are designed to carry the type and quantity of traffic to be generated by the proposed use;

and,

WHEREAS, the proposed project is exempt from the California Environmental Quality Act, as amended; and,

WHEREAS, the conditions as stipulated by the City are necessary to protect the public health, safety and welfare of the community.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Coachella, California does hereby recommend to the City Council approval of Conditional Use Permit No. 303, subject to the findings listed below and the attached Conditions of Approval for the Coachella Green Haus (contained in “Exhibit A” and made a part herein).

Findings for Conditional Use Permit No. 303

1. The Project is consistent with the goals, objectives, policies, and implementation measures of the Coachella General Plan 2035. The site has a Downtown Center land use designation that allows for the proposed development. The proposed uses on the site are in keeping with the policies of the Downtown Center land use classification and the Project is internally consistent with other General Plan policies for this type of development.
2. The Project is in compliance with the applicable land use regulations and development standards of the City’s Zoning Code. The site plans proposes a retail cannabis business. The Project complies with applicable MS-RC (Manufacturing Service-Retail Cannabis) Overlay zoning standards as proposed.
3. Every use, development of land and application of architectural guidelines and development standards shall be considered on the basis of the suitability of the site for a particular use or development intended, and the total development, including the prescribed development standards, shall be so arranged as to avoid traffic congestion, ensure the protection of public health, safety and general welfare, prevent adverse effects on neighboring property and shall be in accord with all elements of the general plan. The Project site is within the Downtown Center land use designation of the City’s general plan. This category provides for a broad spectrum of commercial and residential land uses. The proposed uses are compatible with existing adjacent land uses.
4. The City has determined that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b) (3) that exempts projects where it is plainly clear that the activity has no potential to result in any significant impacts.

PASSED APPROVED and ADOPTED this 6th day of November 2019.

Javier Soliz, Chairperson
Coachella Planning Commission

ATTEST:

Yesenia Becerril
Planning Commission Secretary

APPROVED AS TO FORM:

Carlos Campos
City Attorney

I HEREBY CERTIFY that the foregoing Resolution No. PC-2019-33, was duly adopted at a regular meeting of the Planning Commission of the City of Coachella, California, held on the 6th day of November 2019, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Yesenia Becerril
Planning Commission Secretary

RESOLUTION NO. PC 2019-34

A RESOLUTION OF THE CITY OF COACHELLA PLANNING COMMISSION RECOMMENDING TO THE CITY COUNCIL APPROVAL OF CHANGE OF ZONE 18-05 THAT PROPOSES TO ADD THE RETAIL CANNABIS OVERLAY ZONE (RC) TO THE EXISTING MANUFACTURING SERVICE (M-S) ZONE ON PROPERTY LOCATED AT THE NORTHWEST CORNER OF GRAPEFRUIT BOULEVARD AND 9TH STREET; PEDRO PADILLA, COACHELLA GREEN HAUS, APPLICANT.

WHEREAS, Pedro Padilla (on behalf of Coachella Green Haus) filed an application for Change of Zone 18-05 on property located at the northwest corner of Grapefruit Blvd and 9th Street, and attendant applications Conditional Use Permit (CUP 303); Assessor’s Parcel No 778-102-008 (“Project”); and,

WHEREAS, the Planning Commission conducted a duly noticed public hearing on Change of Zone 18-05 and CUP 303 on November 6, 2019 at the Coachella Permit Center, 53-990 Enterprise Way, Coachella, California; and,

WHEREAS, the Applicant and members of the public were present and were afforded an opportunity to testify regarding the Project; and,

WHEREAS, the Project is permitted pursuant to Chapter 17.47 of the Coachella Municipal Code, and the attendant applications for a Conditional Use Permit to allow the Project; and,

WHEREAS, the proposed use is necessary or desirable for the development of the community, is consistent with the objectives of the City’s General Plan, and is not detrimental to the existing uses or the uses specifically permitted in the zone in which the proposed use is to be located; and,

WHEREAS, the proposed site is adequate in size and shape to accommodate the proposed development; and,

WHEREAS, the site for proposed use relates properly to streets which are designed to carry the type and quantity of traffic to be generated by the proposed use; and,

WHEREAS, the Project is exempt from the provisions of the California Environmental Quality Act, as amended; and,

WHEREAS, the conditions as stipulated by the City are necessary to protect the public health, safety and welfare of the community.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Coachella, California does hereby recommend to the City Council approval of Change of Zone 18-05 subject to the findings listed below and the attached Conditions of

Approval for the Coachella Green Haus (contained in “Exhibit A” for CUP 303) and made a part herein).

Findings for Change of Zone 18-05:

1. The Project is consistent with the goals, objectives, policies, and implementation measures of the Coachella General Plan 2035. The site has a Downtown Center land use designation that allows for the proposed development. The proposed change of zone is in keeping with the policies of the Downtown Center land use classification and the Project is internally consistent with other General Plan policies for this type of development.
2. The Project is in compliance with the applicable land use regulations and development standards of the City’s Zoning Code. The site plan proposes a retail cannabis business. The Project complies with the proposed and applicable MS-RC (Manufacturing Service – Retail Cannabis) zoning regulations and Section 17.47.020 property development standards of the Zoning Code as proposed.
3. Every use, development of land and application of architectural guidelines and development standards shall be considered on the basis of the suitability of the site for a particular use or development intended, and the total development, including the prescribed development standards, shall be so arranged as to avoid traffic congestion, ensure the protection of public health, safety and general welfare, prevent adverse effects on neighboring property and shall be in accord with all elements of the general plan. The proposed change of zone is compatible with existing surrounding land uses that include commercial land uses.
4. The Project will be compatible with neighboring properties with respect to land development patterns and application of architectural treatments. The plans submitted for this Project propose a 2,100 square foot retail cannabis business that is permitted in the M-S (Manufacturing) zone with the Retail Cannabis (RC) Overlay Zone pursuant to an approved Conditional Use Permit. Surrounding properties to the project site include commercial and manufacturing service land uses. As such, the Project will be in keeping with the scale, massing, and aesthetic appeal of the existing area and future development.
5. The Project is exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Section 153061 (b) (3) that exempts projects where it is plainly clear that the activity has no potential to result in any significant impacts.

PASSED APPROVED and ADOPTED this 6th day of November 2019.

Javier Soliz, Chairperson
Coachella Planning Commission

ATTEST:

Yesenia Becerril
Planning Commission Secretary

APPROVED AS TO FORM:

Carlos Campos
City Attorney

I HEREBY CERTIFY that the foregoing Resolution No. PC2019-34, was duly adopted at a regular meeting of the Planning Commission of the City of Coachella, California, held on the 6th day of November 2019, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Yesenia Bercerril
Planning Commission Secretary

“EXHIBIT A”
CONDITIONS OF APPROVAL FOR THE COACHELLA GREEN HAUS
RETAIL CANNABIS DISPENSARY
(CUP 303).

1. Conditional Use Permit No. 303 shall be valid for 12 months from the effective date of said City Council approvals unless the applicant requests an extension of time and granted by the Planning Commission. Issuance of building permits and pursuit of construction will vest the Conditional Use Permit.
2. The applicant shall secure building permits for the new cannabis business through the City’s Building Division and the Riverside County Fire Marshal’s office prior to the commencement of business activities. Hours of operation for the retail cannabis business may be from 7:00 am to 10:00 pm daily, unless otherwise restricted by the State of California. The owner shall procure a City Cannabis Regulatory Permit and a State License prior to commencement of business activities.
3. Conditional Use Permit No. 303 is contingent upon City Council approval of the attendant Change of Zone 18-05 application and execution of the entitlement granted under Architectural Review 18-11. Conditional Use Permit No. 303 hereby approves the establishment of a 2100 square foot retail cannabis business as part of a new 6,900 sq. ft. multi-tenant commercial center with four (4) buildings including two (2) proposed restaurants, one (1) retail/office building and the retail cannabis business.
4. The proposed 480 square foot “interim use” cannabis dispensary may be allowed within a temporary modular business premises subject to review and approval of permits by the Building Division and Fire Marshal’s office, subject to installing a paved parking lot with ADA path of travel access improvements. The interim use dispensary may operate for a maximum of 12 months or until the time of issuance of a Certificate of Occupancy for the permanent retail cannabis business, whichever occurs first. All conditions of approval imposed upon the permanent dispensary shall be observed for the interim use dispensary, and shall be subject to any applicable State regulations.
5. The construction of all new structures shall be in conformance with construction drawings and landscaping plans designed in accordance with the Coachella Green Haus and the conditions of approval imposed below:
 - a. All exterior building materials and colors shall substantially match the exhibits submitted with the Coachella Green Haus Development applications.
 - b. All fencing or garden walls shall be subject to issuance of a separate building permit by the City Building Division.
 - c. All parking lot lighting for the Project shall be consistent with the architectural design exhibits of the Project, as approved by the Development Services Director.
 - d. All masonry/wrought iron perimeter walls and garden walls shall be consistent with

the submitted plans, subject to review by the Development Services Director, and subject to the City's Building Codes.

6. All plans, as shown, are considered “conceptual,” subject to revisions as called out by the conditions of this resolution. The plans shall not be stamp-approved until all conditions requesting revisions have been satisfied during the building plan check process. Any substantial changes to the plans, including changes shown on future building permit plans deemed by Staff to not be within substantial conformance with this approval, will require an amendment to the approval of the conditional use permits, including architectural features, materials and site layout.
7. The project shall comply with all applicable codes, laws and regulations, regardless of whether they are listed in these conditions. This includes conformance with the requirements of the adopted C.B.C., C.P.C., C.M.C., N.E.C., including all requirements of the South Coast Air Quality Management District, the Riverside County Fire Marshal’s Office.
8. The applicant shall defend, indemnify and hold harmless the City of Coachella, its officials, officers, employees, and agents from and against any claim, action, or proceeding against the City, its officials, officers, employees or agents to attack, set aside, void or annul any project approval or condition of approval of the city concerning this project, including but not limited to any approval or condition of approval or mitigation measure imposed by the City Council or Planning Commission. The City shall promptly notify the applicant of any claim, action, or proceeding concerning the project and the City shall cooperate fully in the defense of the matter. The City reserves the right, at its own option, to choose its own attorney to represent the City, its officials, officers, employees and agents in the defense of the City Attorney, within five days of the effective date of this approval.
9. All plan submittals are the responsibility of the developer; this includes plan submittals to the City of Coachella, the Riverside County Fire Marshal’s Office or to other agencies for who plan review and approval is required.

Engineering – Grading and Drainage:

10. Site access improvements shall be in conformance with the requirements of Title 24 of the California Administrative Code. This shall include access ramps for off-site and on-site streets as required.
11. If the applicant is planning to build a wall, separate permits shall be required for wall construction. The maximum height of any wall shall be limited to seven (7) feet as measured from finished grade.

Engineering – Street Improvements:

12. Applicant shall construct all off-site and on-site improvements including street pavement, curb, gutter, sidewalk, street trees, perimeter walls, perimeter landscaping and irrigation, storm drain, street lights, and any other incidental works necessary to complete the

Improvements. Driveways shall conform to City of Coachella standards for commercial driveways with a minimum width of 24.00 feet and curbed radius entrances.

13. Applicant shall obtain an encroachment permit for any improvements constructed within public right-of-way including alleys.

Engineering-Sewer and Water Improvements

14. Sewer & Water Improvement Plans prepared by a California Registered Civil Engineer shall be submitted for engineering plan check and City Engineer approval.
15. The applicant shall construct all off-site and on-site water improvements and any other incidental works necessary to complete the improvements

Engineering – General:

16. Applicant shall take into consideration City’s project titled “Grapefruit Boulevard Urban Greening & Connectivity Project” and match improvements proposed for Grapefruit Blvd. Engineering department will provide direction on this matter.
17. The developer shall submit a Fugitive Dust Control and Erosion Control plan in accordance with Guidelines set forth by CMC and SCAQMD to maintain wind and drainage erosion and dust control for all areas disturbed by grading. Exact method(s) of such control shall be subject to review and approval by the City Engineer. No sediment is to leave the site. Additional securities, in bond form, in amount of \$2,000.00 per acre of gross area, and a one-time cash deposit of \$2,000.00 are required to insure compliance with this requirement. No work may be started on or off site unless the PM-10 plan has been approved, the original plans, and executed dust control agreement, are filed in the engineering department at the City of Coachella.
18. The applicant shall pay all necessary plan check, permit and inspection fees. Fees will be determined when plans are submitted to the City Engineering Department for plan check.
19. Applicant shall comply with the valley wide NPDES permit requirements including but not limited to submittal of a Preliminary WQMP for plan review accompanied by a \$3,000 plan check deposit and a Final WQMP for final approval including executed maintenance agreement. All unused plan check fees will be refunded to the applicant upon approval of the Final WQMP.

Engineering – Completion:

20. “As-built” plans shall be submitted to and approved by the City Engineer prior to acceptance of the improvements by the City. All off-site and on-site improvements shall be completed to the City Engineer prior to acceptance of improvements for maintenance by the City.

21. Prior to issuance to of certificate of occupancy, all public improvements, including landscaping and lighting of the retention basins, and landscaped areas along the exterior streets, shall be completed to the satisfaction of the City Engineer

Environmental Compliance:

22. The applicant shall comply with the following items prior to issuance of building permits:

- a) Verify that asbestos has been mitigated and submit disposal and closure plan
- b) Submit detailed plumbing and mechanical plans
- c) Facility required to submit a source control survey;
- d) Backflow devices; will require Reduced Pressure Principle Device (RP) within 12 inches of water service installed to protect water supply from contamination or pollution; 1
- e) Install separate AMI metering system for each building;
- f) Install separate AMI water service meter for irrigation system;
- g) The project must implement the State's drought mandate which prohibits irrigation with potable water outside newly constructed homes and buildings that is not delivered by drip or microspray systems;

23. Prior to the issuance of a building permit, the applicant shall pay all Development Fees to the City; including outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to the Development Services Department prior to permit issuance.

24. The applicant shall be responsible for paying all applicable development and processing (plan check, inspection, etc.) fees associated with this project.

25. The applicant shall pay all required water connection fees.

Coachella Valley Unified School District

26. The Coachella Valley Unified School District is authorized by the State Legislature to levy developer fees on commercial development. The Applicant or successor in interest shall pay fees in effect at the time of building permit issuance.

**STAFF REPORT**
4/17/2019

TO: Planning Commission

FROM: Juan Carrillo, Associate Planner

SUBJECT: Architectural Review No. 18-11 to approve the Pueblo Viejo Plaza; a request to develop a vacant .9 acre parcel with two restaurant pads and two retail/office buildings. The proposed development consists of four separate buildings to be developed in four phases totaling 6,900 square feet. (APN 778-102-008)

STAFF RECOMMENDATION:

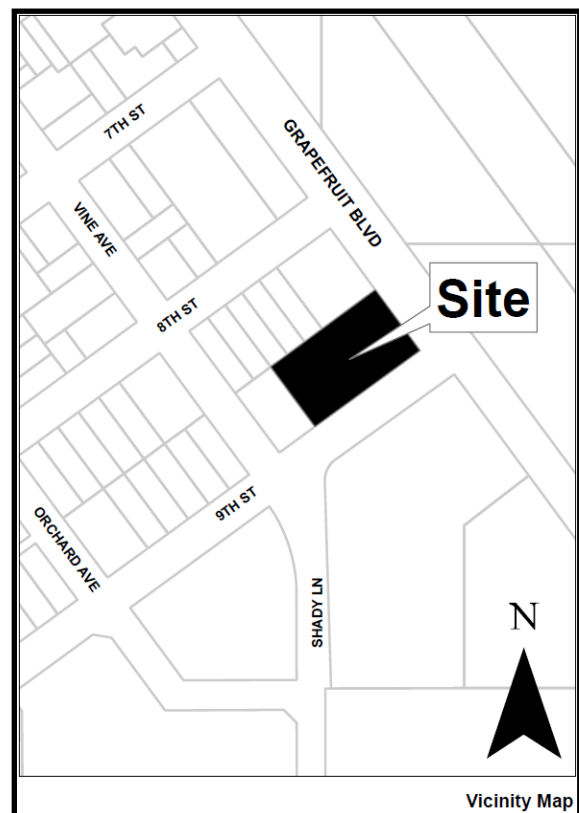
Staff recommends that the Planning Commission approve Architectural Review No. 18-11 for Pueblo Viejo Plaza with the findings and conditions of approval contained in this staff report.

BACKGROUND:

The above-referenced project was submitted on December 18, 2018 for the proposed development. Once the application was deemed complete Staff scheduled the application to the April 17, 2019 Planning Commission meeting. The development is proposed on a .9 acre vacant commercial at located at the SW corner of Grapefruit Blvd and 9th Street (1694 Sixth Street) as illustrated on the vicinity map to the right.

Project Description:

Architectural Review 18-11 is an application by Mr. Pedro Padilla for a request to develop a vacant .9 acre parcel with two restaurant pads and two retail/office buildings. The proposed development consists of four separate buildings totaling 6,900 square feet. One of the proposed buildings is proposed for a future cannabis retail use. (separate entitlement applications will be required). The restaurant buildings propose a balcony for patrons of the restaurants and private events. On-site parking and landscaping is provided. The subject site is



ITEM 10.c.

ITEM 6.

located within The Pueblo Viejo Revitalization Plan and it is located at the northwest corner of Grapefruit Blvd. and 9th Street. (APN 778-102-008).

Executive Summary:

The applicant, Mr. Pedro Padilla is proposing to develop a .9 acre vacant parcel located at the northwest corner of Grapefruit Blvd. and 9th Street with 4 buildings totaling 6,900 square feet. Two of the proposed buildings are proposed as future restaurants (Phase 1 and Phase 4), one of the buildings may provide store fronts and/or office space (Phase 3). The fourth building is proposed for a future retail cannabis use (Phase 2). The applicant submitted an application for conditional Use Permit and Change of Zone for retail cannabis on May 9, 2018 (CUP 303 and CZ 18-05). As the commission may recall, City Council approved an ordinance to allow for retail cannabis (ZOA 17-05). The applicant ended up on 3th place per the criteria established by City Council per the ordinance mentioned. Thru an appeal process, the applicant was pushed down to 4th place. Further Council direction established that the first place thru the fifth place would be allowed to proceed with a cannabis license. As you know, further Council direction now allows for up to ten retail cannabis licenses. Such ordinance is now in process. The applicant's CUP and CZ for a cannabis retail license will proceed in the near future. At this point Architectural Review 18-11, if approved will entitle the project site for the proposed development as explained above. Additionally, landscaping for the proposed project shall be consistent with the Urban Greening design that the City was awarded via a grant along Grapefruit Blvd.

SITE PLAN REVIEW:

Overview of the Pueblo Viejo Plaza Project:



The isometric view above shows the entire site design with the two main buildings fronting onto Grapefruit Blvd. and the two additional buildings to the north side of the project site. No access points are proposed from Grapefruit Blvd. Two access points from 9th Street will provide access to the proposed development with parking stalls and landscaping in the center of the proposed project. The two buildings fronting onto Grapefruit Blvd. proposed a terrace on the second floor for a potential bar with outdoor activities during business hours and or for private events. Access to the second floor is provided thru the staircases at the corner of each building as shown in the exhibit below:



Environmental Setting:

The subject site is a .9 acre vacant parcel relatively flat located at the northwest corner of Grapefruit Blvd. and 9th Street. Surrounding land uses include the following:

North: Existing auto repair uses directly north of the proposed development.

South: An existing industrial use across 9th Street.

East: Vacant industrial land across Grapefruit Blvd. and UPRR lines beyond.

West: Vacant industrial land owned by IID.

The proposed project site has right-of-way improvements that include street pavement, curb and gutter, and sidewalk on both streets, Grapefruit Blvd., and 9th Street. The site has been fenced with chain-link fencing material for some time. The property has been maintained free of weeds as shown in the street view below, as reflected on the picture below, power lines also exist on both streets along with other infrastructure.



Project site street view from Grapefruit Blvd. and 9th Street.

General Plan Consistency:

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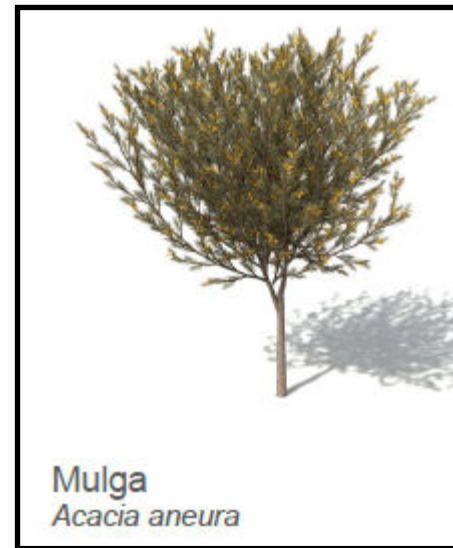
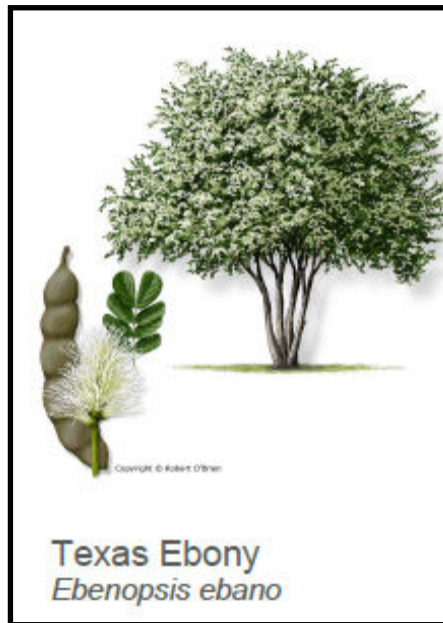
The .9 acre site is within an Industrial District as identified by the 2035 City of Coachella General Plan. The proposed project is supported by the General Plan because the land use designation accommodates a range of light and heavy commercial and industrial uses that provide employment and generate more noise, light, odor, or truck traffic that would be appropriate in the urban employment district. Furthermore, the project site is within Subarea 2- Downtown which envisions the Downtown to continue as the physical, civic and cultural heart of Coachella. As the City grows, new civic uses, cultural facilities, housing and retail will be located in Downtown to enhance its role as the central meeting and gathering place for Coachella residents. Sixth Street, the central spine of Downtown, will continue to evolve as a lively, mixed-use street offering shady walkways, cooling water fountains, outdoor dining and unique shopping. (Subarea 2-Downtown, Land Use Character 04-67). The above site is also located within the “Pueblo Viejo Revitalization Plan” boundaries and the City is in the process of preparing an Ordinance that will implement the goals and objectives of the General Plan for future buildout of the Pueblo Viejo area.

Consistency with the Zoning Ordinance:

Section 17.30.020(40)(C) in the M-S (Manufacturing Service) allow for the proposed uses by Pueblo Viejo Plaza which include retail uses and restaurant uses. The proposed Pueblo Viejo Plaza meets all of the development standards as Stated in Section 17.30.030. Should the applicant proceed to request a cannabis license, the future cannabis request shall be consistency with Section 17.47: RC Retail Cannabis Overlay Zone and analyzed by the Planning Commission and City Council.



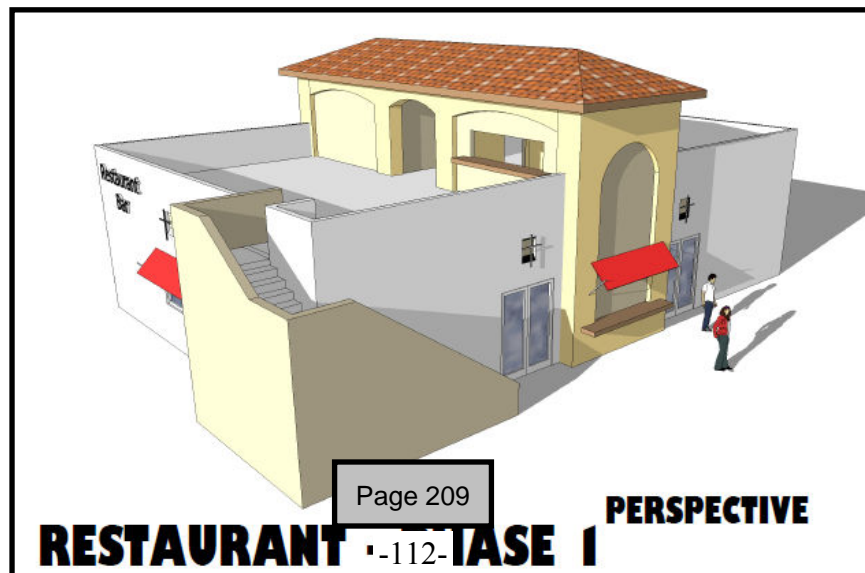
Architectural Theming:

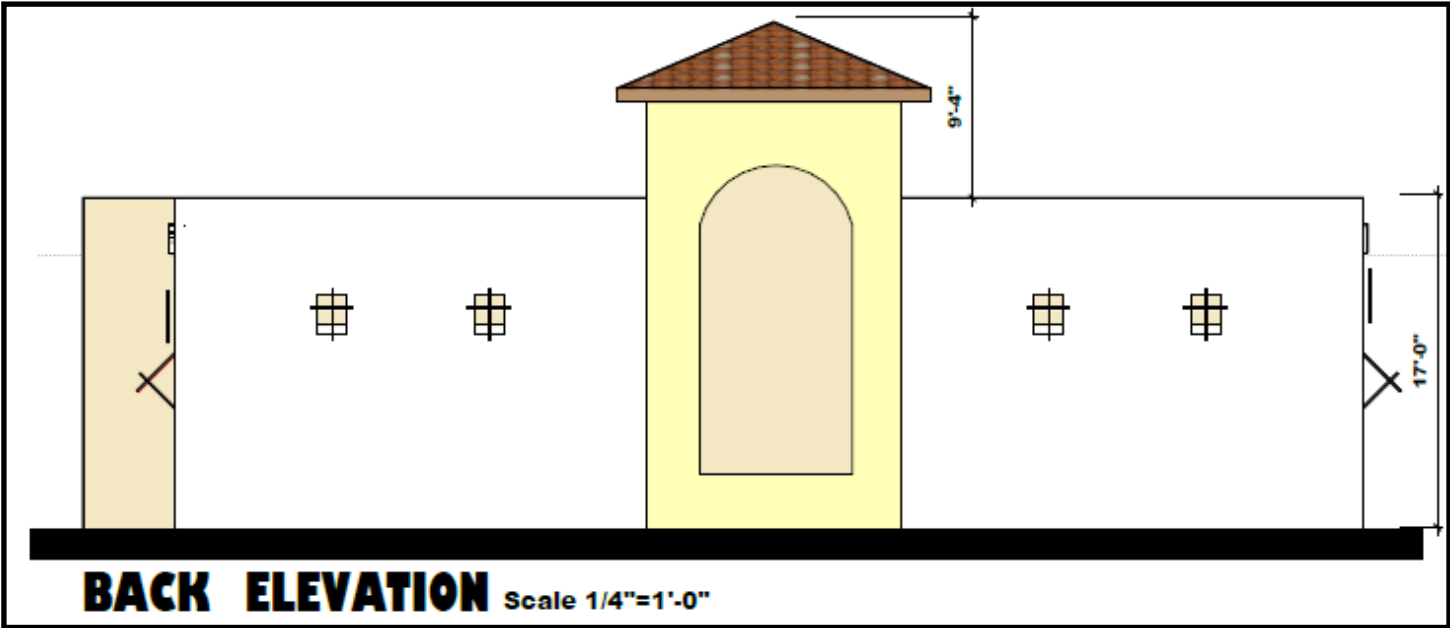
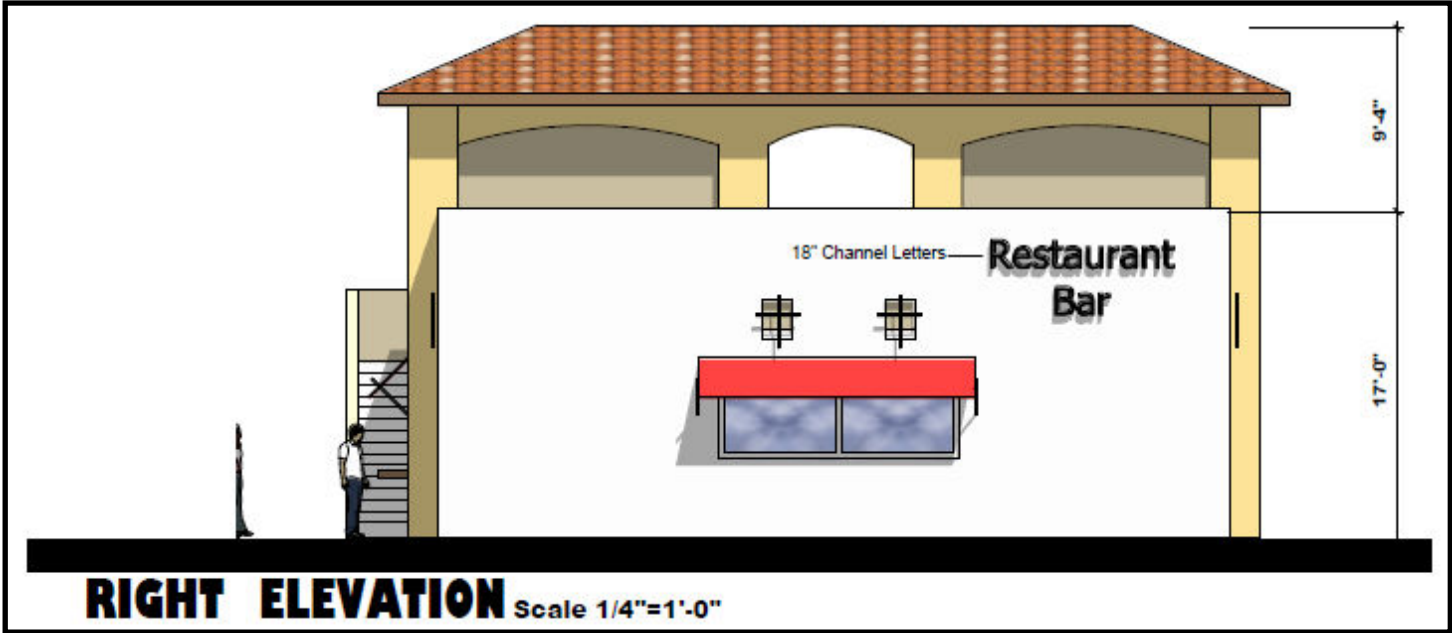


The proposed architecture for the Pueblo Viejo Plaza is of a contemporary design with a light “sandstone” exterior stucco system, and a parapet roof wall measuring a height of 26’ for the tallest portion of the structures. There are two towering parapet walls at the main buildings which serve as a plaza setting. The parapet walls will have a decorative cornice trim on all sides with a varying roof height at the main entry, and a protruding staircase element which lead to the upstairs for patrons of the restaurant or private parties.

All exterior facades will have squared exterior windows on the ground floor. The windows will be inset from the exterior wall by about 4-inches and will have a dark bronze trim, with tinted glazing. The patterns on the window mountings have three vertical and two horizontal dividers with asymmetrical patterns for added interest. Additionally, the building will have decorative awnings.

The exterior building colors are earth tones with a Navajo White field color, and two accent colors including a Sun Kissed stair field, a French Toast. The colored architectural elevations and a colored rendering of the proposed building are shown below.





Office/Retail building:

Consistency with Section 17.54.010 Parking:

Chapter 17.54 of the Coachella Municipal Code includes a minimum requirement for off-street parking for retail and restaurant uses as follows: *“In commercial districts and generally for commercial uses, including offices, except in the manufacturing service (M-S) zone, one parking space shall be provided for each two hundred fifty (250) square feet of gross floor area.”* *“Restaurants and Other Eating, Drinking and Food Establishments. One space for each forty-five (45) square feet of customer area, plus one space for each two hundred (200) square feet of noncustomer area”.*

Based on the above criteria and the floor plan submitted with the application showing four office spaces at 1,000 square feet for the office component of the proposed project. The floor plan for the proposed restaurants consists of a combined 1,305 square feet for customer use with a large portion to be utilized for the kitchen and a bar. The site design proposes 45 parking spaces with a three tandem parking spaces which can also act as a loading area. Deliveries usually take place early in the morning as well as trash collection service. The loading area can accommodate for two additional parking spaces for a total of 29 on-site parking stalls.

The Planning Department has retained a consultant that is currently conducting a block by block assessment of downtown parking needs based on current land uses and build out anticipated by the General Plan as well as the Pueblo Viejo Plan. This study will lead to overall parking recommendations for the downtown area.

Walls and Fencing

The project proposes to install decorative combination fence along the frontage of the proposed project on Grapefruit Blvd. and an eight (8) foot decorative wall along the north and west property lines. No fencing is proposed along 9th Street.

Signage

The City’s sign regulations in the industrial zones allow for the placement of main identification signs on the exterior of building wall frontages, or as a freestanding sign. Staff and Commission have required sign programs for new industrial developments to incorporate individual channel lettering. The proposed project shows minimal signage on the building and a monument sign on the ground perpendicular to grapefruit Blvd., as shown in the exhibits above.

ENVIRONMENTAL REVIEW:

The City of Coachella has determined that the proposed project is exempt from the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines Section 15332 as an infill development because the project involves development on a site under five acres where the

parcel complies with General Plan policies and zoning regulations, and where the project site has no value as habitat for endangered, rare or threatened species, and where the site can be adequately served by all required utilities and public services, and the project will not result in any significant effects relating to traffic, noise, air quality, or water quality. The subject site has been previously graded and disturbed and has no suitable habitat for endangered species. There are existing utilities and public services available to serve the site. As proposed, the project will comply with General Plan policies and zoning code regulations and the project does not result in any significant traffic, air quality, or water quality impacts. As such, no additional environmental review is required.

ALTERNATIVES:

- 1) Recommend approval of Architectural Review 18-11 with the findings and conditions as recommended by staff.
- 2) Deny Architectural Review 18-11.
- 3) Continue the item and provide staff and the applicant with direction.

RECOMMENDED ACTION:

Staff recommends Alternative #1 above.

FINDINGS FOR ARCHITECTURAL REVIEW NO. 19-01:

1. The proposed project is consistent with the goals, objectives, policies, and implementation measures of the newly adopted Coachella General Plan 2035. The site has an Industrial District land use designation that accommodates for a range of light and heavy commercial and industrial businesses that provide employment and generate more noise, light, odors or truck traffic. The proposed use on the site is in keeping with the policies of the Industrial Center land use classification and the project is internally consistent with other General Plan policies for this type of development. Furthermore, the project is consistent with the policies of the Land Use and Community Character's Sub-Area #2 policies which pursue the transformation over time into an employment district that contains a diversity of job-producing uses such as the one proposed because it includes office uses and restaurant jobs.
2. The proposed project is in compliance with the applicable land use regulations and development standards of the City's Zoning Code. The site plan proposes to develop a vacant .9 acre parcel into a commercial center that include restaurant uses, office uses, and future retail cannabis. The restaurant uses will provide City residents with additional dining services as well as other local and regional residents traveling along Grapefruit Boulevard, Hwy 111, as it is a route to other destinations, including Mexico border towns.

3. Development of the land and application of architectural guidelines and development standards shall be considered on the basis of the suitability of the site for a particular use or development intended, and the total development, including the prescribed development standards, shall be so arranged as to avoid traffic congestion, ensure the protection of public health, safety and general welfare, prevent adverse effects on neighboring property and shall be in accord with all elements of the general plan. The proposed project site is within the Industrial Center land use designation of the City's general plan. The proposed uses will be compatible with existing adjacent uses that include other industrial uses within the immediate vicinity.
4. Development of the land and application of architectural guidelines and development standards shall be considered on the basis of the suitability of the site for a particular use or development intended, and the total development, including the prescribed development standards, shall be so arranged as to avoid traffic congestion, ensure the protection of public health, safety and general welfare, prevent adverse effects on neighboring property and shall be in accord with all elements of the general plan. The proposed project site is within the Industrial Center land use designation of the City's general plan. The proposed uses will be compatible with existing adjacent uses that include other industrial uses within the immediate vicinity.
5. The proposed project will be compatible with neighboring properties with respect to land development patterns and application of architectural treatments. The plans submitted for this project propose a commercial center with office uses and restaurant uses. The building materials proposed are in conformance with other buildings in the vicinity and provide amenities for the future residents, commercial, and industrial community.
6. The City of Coachella has determined that the proposed project is exempt from the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines Section 15332 as an infill development because the project involves development on a site under five acres where the parcel complies with General Plan policies and zoning regulations, and where the project site has no value as habitat for endangered, rare or threatened species, and where the site can be adequately served by all required utilities and public services, and the project will not result in any significant effects relating to traffic, noise, air quality, or water quality. The subject site has been previously graded and disturbed and has no suitable habitat for endangered species. There are existing utilities and public services available to serve the site. As proposed, the project will comply with General Plan policies and zoning code regulations and the project does not result in any significant traffic, air quality, or water quality impacts. As such, no additional environmental review is required.

CONDITIONS OF APPROVAL FOR ARCHITECTURAL REVIEW NO. 19-01:

1. Architectural Review No. 18-11 is approved for one year from the effective date unless an extension of time is requested by the applicant and granted by the Planning Commission. A building permit and diligent pursuit of construction shall vest the project entitlements.

2. The proposed site plan, floor plans, elevations, and landscape plans as presented may be modified by these Conditions of Approval.
3. Wall signage and a monument sign, if proposed shall be submitted as a separate sign permit and it shall be approved prior to installation.
4. Site access improvements shall be in conformance with the requirements of Title 24 of the California Administrative Code. This shall include access ramps for off-site and on-site streets as required.
5. If applicant is planning to build a wall, separate permits shall be required for wall construction. The maximum height of the proposed wall is at 8 feet high and it is only applicable to the north and west property lines of the proposed project.
6. If a retention basin is required fronting onto 9th Street, it shall include wrought iron fencing if warranted by the engineering department.
7. If the applicant is required to repair the pavement on Grapefruit Blvd. and 9th Street, it shall be to the satisfaction of the City Engineer from the centerline of the street at the entire street frontage of the proposed project.
8. Any and all power lines below 50 KV shall be undergrounded and any other overhead utilities such as telephone lines and cable TV along the frontage of the proposed project.

Engineering:

Grading and Drainage

9. A preliminary geological and soils engineering investigation shall be conducted by a registered soils engineer, and a report submitted for review with the precise grading plan and shall include pavement recommendations. The report recommendations shall be incorporated into the precise grading plan design prior to plan approval. The soils engineer and/or the engineering geologist shall certify to the adequacy of the grading plan.
10. A precise grading/improvement plan, prepared by a California Registered Civil Engineer, shall be submitted for review and approval by the City Engineer prior to issuance of any permits. A final soils report, compaction report and rough grading certificate shall be submitted and approved prior to issuance of any building permits.
11. A Drainage Report, prepared by California Registered Civil Engineer, shall be submitted for review and approval by the City Engineer prior to issuance of any permits. The report shall contain a Hydrology Map showing on-site and off-site tributary drainage areas and shall be prepared in accordance with the requirements of the Riverside County Flood Control District. Adequate provisions shall be made to accept and conduct the existing tributary drainage flows around or through the site in a manner which will not adversely affect adjacent or downstream properties. If the design of the project includes a retention basin, it shall be sized to contain the runoff resulting from a 10-year storm event and the runoff from

a 100-year storm event shall be contained within basin with shallow ponding (3.5' max.). The basin shall be designed to evacuate a 10-year storm event within 72 hours. The size of the retention basin(s) shall be determined by the hydrology report and be approved by the City Engineer. Retention basin shall be provided with a minimum of 2.00 feet sandy soil if determined to contain silt or clay materials. Maximum allowable percolation rate for design shall be 10 gal./s.f./day unless otherwise approved by the City Engineer. A percolation test for this site is required to be submitted. A combination drywell vertical drain field shall be constructed at all points where runoff enters the retention basin. Drywell & vertical drain field design shall be based on soils borings made at the proposed drywell locations after the retention basins have been rough graded. Minimum depth shall be 45-feet. A log that includes sieve analysis for each strata of the borings shall be submitted to the City Engineer for confirmation of depth of the vertical drain fields. Underground retention under the proposed parking area will be considered as an alternative to surface retention subject to the approval of the City Engineer.

12. Site access improvements shall be in conformance with the requirements of Title 24 of the California Administrative Code. This shall include access ramps for off-site and on-site streets as required.
13. Applicant shall obtain approval of site access and circulation from Fire Marshall.
14. If applicant is planning to build a wall, separate permits shall be required for wall construction. The maximum height of any wall shall be limited to six (6) feet as measured from an average of the ground elevations on either side.

Street Improvements

15. Street improvement plans prepared by a California Registered Civil Engineer shall be submitted for engineering plan check prior to issuance of encroachment permits. All street improvements including street lights shall be designed and constructed in conformance with City Standards and Specifications. Street flow line grade shall have a minimum slope of 0.35 %.
16. Applicant shall construct all off-site and on-site improvements including street pavement, curb, gutter, sidewalk, street trees, perimeter walls, perimeter landscaping and irrigation, storm drain, street lights, and any other incidental works necessary to complete the improvements. Driveways shall conform to City of Coachella standards for commercial driveways with a minimum width of 24.00 feet and curbed radius entrances. The applicant shall obtain an encroachment permit for any improvements constructed within public right-of-way including alleys.
17. Sewer & Water Improvement Plans prepared by a California Registered Civil Engineer shall be submitted for engineering plan check and City Engineer approval. The applicant shall construct all off-site and on-site water improvements and any other incidental works necessary to complete the improvements.

18. Underground or relocation of utility power lines is required along Grapefruit Blvd. and 9th Street previous construction of offsite improvements; applicant shall contact utility company IID to contemplate alternatives. Applicant shall obtain a letter from IID for this purpose and submit to the city with IID's recommendations.
19. Applicant shall take in consideration city's project titled "Grapefruit Boulevard Urban Greening & Connectivity Project" and match improvements proposed for Grapefruit Blvd. Engineering department would provide direction on this matter.
20. Prior to issuance of any encroachment permits by the City of Coachella, the applicant shall resolve CVWD issues related to existing tile drains or irrigation mains located within the project boundary or along the streets adjacent to the property. If necessary tile drains and irrigation lines shall be relocated and easement documents prepared for the new location of any such lines. Plans for the tile drain or irrigation relocation shall be submitted to CVWD for approval and a copy of the plans shall be submitted to the City for evaluation regarding possible conflict with City facilities. The applicant shall submit to the City approved copies of any such relocation plans.
21. The developer shall submit a Fugitive Dust Control and Erosion Control plan in accordance with Guidelines set forth by CMC and SCAQMD to maintain wind and drainage erosion and dust control for all areas disturbed by grading. Exact method(s) of such control shall be subject to review and approval by the City Engineer. No sediment is to leave the site. Additional securities, in bond form, in amount of \$2,000.00 per acre of gross area, and a one time cash deposit of \$2,000.00 are required to insure compliance with this requirement. No work may be started on or off site unless the PM-10 plan has been approved, the original plans, and executed dust control agreement, are filed in the engineering department at the City of Coachella.
22. The applicant shall pay all necessary plan check, permit and inspection fees. Fees will be determined when plans are submitted to the City Engineering Department for plan check.
23. Applicant shall comply with the valley wide NPDES permit requirements including but not limited to submittal of a Preliminary WQMP for plan review accompanied by a \$3,000 plan check deposit and a Final WQMP for final approval including executed maintenance agreement. All unused plan check fees will be refunded to the applicant upon approval of the Final WQMP.
24. "As-built" plans shall be submitted to and approved by the City Engineer prior to acceptance of the improvements by the City. All off-site and on-site improvements shall be completed to the satisfaction of the City Engineer prior to acceptance of improvements for maintenance by the City.
25. Prior to issuance to of certificate of occupancy, all public improvements, including landscaping and lighting of the retention basins, and landscaped areas along the exterior streets, shall be completed to the satisfaction of the City Engineer.

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26. Final landscaping and irrigation plans shall be submitted to the Development Services Department for review and approval. Said plans shall conform to the landscaping plan submitted as part of the subject Architectural Review, and as conditioned herein.
27. Prior to the issuance of building permits, the applicant shall submit detailed landscaping and irrigation plans for review and approval by the City's Engineering Department and Development Services Department.
28. Landscaping and irrigation shall be provided in accordance with Section 17.54.010(J) of the Municipal Code and in accordance with the State Model Water Efficient Landscape Ordinance (AB 1881). Water budget calculations, including the Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use (ETWU) shall be provided as part of the landscaping and irrigation plan.
29. The landscape plan shall provide for a minimum 5-gallon groundcover plants, 5-gallon shrubs, and 24-inch box trees. The plants and trees shall be irrigated with an automatic and durable drip irrigation system.
30. Landscape areas shall be dressed with a minimum ½ inch layer of compacted and/or glue-bonded decomposed granite that cannot be wind driven. A weed barrier underlayment shall be placed under the decomposed granite.
31. Plant materials selected shall be represented by symbols that show the plants at 75% of their mature size.
32. The applicant shall obtain written clearance from the County Agricultural Commissioner's Office regarding the type of landscaping to be planted. The clearance letter shall be included as a note on the landscape plans. The applicant shall utilize only plants that were listed on the landscape plan submitted to the Commissioner's office. Any substitutions must be approved by both the Commissioner's office as well as the City's Development Services Department.
33. Six-inch concrete bands shall be installed as mow strip borders for planting areas where separating turf areas or synthetic turf areas from pavement parking.
34. All landscape planter beds in interior parking areas shall be not less than five (5) feet in width and bordered by a concrete curb not less than six (6) inches nor more than eight (8) inches in height adjacent to the parking surface.
35. All non-landscaped and undeveloped areas of the site shall be kept free of weeds and debris and shall be treated with a dust-preventative groundcoating.
36. Prior to the issuance of building permits, all exterior architectural features and treatments shall be consistent with the submitted Architectural Review No. 19-01 the projects construction plans and elevations, and subject to review and approval.

37. All exposed metal flashing, downspouts, or utility cabinets shall be painted to match the building color prior to final inspection.
38. Trash enclosures installed for the project shall be architecturally compatible with the building and include storage areas for recycling containers. The enclosure shall be constructed to Burrtec Waste Management Standards and be consistent with the Design Guidelines. Both Burrtec Waste Management and the City Engineer shall approve the location of the trash enclosure.
39. All roof mounted mechanical equipment, except solar panels, shall be view obscured by a parapet wall greater in height than the equipment installed. Ground mounted mechanical equipment shall be view obscured by landscaping or enclosure.
40. Outdoor storage areas shall be obscured from public view and specifically shall not be visible from any public roads.

Imperial Irrigation District:

41. IID holds easement rights for the CI 92 kV transmission line and distribution underbuilt running along the project's northern property boundary. Any construction or operation on IID property or within its existing and proposed right-of-way or easements will require an encroachment permit, including but not limited to: surface improvements such as proposed new streets, driveways, parking lots, landscape; and all water, sewer, storm water, or any other above ground or underground utilities (e.g. power lines).
42. Any and all mitigation necessary as a result of the construction, relocation and/or upgrade of IID facilities is the responsibility of the project proponent.
43. Before raising any cranes, forklifts or other aerial equipment, applicant should check for overhead wires. Non-qualified electrical workers and those operating boom type lifting or hoisting equipment must maintain appropriate clearances from distribution lines and transmission lines per California Code of Regulations Title 8, Electrical Safety Orders, and the IID Developer Energy Planning Guide.
44. If ground excavation is required, even for seemingly benign applications such as anchoring a tent, please contact Underground Service Alert. This service is free of charge provided USA is given at least two working days' notice. You may call toll free at 811 Underground Service Alert.

Environmental Compliance:

45. The owner shall submit water and sewer plans for approval from Utilities Manager-project required to connect to City's public water and sewer system.
46. The owner shall submit detailed plumbing and mechanical plans.

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47. A grease Interceptor is required for each proposed restaurant.
48. The owner shall submit a source control survey using the document in the weblink below:
<http://coachella.seamlessdocs.com/f/Wkklhf>
49. The owner shall submit a Water Quality Management Plan (WQMP) as a Priority Project.
50. The applicant shall install an above ground “Double Check Detector Assembly” DCDA for fire system to protect water supply from contamination or pollution;-must install separate AMI -4-G metering system
51. The applicant shall install separate 4G-AMI metering system for each building, and install separate 4G-AMI metering system for the irrigation system.
52. The owner shall install backflow devices to include Reduced Pressure Principle Device (RP) within 12 inches of water service installed to protect water supply from contamination or pollution; ;-must install separate AMI -4-G metering system
53. The project shall implement the State’s drought mandate, which prohibits irrigation with potable water outside newly constructed homes, and buildings that is not delivered by drip or micro-spray systems.

Fees:

54. Prior to the issuance of a building permit, the applicant shall pay all Development Fees to the City; including outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to the Development Services Department prior to permit issuance.
55. The applicant shall be responsible for paying all applicable development and processing (plan check, inspection, etc.) fees associated with this project.
56. The applicant shall pay all required water connection fees.
57. The applicant shall be required to pay any applicable Multiple Species Habitat Conservation (MSHCP) fees for industrial development prior to issuance of building permits.
58. The applicant shall comply with the City's Art in Public Places Ordinance. If the applicant elects to pay in-lieu art fees, then the fees shall be deposited into the Public Arts Fund at an amount of One-half (1/2) of one percent (1%) for new commercial and industrial construction.
59. The project is subject to payment of all industrial development impact fees whether or not explicitly stated in other conditions of approval or the environmental mitigation measures for the subject project.

Coachella Valley Unified School District

60. The Coachella Valley Unified School District is authorized by the State Legislature to levy a developer fee on commercial/industrial development. The Applicant or successor in interest shall pay fees in effect at the time of building permit issuance. The fees collected will be used to assist in the housing of students within the Coachella Valley Unified School District.

Miscellaneous:

61. Installation of sidewalks along all public roads may be satisfied by an improvement agreement subject to review and approval by the City Engineer.
62. Final design plans for proposed landscaping and fencing along the project street frontages shall be presented as an administrative item before the Planning Commission for final review and approval.
63. A minimum of two points of access shall be provided during all phases of construction to the satisfaction of the Riverside County Fire Marshal's office.

Pueblo Viejo Plaza Grapefruit & 9th Street



REDLAND CLAY TILE
Old Sedona Blend

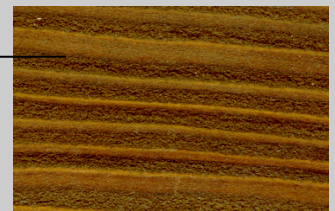
WINDOWS/ DOORS

Metal - Double Pane



STUCCO
Navajo White P-525

WOOD TRIM



STUCCO
Sun Kissed P-1178

STUCCO
French Toast P18



East Valley Consulting

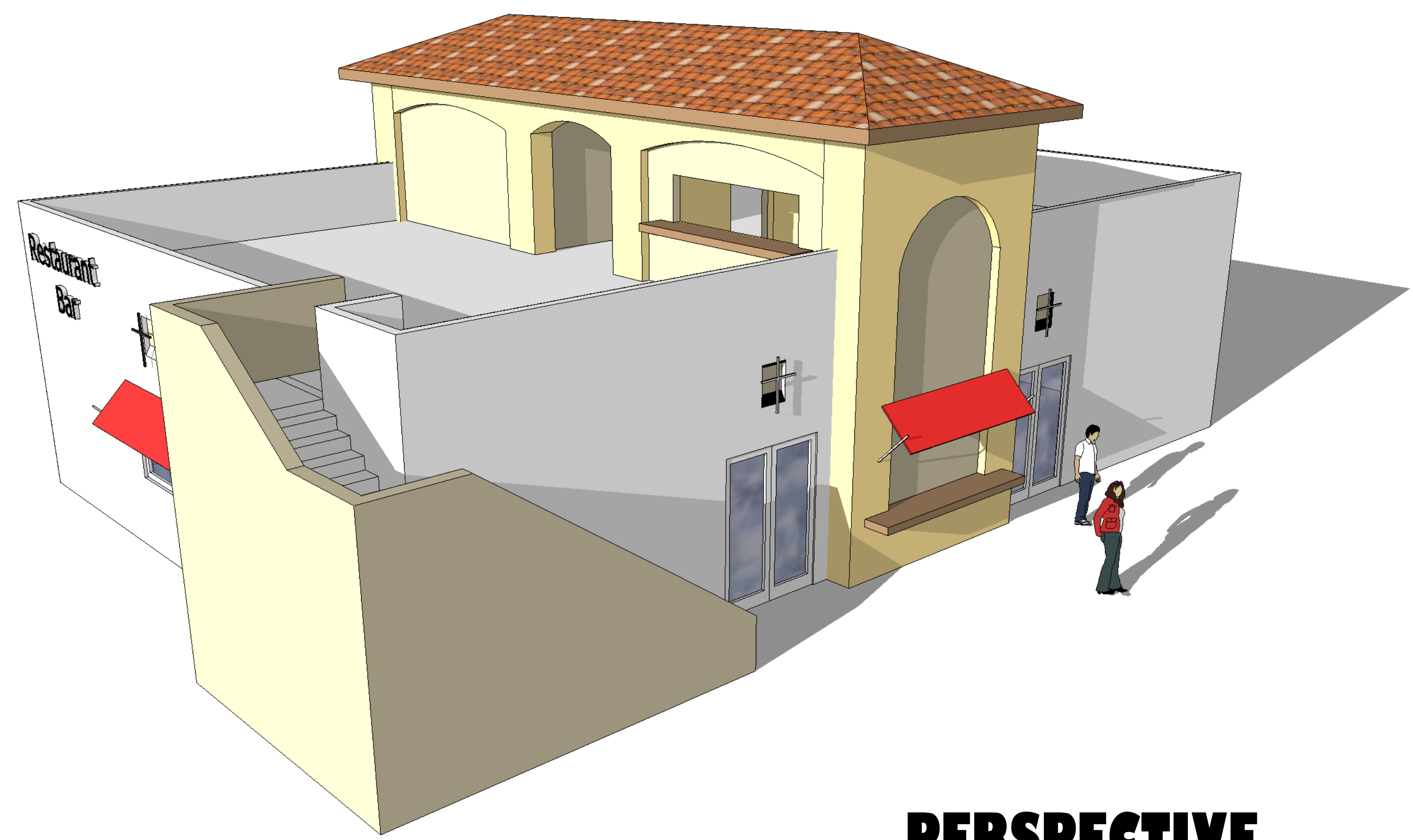
eastvalleyconsulting@yahoo.com (760) 574-6644



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Pueblo Viejo Plaza

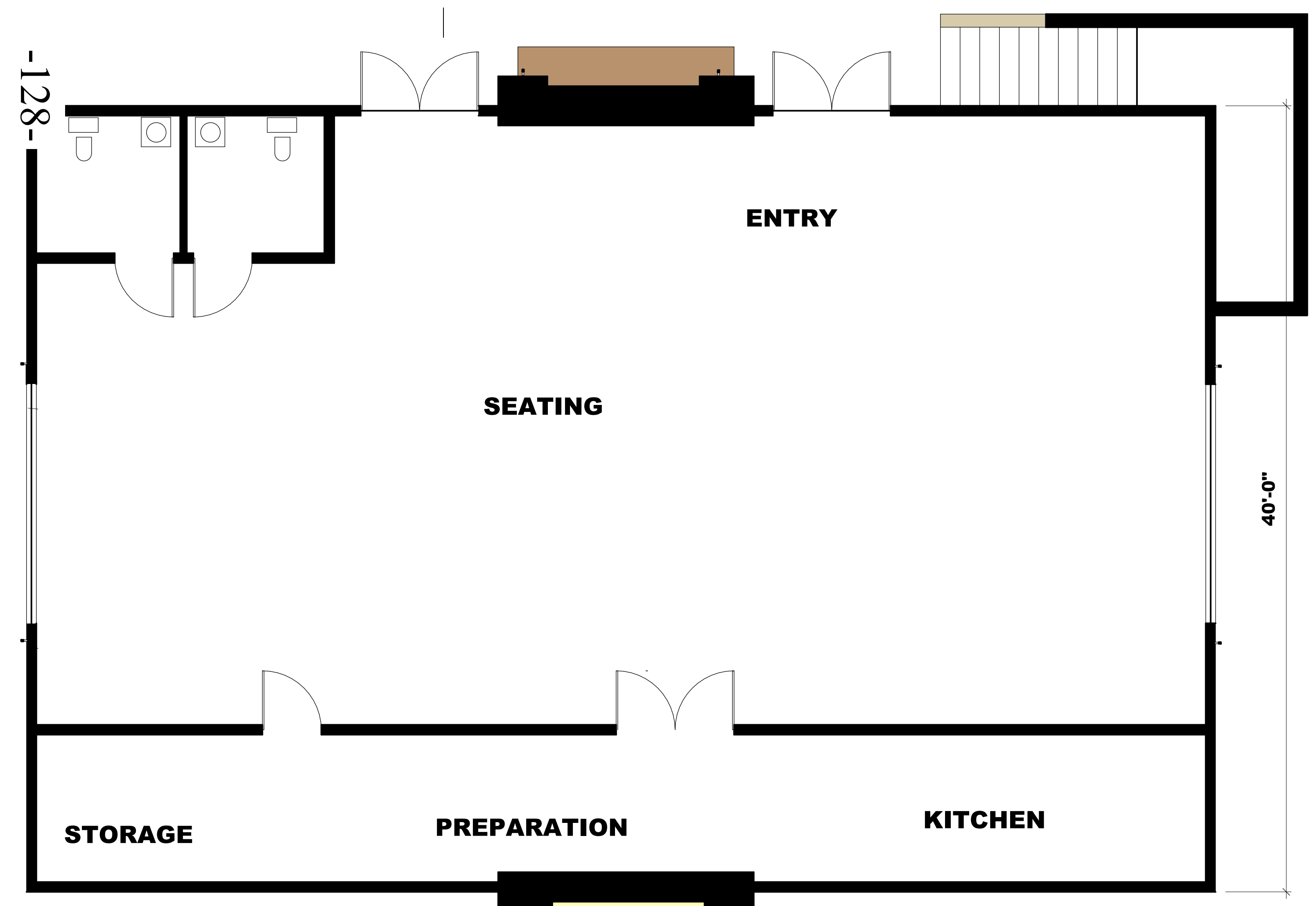
ITEM 10.c.



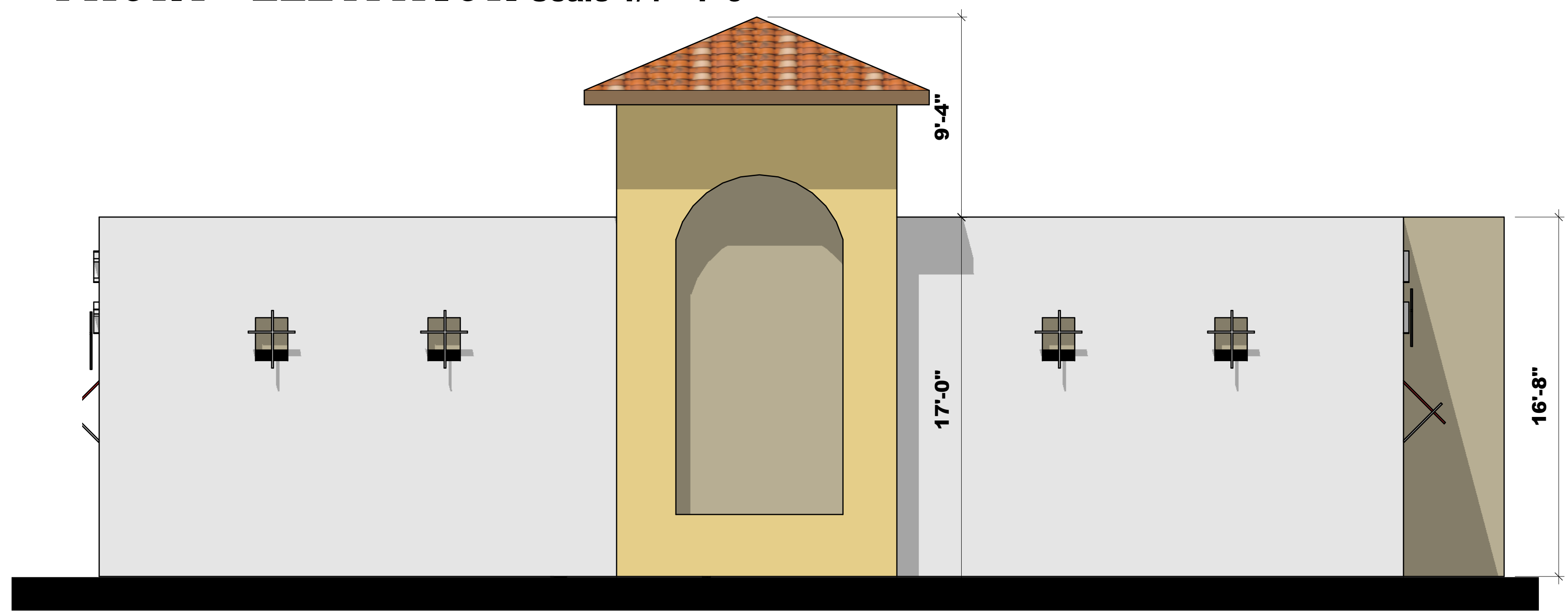
FRONT ELEVATION Scale 1/4"=1'-0"

RESTAURANT - PHASE 1

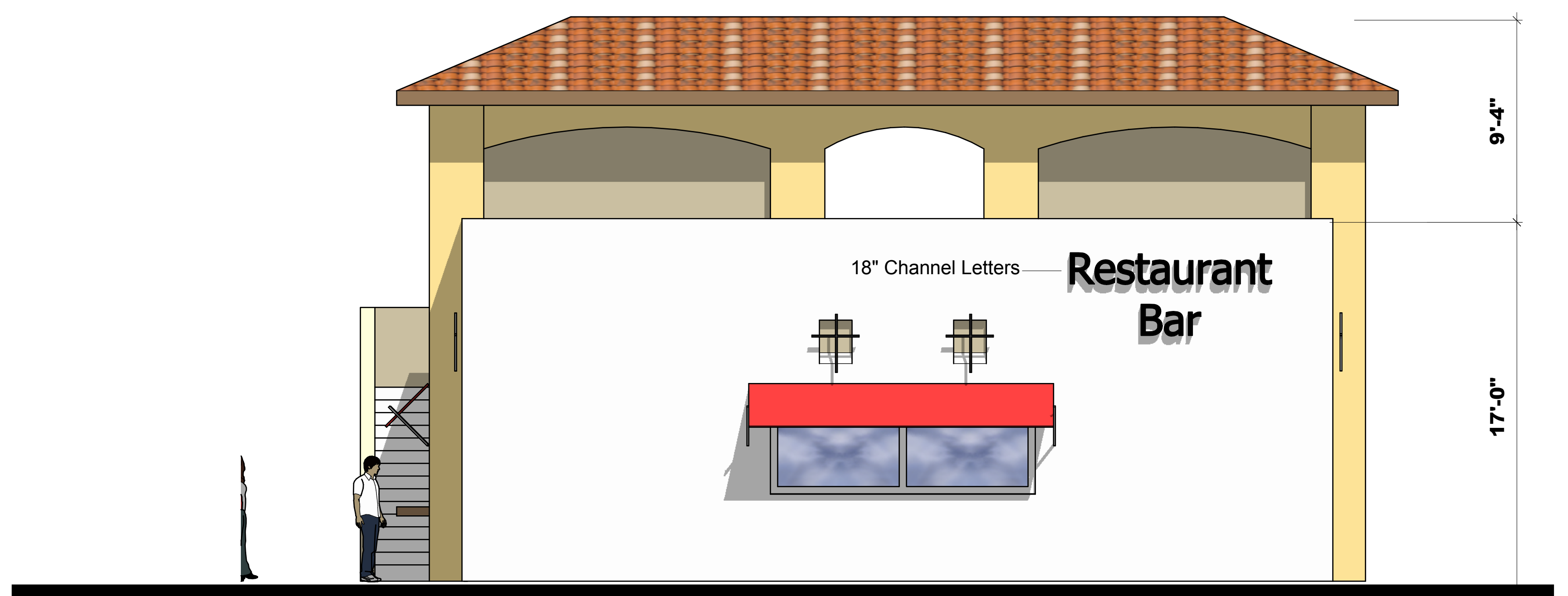
PERSPECTIVE



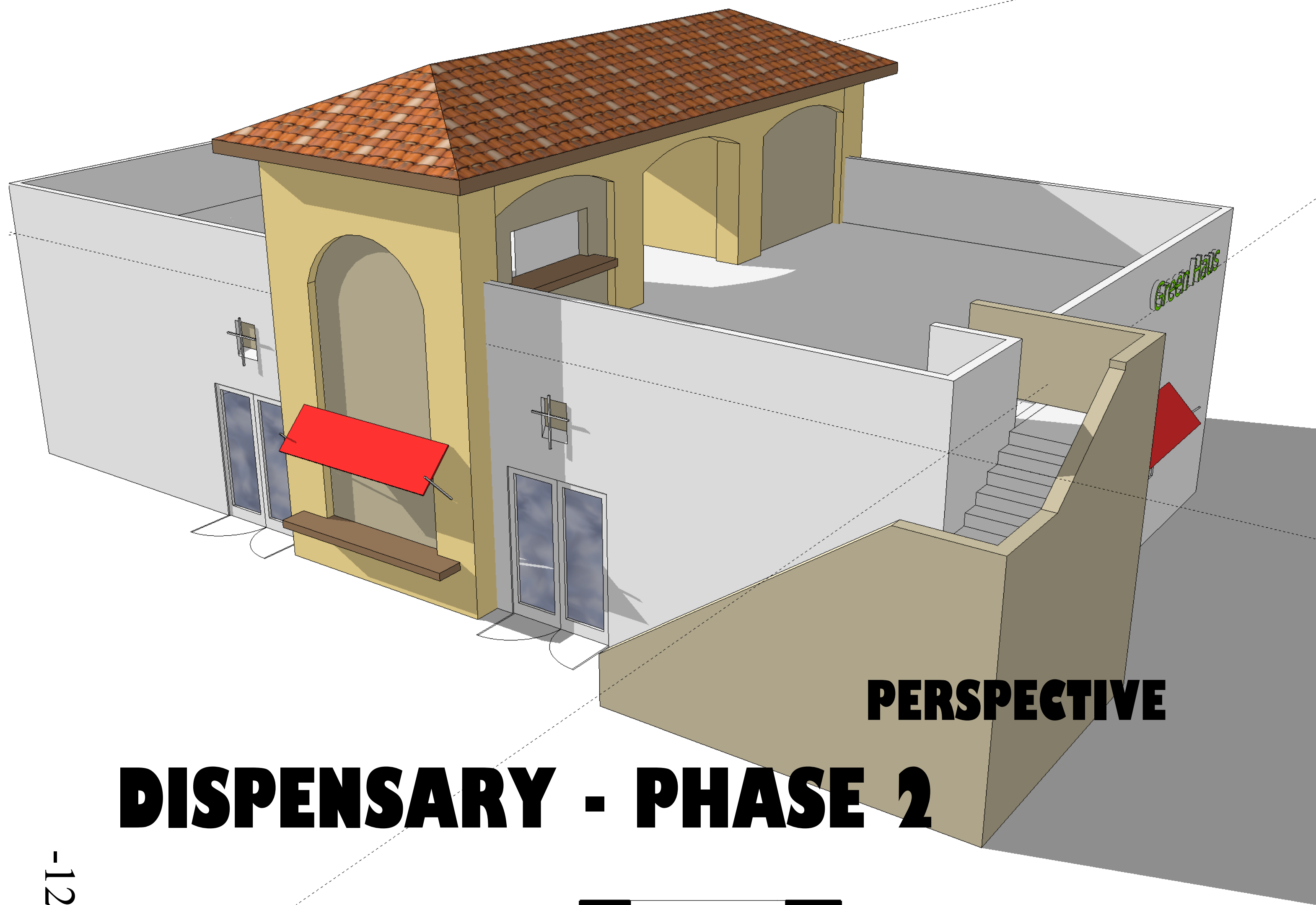
FLOOR PLAN
Scale 1/4"=1'-0"



BACK ELEVATION Scale 1/4"=1'-0"

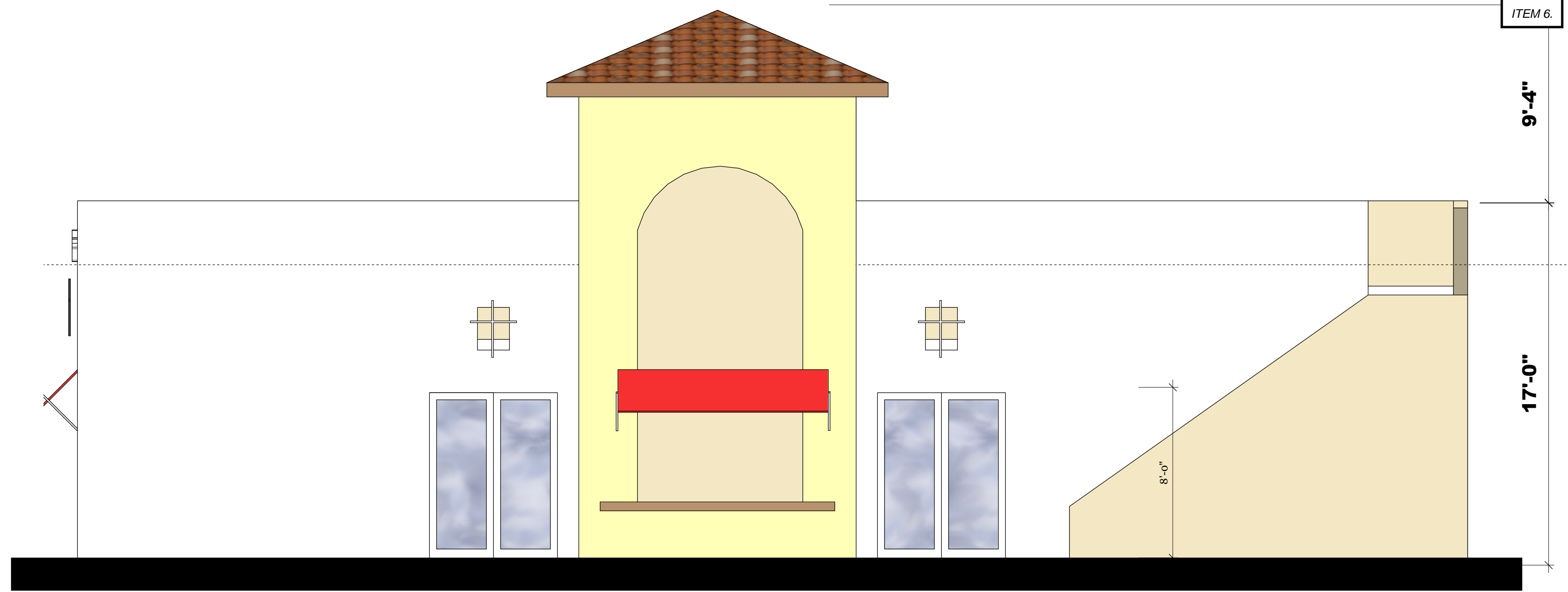


RIGHT ELEVATION Scale 1/4"=1'-0"

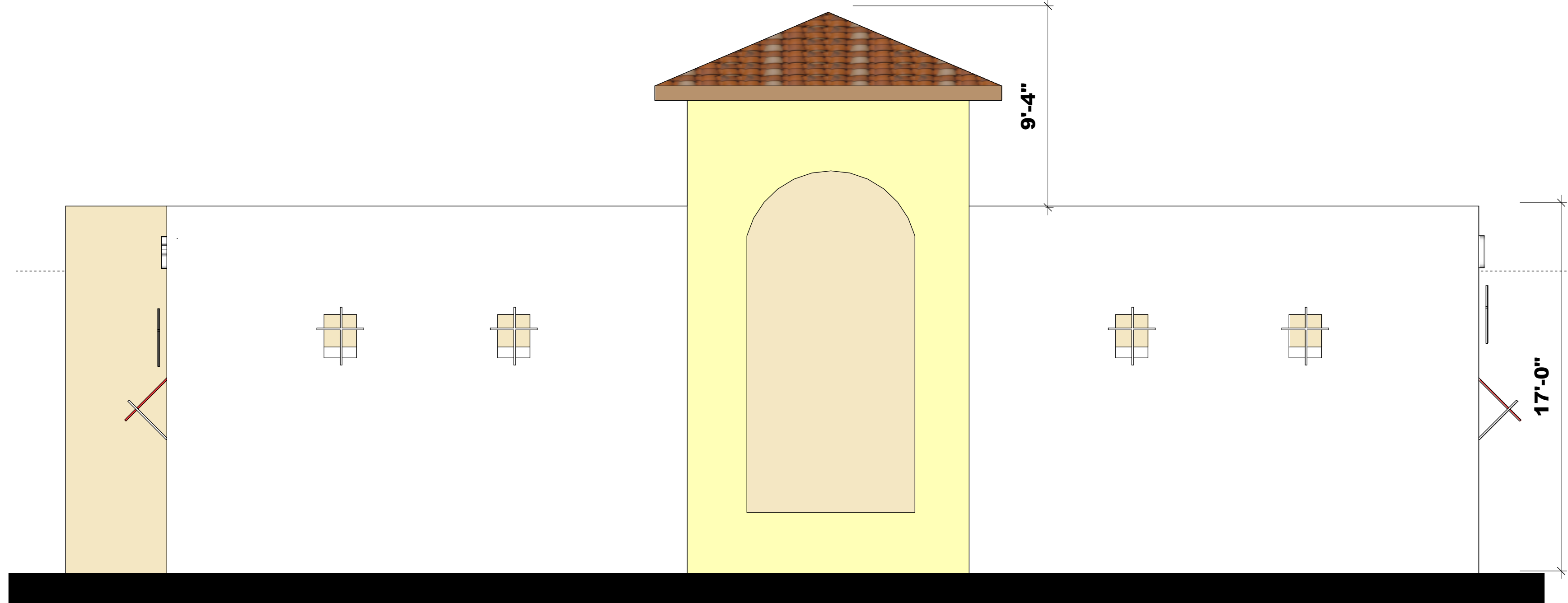


PERSPECTIVE

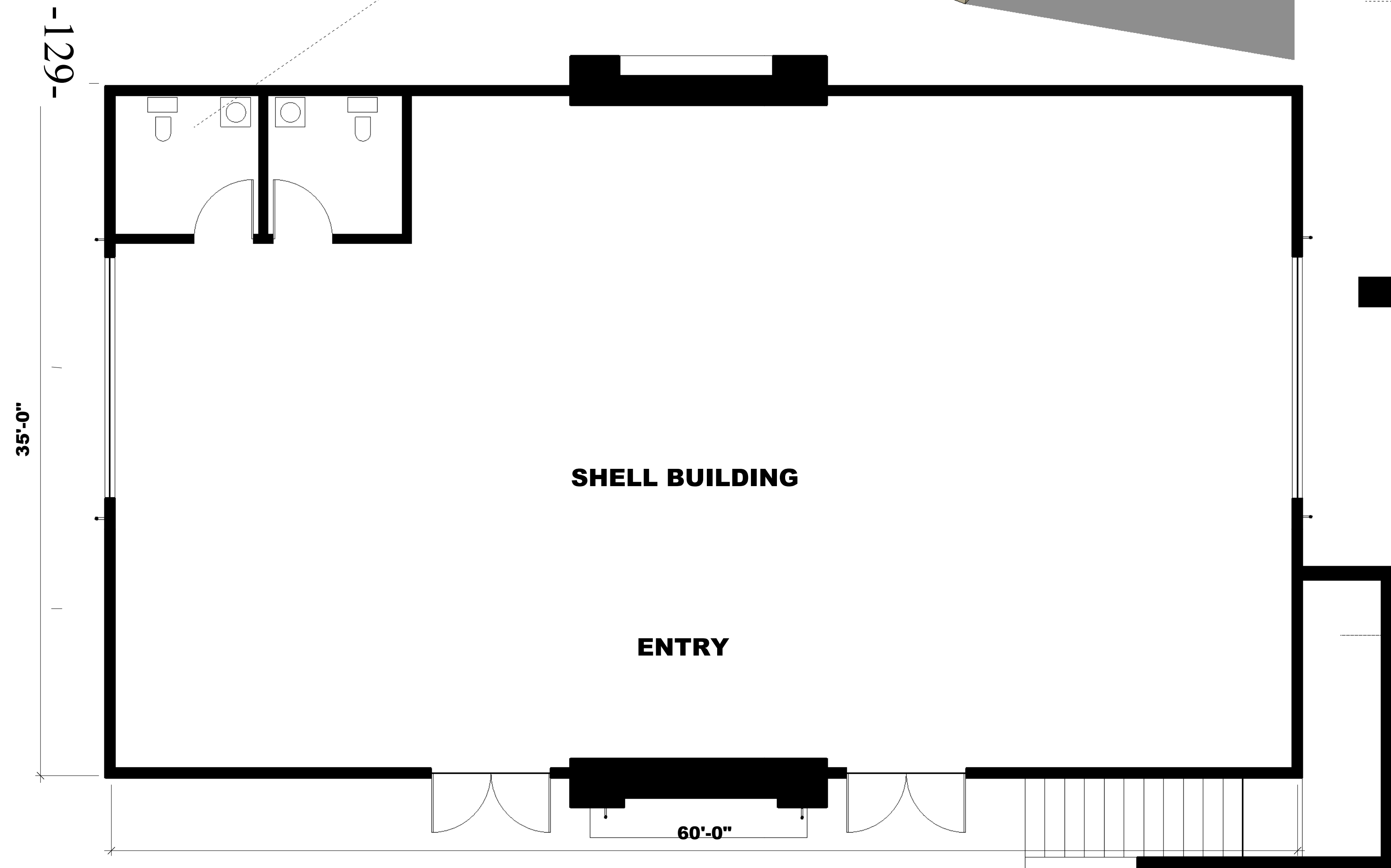
DISPENSARY - PHASE 2



FRONT ELEVATION Scale 1/4"=1'-0"

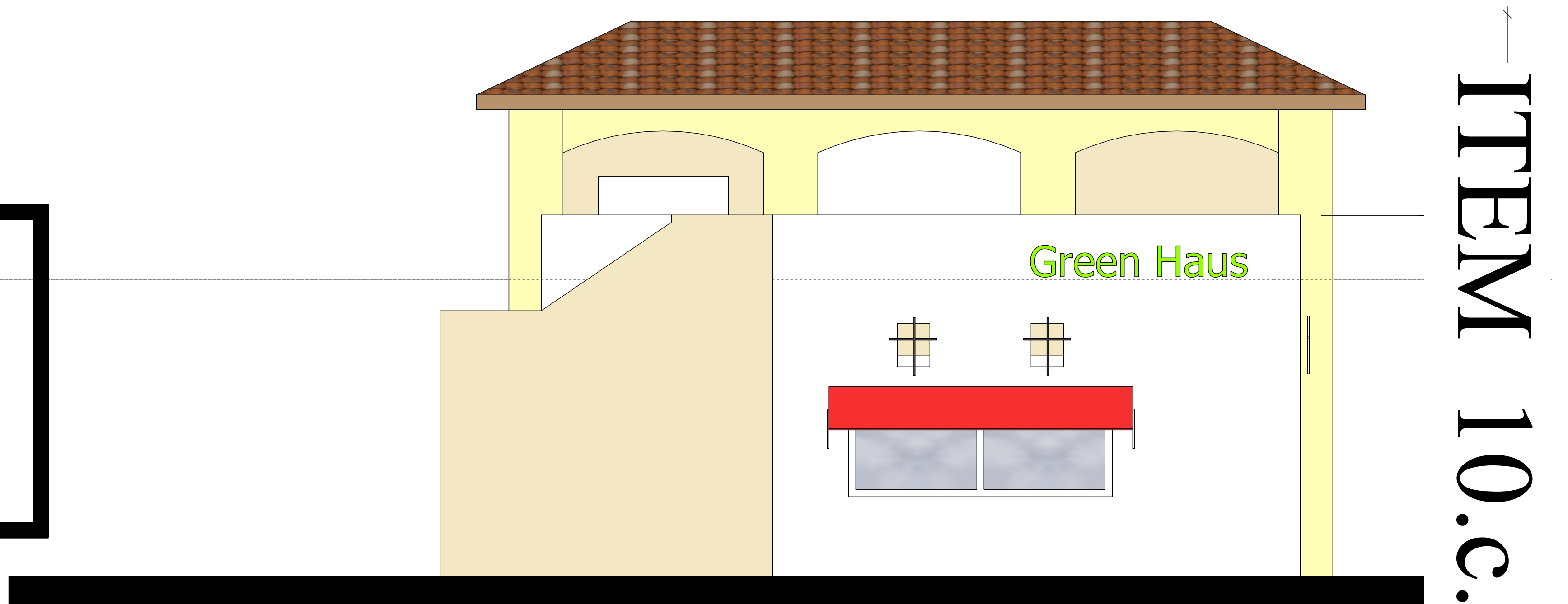


BACK ELEVATION Scale 1/4"=1'-0"



FLOOR PLAN

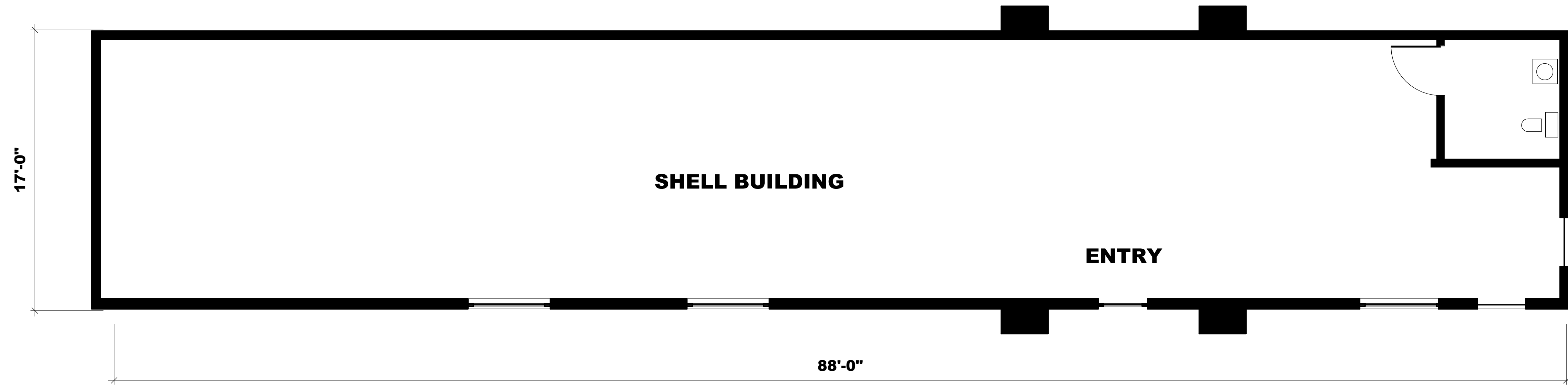
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RIGHT ELEVATION Scale 1/4"=1'-0"

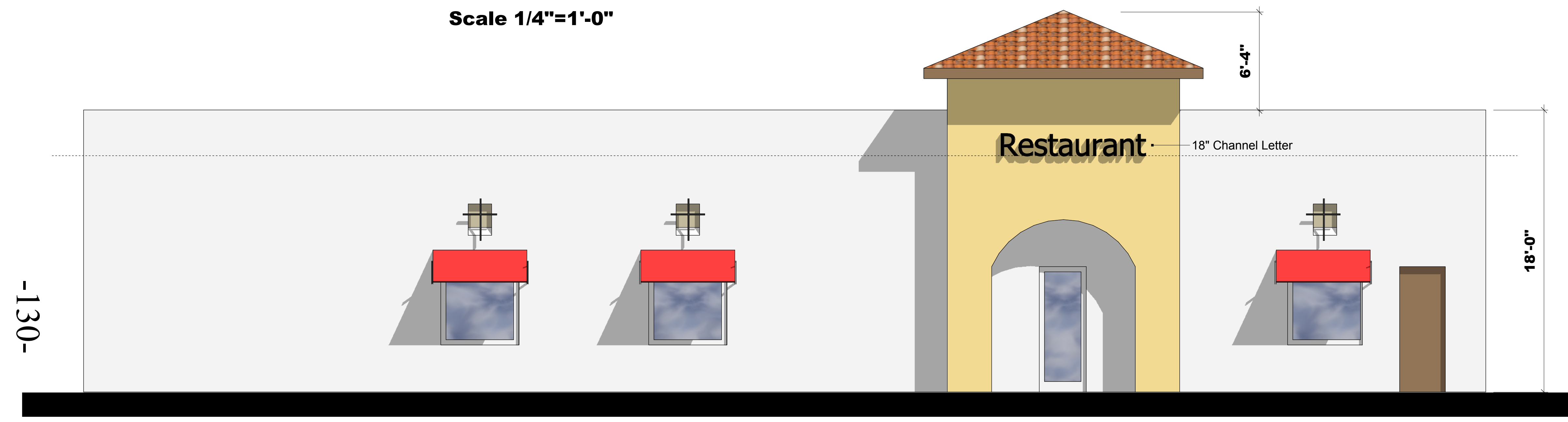
ITEM 10.c.

RESTAURANT PHASE 4



RESTAURANT FLOOR PLAN

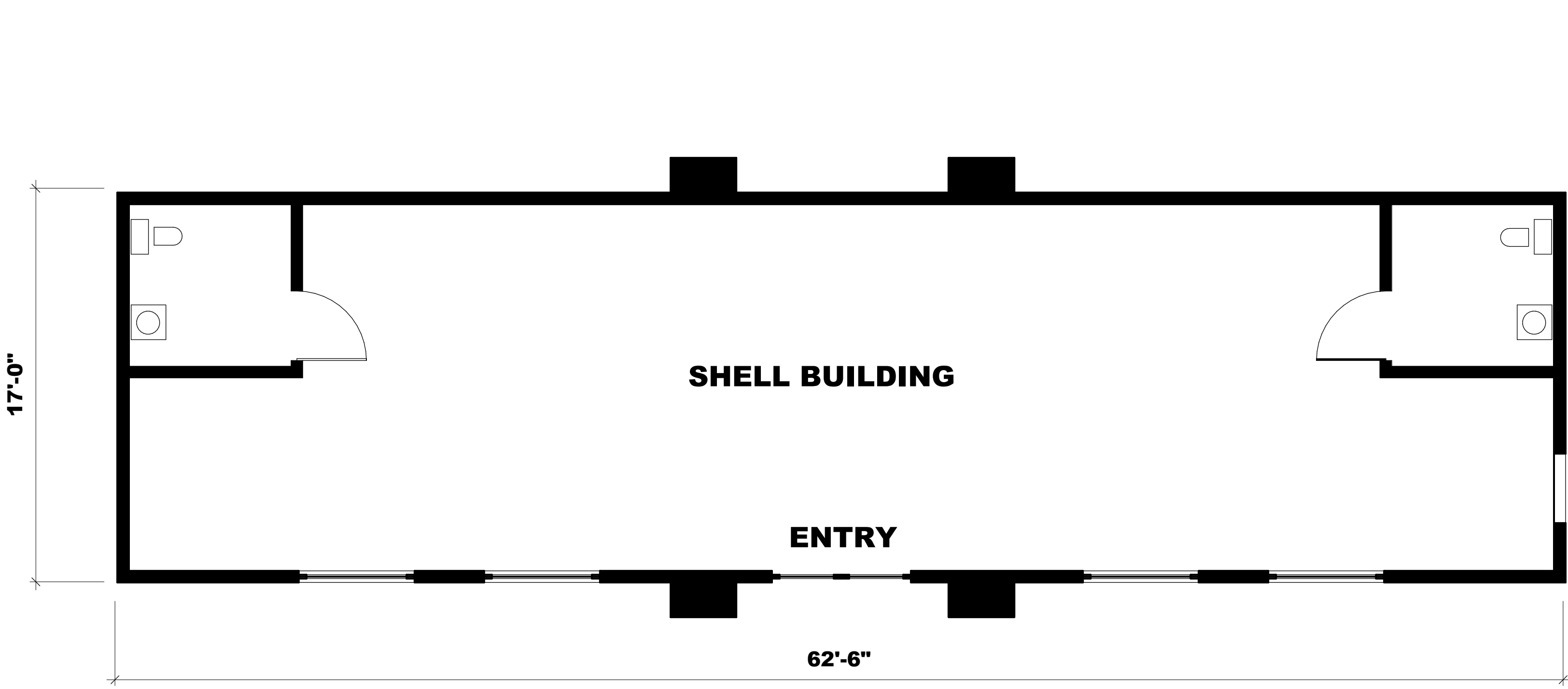
Scale 1/4"=1'-0"



RESTAURANT FRONT ELEVATION

Scale 1/4"=1'-0"

OFFICE PHASE 3



OFFICE FLOOR PLAN

Scale 1/4"=1'-0"



OFFICE FRONT ELEVATION

Scale 1/4"=1'-0"

Note:
Landscape Plan will be
Generated as part of the
Grapefruit Landscape
Improvement Project.



SCALE: 1" = 16'

-131-
VACANT LOT

(EXISTING)
TIRE SHOP

(EX) POWER POLE

CURB & GUTTER (E)

POWER POLE (E)

(EX) POWER POLE

(EX) GUTTER

(EX) POWER POLE

POWER POLE &
STREET LIGHT

Grapefruit Blvd.

64'

9th Street

44'

40US

(EX) GUTTER

PROPERTY LINE
266.00'

RESTAURANT
PHASE 4
BLDG. "D"
1,500 SQ.FT.

INTERIM
GREEN HAUS
TRAILER

BUILDING SHELL
PHASE 3
BLDG. "C"
1,000 SQ.FT.

(PHASE 2)
GREEN HAUS
DISPENSARY
BLDG. "B"
2,100 sq.ft.

(PHASE 1)
RESTAURANT
BUILDING A
2,400 sq.ft.

OPEN PLAZA

DRIVEWAY

DRIVEWAY

DRIVEWAY

DRIVEWAY

(EX) POWER POLE

(EX) P.P.P. TO BE
RELOCATED/VERIFY

(EX) SIDEWALK & CURB

(EX) GUTTER TO REMAIN

MONUMENT
SIGN

(EX) POWER POLE

PUEBLO VIEJO PLAZA

ITEM 6.

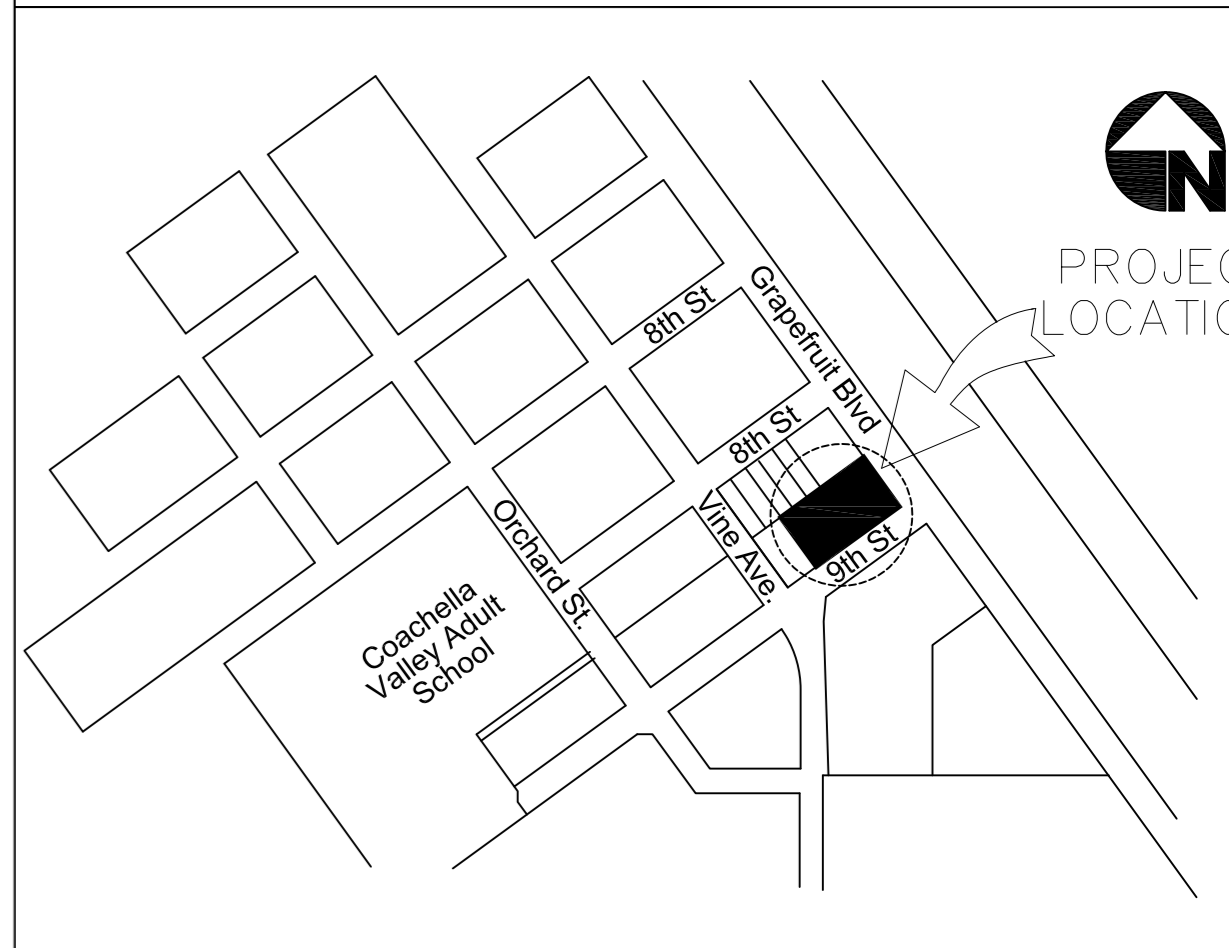
SCOPE OF WORK:
NEW RESTAURANT & GREEN HAUS CANNABIS DISPENSARY
LEGAL ADDRESS:
GRAPEFRUIT BLVD. and 9th STREET
COACHELLA, CA. 92236
PARCEL NUMBER A.P.N.
778-102-008

AREA TABULATION	PROJECT DATA
BLDG "A" RESTAURANT: 2,400 SQ.FT. BLDG "B" DISPENSARY: 2,100 SQ.FT.	ZONE USE: "B" (BUSINESS RETAIL) "RC" (RETAIL CANNABIS OVERLAY)
BLDG "C" OFFICES 1,000 SQ.FT. BLDG "D" RESTAURANT 1,500 SQ.FT.	
NEW TOTAL AREA: 6,900 SQ.FT.	

PROJECT TEAM

PROPERTY OWNER:
**PUEBLO VIEJO
MANAGEMENT**
PEDRO PADILLA
49305 GRAPEFRUIT BOULEVARD
COACHELLA, CA. 92236
PH: (760) 972-2441

VICINITY MAP



PARKING SUMMARY

RESTAURANTS & OTHER EATING, DRINKING & F
ESTABLISHMENTS:
ONE SPACE FOR EACH FORTY-FIVE (45) SQ.FT.
CUSTOMER AREA. PLUS ONE SPACE FOR EACH
HUNDRED (200) SQ.FT. OF NONCUSTOMER RETA
ESTABLISHMENTS"

4 SPACES PER 1,000 SQ.FT. GROSS FLOOR ARE
BLDG "A" RESTAURANT: 765 SQ.FT. SEATING/4
BLDG "B" DISPENSARY: 2100 SQ.FT. AREA/2!
BLDG "C" OFFICE: 1000 SQ.FT. SEATING/25
BLDG "D" RESTAURANT: 540 SQ.FT. SEATING/4

TOTAL PARKING STALLS SPACES REQUIRED=58

REQUIRED PARKING STALL!

MINIMUM REQUIRED HANDICAPPED PARKING STALL
17.54.010
01-25 = 1 REQUIRED
26-50 = 2 REQUIRED

OVERALL PARKING

45 TOTAL PARKING STALLS
2 ADA PARKING STALLS

ITEM 10.c.



**STAFF REPORT
11/6/2019**

TO: Planning Commission
FROM: Luis Lopez, Development Services Director
SUBJECT: Kismet Coachella - Retail Cannabis Microbusiness

- 1) Conditional Use Permit (CUP 305) to allow convert existing vacant commercial tenant space into the following uses: a 3050 square foot cannabis dispensary including 750 square feet for check-in and waiting area, 1800 square feet of retail display area and 500 square feet of rear storage, inventory control and packaging to be located in Building 1 located at 1639 and 1645 6th Street; and a 4,500 square foot coffee shop, art display and office/event space to be located in Building 2 located at 1657 and 1669 6th Street.
- 2) Change of Zone 18-07 that proposes to add the RC (Retail Cannabis) overlay zone to the existing C-G (General Commercial) zone on Building 1 located at 1639 and 1645 6th Street.

STAFF RECOMMENDATION:

Staff recommends that the Planning Commission adopt the following resolutions for the Kismet Coachella – Retail Cannabis Microbusiness project:

- 1) Resolution No. PC 2019-35 recommending to the City Council approval of Conditional Use Permit No. 305 that proposes to convert existing vacant commercial tenant space into a 3,050 square foot retail cannabis microbusiness including 750 square feet for check-in and waiting area, 1,800 square feet of retail display area and 500 square feet of rear storage, inventory control and packaging to be located in Building 1 located at 1639 and 1645 6th Street; and a 4500 square foot coffee shop, art display and office/event space to be located in Building 2 located at 1657 and 1669 6th Street.
- 2) Resolution No. PC 2019-36 recommending to the City Council approval of Change of Zone No. 18-02 that proposes to add the RC (Retail Cannabis) overlay zone to the existing CG (General Commercial) zone on Building 1 located at 1639 and 1645 6th Street.

EXECUTIVE SUMMARY:

The Kismet Coachella Project is proposing to convert four existing vacant tenant spaces on the north side of 6th Street into the following uses: a 3050 square foot cannabis dispensary that includes the following uses: a 750 square feet area for check-in and waiting area; 1800 square feet of retail display area and 500 square feet of rear storage, inventory control and packaging that would be located in Building No. 1. A 4500 square foot coffee shop, art display and office/event space is proposed to be located in Building No. 2.

BACKGROUND:

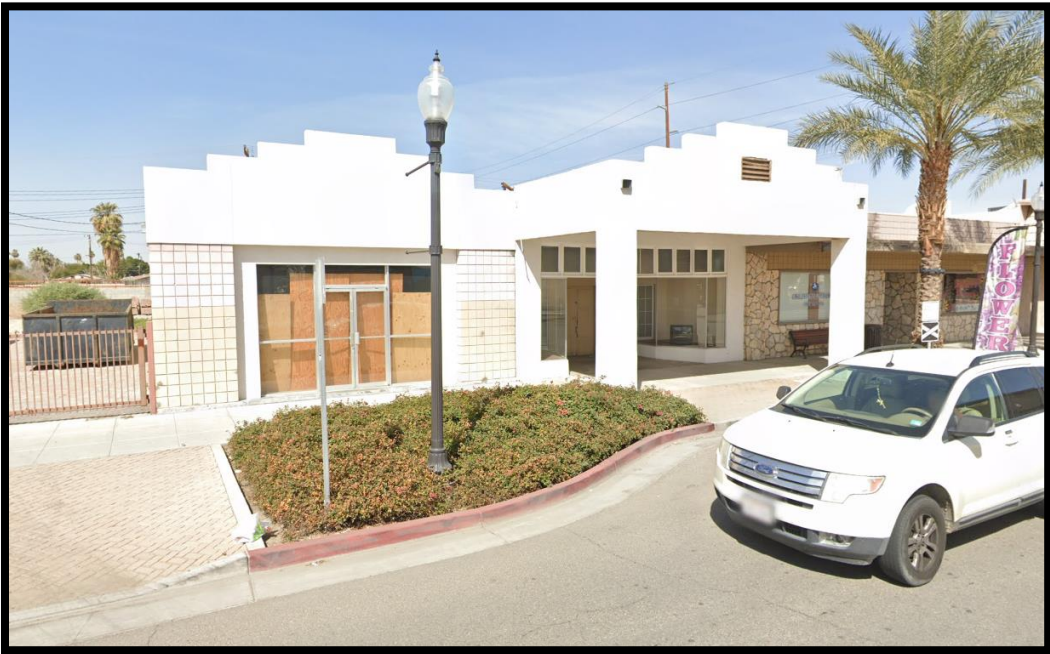
The above referenced applications are proposed within four existing vacant commercial buildings located at 1639, 1645, 1657 and 1669 Sixth Street as illustrated on the following aerial photograph:



The photograph below is looking north at the existing buildings from 6th Street. The retail cannabis business is proposed for this building on the west side of the driveway.



The photograph below is looking at Building #2, located on the east side of the driveway, and which is proposed for a coffee shop, art display and office/event space.



History of the Existing Buildings:

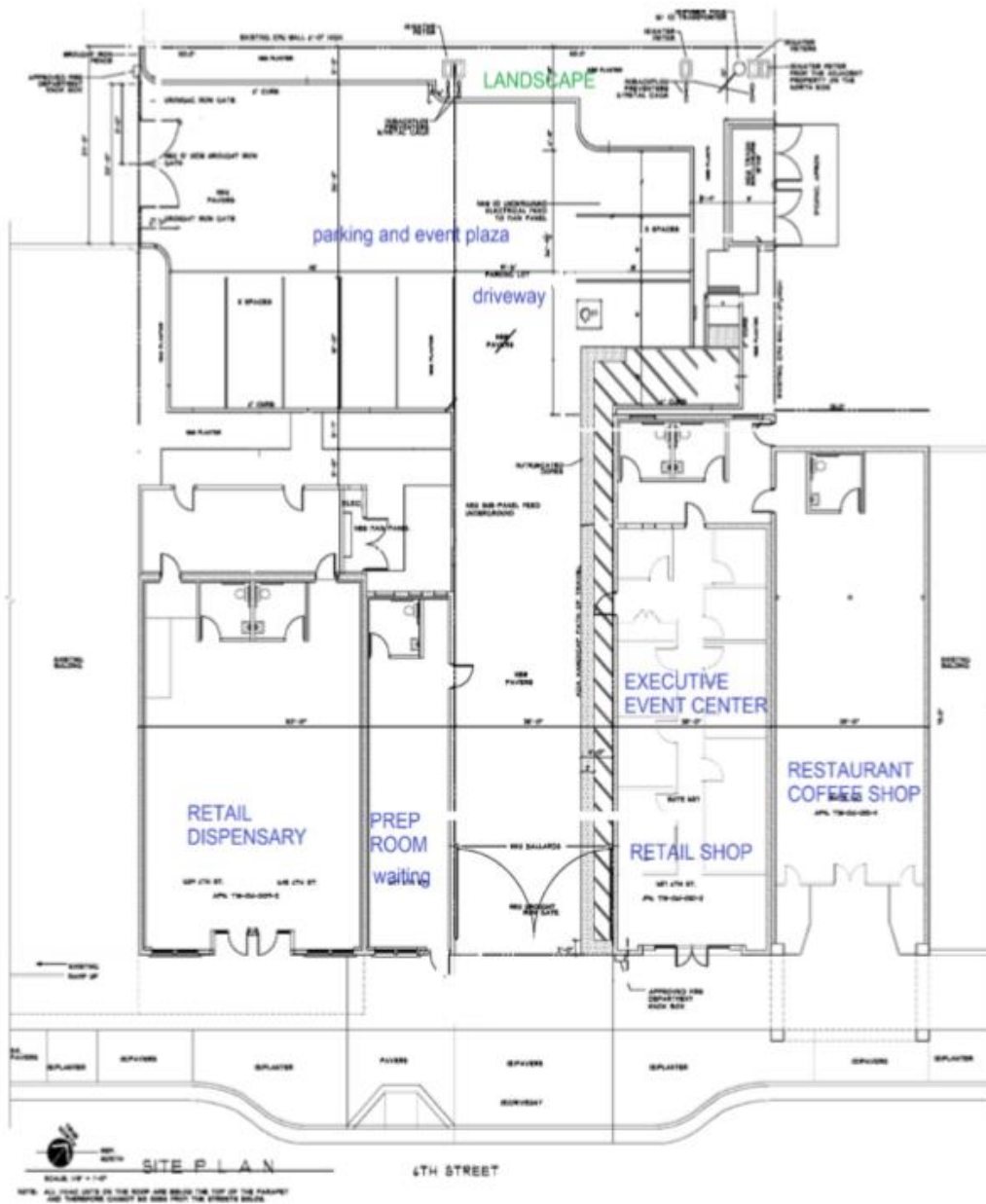
According to information obtained from Riverside County, the four lots on which the buildings exist were recorded on June 1, 1902 and the buildings known as 1657-1669 6th Street were constructed in the late 1940's and the buildings known as 1639-1645 were constructed in the late 1930's. The buildings known as 1639-1645 were previously used as the United Farm Workers (UFW) Union Office and then as a laundromat, along with a 750 square foot barber shop next to the driveway. The buildings known as 1657-1669 6th Street have been used for retail sales, office, and dental clinic.

Staff has reviewed the building permits that have been issued for the property (see attachment 4). The first record of a building permit was issued on November 30, 1972 for the refurbishing of a women's clothing store. On June 18, 1975 a permit was issued for a sign for the UFW and on April 4, 1978 a permit was issued to repair the roof. The next building permits were issued in 2013 to retrofit wall anchorage and re-roof the buildings which created the new parapet walls and minor façade enhancements. Additional permits were issued in 2015 for interior demolition and asbestos remediation. The last building permit was issued on April 23, 2019 for alterations and additions to demolish and discard all interior, "non-bearing" walls, framing, electrical outlets and HVAC, remove or grind down to slab anchor bolts flush. The Applicant has stated that these buildings have been vacant for at least twenty years.

In 2012 the Planning Commission approved Architectural Review No. 12-08 which proposed exterior architectural enhancements to the buildings and a new parking lot paving and landscaping scheme. The applicants for this project have incorporated some of the prior approvals and added new exterior architectural theming, in keeping with some of the newer trends such as "smooth plaster" exterior finishes and a more contemporary architectural theme on window treatments with metal awnings at the entries and new channel-letter signage as shown on the exhibits submitted with this application.

Overview of the Kismet Coachella Project (CUP 305)

The project proposes the following uses as shown on the site plan below: a 3050 square foot cannabis dispensary including 750 square feet for check-in and waiting area, 1800 square feet of retail display area and 500 square feet of rear storage, inventory control and packaging to be located in Building 1 located at 1639 and 1645 6th Street; and a 4500 square foot coffee shop, art display and office/event space to be located in Building 2 located at 1657 and 1669 6th Street; and a new 8 space parking lot including 1 disabled space in the rear of the building with new landscaping and a new trash enclosure. The exhibit below shows the site plan with labels showing the various business activities on the property.



As seen from the exhibit below, the Applicant is proposing the following modifications to the outside of the buildings: new smooth Spanish stucco texture; a new curved awning over the dispensary building; new gates across the driveway with a curbed arbor over the driveway area and new signs over each of the proposed uses.

The overall project and streetscape including both buildings is illustrated below:

Front Elevations Building 1 and Building 2 along 6th Street



1639
2,300 SF

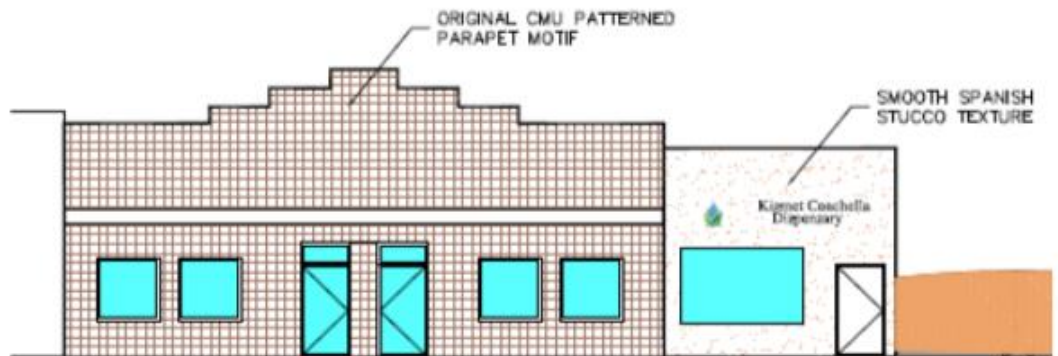
#1645
750 SF

#1657
2,200 SF

#1669
2,300 SF

The dispensary is proposed for Building 1 as illustrated and described below:

Building 1 (Dispensary)



Building 1 -- Dispensary

1639 6th Street – 2,300 SF

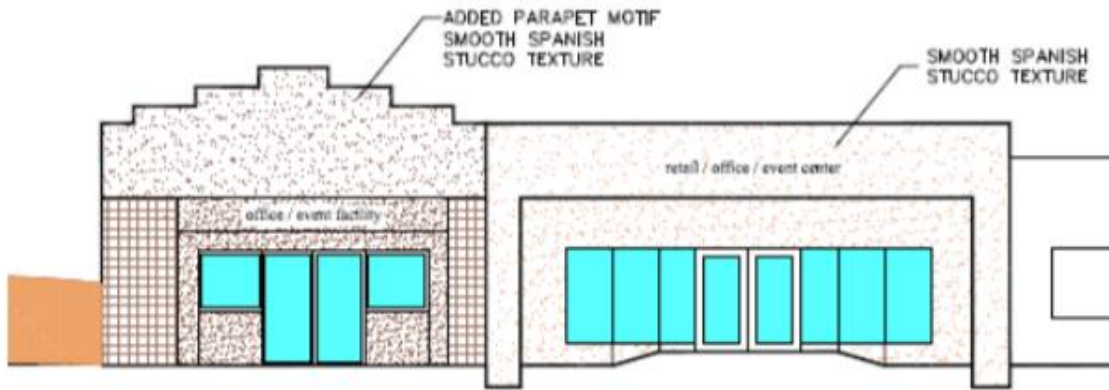
1645 6th Street – 750 SF

These two addresses are adjoining and considered one building.

Kismet has control of these two buildings in agreement with the property owner.

The proposed coffee shop, art displays and office/event space is illustrated and described below.

Building 2 (Coffee & Art)



Building 2 – Coffee Shop, Art Displays, & Office/Event Space

1657 6th Street – 2,200 SF

1669 6th Street – 2,300 SF

Artist renderings of the completed buildings are illustrated on the two exhibits below:





The exhibit below shows the view towards the rear of the building looking at the proposed parking lot.



The two exhibits below illustrate the interior of the cannabis dispensary.



The above exhibit illustrates the proposed coffee bar, check in reception and waiting area of the proposed cannabis dispensary.

DISCUSSION/ANALYSIS:

Environmental Setting:

The site is designated as being within the Downtown Center on the 2035 Coachella General Plan as illustrated on the exhibit below:



The project site is zoned General Commercial (C-G) as illustrated on the exhibit below. Surrounding properties to the north, south and west are zoned C-G (General Commercial).

Surrounding land uses to the north include automotive repair and towing, and a mortuary and flower shop to the east, an existing tavern/bar to the east, and a parking lot and church to the south.

Consistency with the Coachella General Plan

The proposed project is within the Downtown Center land use designation of the General Plan 2035 Land Use Element. The project is consistent



with the development intensity permitted by the Downtown Center land use category.

Consistency with the (C-G) General Commercial Zone

The parcels in question were created in 1902 within the jurisdiction of Riverside County, 44 years before the City incorporated in December 1946.

As stated previously, the buildings were constructed around 1930, before the current development standards of the General Commercial (C-G) zone were enacted by the City of Coachella.

Because the buildings were constructed prior to the General Commercial (C-G) zoning standards were established within the City of Coachella, they do not meet the current standards for minimum lot width, minimum side yard setback, nor does the project meet the requirement for a 15 foot front yard setback, as the buildings were constructed on the front and side yard property lines.

Consistency with Section 17.54.010 Parking and Landscaping Requirements

The total square footage of the proposed project is 7550 square feet. Based on the Municipal Code, a total of 19 parking spaces would be required. As mentioned earlier in the staff report, the buildings were constructed around 1930. The site plan includes a total of 8 parking spaces, 11 less than what the Municipal Code requires.

On October 23, 2019 the City Council approved the Pueblo Viejo Implementation Strategy that includes a block by block assessment of downtown parking needs based on current land uses and build out anticipated by the General Plan as well as the Pueblo Viejo Revitalization Plan documents. This study will lead to overall parking recommendations for the downtown area. As stated previously, based on the size of the lots and the size of the existing buildings, it would be impossible for any proposed retail use to provide the required number of off-street parking spaces. However, the Implementation Strategy policies look to the future when the city will partner with landowners and the Union Pacific Railroad to provide public parking that can be used as parking credits for existing buildings. The Plan recognizes that many of the older buildings on 6th Street pre-date the City’s incorporation date, and pre-date modern parking regulations.

Section J of Section 17.54.010 specifies the landscaping requirements for projects within the City. Because the lots were created and the buildings constructed before these standards were in existence it is impossible for the proposed project to meet the requirements of this section. Section 17.54.010, J4 requires that internal landscaping equal a minimum 5% of the parking area. The Applicant is proposing landscaping within the parking area at the rear of the buildings, in excess of the 5% required by the Municipal Code.

The Planning Department considers the existing buildings a non-conforming use and as such, the Director has the discretion of allowing the proposed uses to proceed without adherence to the

above reference specific zoning standards, so long as existing nonconformities are reduced. By providing conforming paving, lighting, and new landscaping improvements to the existing parking lot, these improvements lessen the properties' nonconforming condition.

Furthermore, the existing building will be brought up to all current building codes prior to the issuance of a certificate of occupancy.

Consistency with Section 17.47: RC Retail Cannabis Overlay Zone

The proposed project is within Retail Cannabis Sub-Zone #1 as identified within Chapter 17.47 of the Municipal Code. The project meets the property development standards as identified in Section 17.47.060, A-E as outlined below, except for Standard F1 and F2 regarding adherence to on and off-site parking:

17.47.060 - Property development standards.

- A. Project Area/Lot/Building Height Requirements. Except as specified in the applicable development agreement, CUP or regulatory permit, the project area, lot size, lot coverage and building height requirements of the underlying zone shall apply.
- B. No Drive-Thru Retail Cannabis Facilities. No retail cannabis business within the RC Overlay Zone shall operate "drive-thru", "drive up", "window service" or similar facilities whereby a customer can order, purchase and receive retail cannabis without leaving his or her vehicle.
- C. No Non-Storefront Retailers. No retail cannabis business within the RC overlay zone shall be operated as "non-storefront" or "delivery only". Delivery may only be approved as ancillary to the operation of a permitted cannabis retail business which is physically located within the RC overlay zone and which primarily provides cannabis to customers on the premises.
- D. Distance Restrictions. No retail cannabis business within the RC overlay zone shall be located within two hundred fifty (250) feet of any public or private school (K-12), day care center or youth center. The distance shall be measured from the nearest point between any part of the building containing the retail cannabis business to any lot line of the other use. For purposes of this paragraph, the following definitions shall apply:
 - 1. "Day care center" means any child day care facility other than a family day care home, and includes infant centers, preschools, extended day care facilities and school age child care centers.
 - 2. "Youth center" means any public or private facility that is primarily used to house recreational or social activities for minors, including, but not limited to, private youth membership organizations or clubs, social service teenage club facilities, video arcades, or similar amusement park facilities.
- E. Location of Customer Entrance. No retail cannabis business shall have a customer entrance that is adjacent to or directly across the street from a residentially zoned lot.
- F. On-Street/Off-Street Parking and Loading.

1. **Off-Street Parking and Loading.** Off-street parking and loading facilities for a retail cannabis business shall be provided in accordance with the provisions of Section 17.54.010-C (1) of this title.
2. **On-Street Parking and Loading.** On-street parking or loading shall be prohibited for a retail cannabis business.

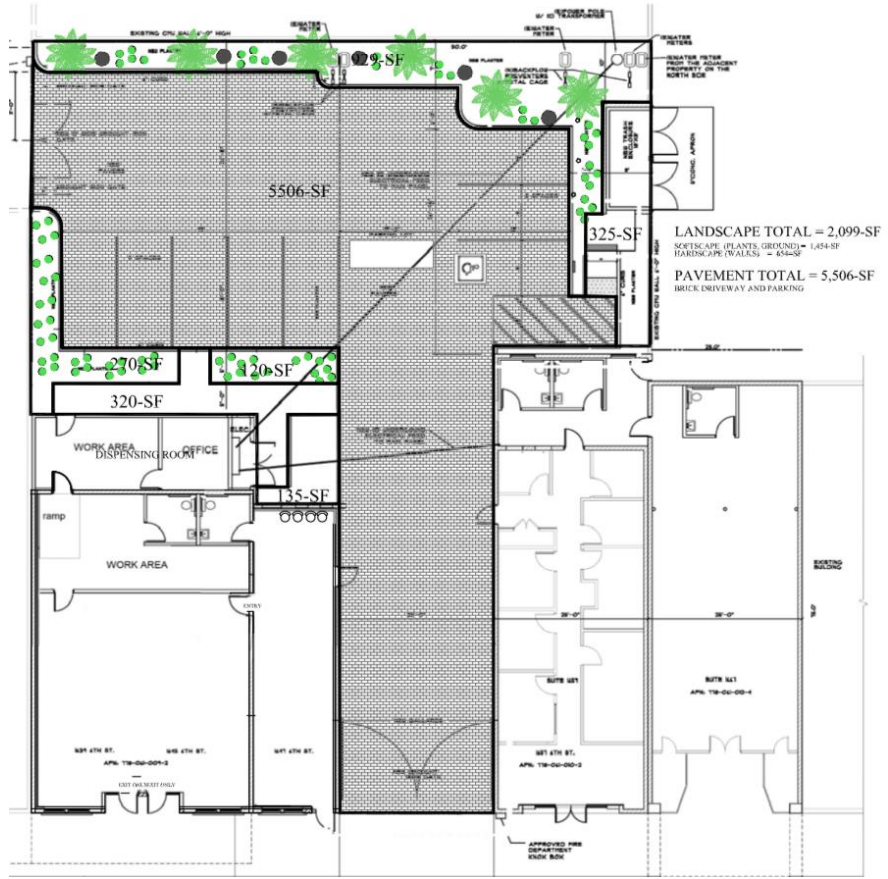
The proposed conditional use permit meets all the above development standards except for Standard F1, off-street parking and F2-On-Street parking. A discussion on overall downtown parking is discussed previously in the staff report.

Architectural Review/Building Materials

The artist renderings on pages 6, 7 and 8 of this staff report provide an overview of the modifications and enhancements proposed for the two buildings.

Landscaping

The project proposes two new landscape planters in the rear parking lot: One is adjacent to the rear of the building and the other is adjacent to the block wall at the rear property line. The parking area includes 5506 square feet of pavement area. Of that area the project proposes 2099 square feet of landscaped area, or 38%, in excess of the 5% required by the Municipal Code. Because the buildings were constructed around 1930 and are considered non-conforming structures, conformance to current City landscaping standards is not possible. Specifically, since the buildings were constructed to the front property line, construction of a 15 foot landscaped planter is not possible.



ENVIRONMENTAL REVIEW:

The City has determined that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15303 (C) that exempts the conversion of existing small structures from one use to another where only minor modifications are made to the exterior of the structure.

CORRESPONDENCE

The City has not received any correspondence for the proposed project

ALTERNATIVES:

- 1) Approve Conditional Use Permit No. 305 and Change of Zone No. 18-07 with the findings and conditions as recommended by the Planning Commission and Staff.
- 2) Deny Conditional Use Permit No. 305 and Change of Zone 18-07.
- 3) Continue these items and provide staff and the applicant with direction.

RECOMMENDED ALTERNATIVE(S):

It is staff’s recommendation that the Planning Commission open the public hearing and allow input from all proponents and opponents of the proposed project. Because the proposed Project is in conformance with the City’s General Plan and the proposed use would be consistent with the Municipal Code and compatible with the surrounding uses in the area, it is staff’s recommendation that the proposed project be approved by taking the following actions:

1. Motion to adopt Resolution No. PC 2019-35 recommending to the City Council approval of Conditional Use Permit No. 305 with the findings and attached conditions of approval
2. Motion to adopt Resolution PC 2019-36 recommending to the City Council approval of Change of Zone 18-07 with the attached findings:

Attachments: Resolution No. PC 2019-35 for CUP 305
 Resolution No. PC 2019-36 for CZ 18-07
 Exhibit A: Conditions of Approval for CUP 305
 Historical Building Permits

RESOLUTION NO. PC 2019-35

A RESOLUTION OF THE CITY OF COACHELLA PLANNING COMMISSION RECOMMENDING TO THE CITY COUNCIL APPROVAL OF CONDITIONAL USE PERMIT NO. CUP 305 TO CONVERT EXISTING VACANT COMMERCIAL TENANT SPACE INTO A RETAIL CANNABIS MICROBUSINESS WITH THE FOLLOWING USES: A 3,050 SQUARE FOOT CANNABIS DISPENSARY INCLUDING 750 SQUARE FEET FOR CHECK-IN AND WAITING AREA, 1,800 SQUARE FEET OF RETAIL DISPLAY AREA AND 500 SQUARE FEET OF REAR STORAGE, INVENTORY CONTROL AND PACKAGING TO BE LOCATED IN BUILDING 1 LOCATED AT 1639 AND 1645 6TH STREET; AND A 4,500 SQUARE FOOT COFFEE SHOP, ART DISPLAY AND OFFICE/EVENT SPACE TO BE LOCATED IN BUILDING 2 LOCATED AT 1657 AND 1669 6TH STREET; LOCATED IN THE C-G (GENERAL COMMERCIAL ZONE); KISMET ORGANIC, APPLICANT.

WHEREAS, Ed Sapigao (on behalf of Kismet Organic Cultivation) filed an application for Conditional Use Permit (CUP 305) to convert existing vacant commercial tenant space into the following uses: a 3050 square foot cannabis dispensary including 750 square feet for check-in and waiting area, 1800 square feet of retail display area and 500 square feet of rear storage, inventory control and packaging to be located in Building 1 located at 1639 and 1645 6th Street; and a 4,500 square foot coffee shop, art display and office/event space to be located in Building 2 located at 1657 and 1669 6th Street; Assessor’s Parcel No’s. 778-061-009, -10, -11 & -012 (“Project”); and,

WHEREAS, the Planning Commission conducted a duly noticed public hearing on CUP No. 305 on November 6, 2019 at the Coachella Permit Center, 53-990 Enterprise Way, Coachella, California; and,

WHEREAS, the Applicant and members of the public were present and were afforded an opportunity to testify regarding the Project; and,

WHEREAS, the Project is permitted pursuant to Chapter 17.38 of the Coachella Municipal Code, and the attendant applications for Conditional Use Permit and a Change of Zone to allow the Project; and,

WHEREAS, the proposed use is necessary or desirable for the development of the community, is consistent with the objectives of the City’s General Plan, and is not detrimental to the existing uses or the uses specifically permitted in the zone in which the proposed use is to be located; and,

WHEREAS, the proposed site is adequate in size and shape to accommodate the proposed development; and,

WHEREAS, the site for proposed use relates properly to streets which are designed to carry the type and quantity of traffic to be generated by the proposed use; and,

WHEREAS, the proposed project is exempt from the California Environmental Quality Act, as amended; and,

WHEREAS, the conditions as stipulated by the City are necessary to protect the public health, safety and welfare of the community.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Coachella, California does hereby recommend to the City Council approval of Conditional Use Permit No. 305, subject to the findings listed below and the attached Conditions of Approval for the Kismet Coachella Project (contained in “Exhibit A” and made a part herein).

Findings for Conditional Use Permit No. 305

1. The Project is consistent with the goals, objectives, policies, and implementation measures of the Coachella General Plan 2035. The site has a Downtown Center land use designation that allows for the proposed development which seeks to allow ground-floor commercial uses in a mixed-use environment near multifamily residential uses. The proposed uses on the site are in keeping with the policies of the Downtown Center land use classification in that they seek to convert existing commercial buildings into viable retail cannabis and coffee shop/office uses which are pedestrian friendly businesses, and the Project is internally consistent with other General Plan policies for this type of development.
2. The Project is in compliance with the applicable land use regulations and development standards of the City’s Zoning Code. The site plans proposes a cannabis microbusiness with a separate event center and restaurant/coffee shop. The Project complies with applicable CG-RC (General Commercial-Retail Cannabis Overlay) zoning standards as proposed, and there are existing non-conforming conditions on the parking lot portion of the site that will be brought closer into compliance with current zoning regulations.
3. Every use, development of land and application of architectural guidelines and development standards shall be considered on the basis of the suitability of the site for a particular use or development intended, and the total development, including the prescribed development standards, shall be so arranged as to avoid traffic congestion, ensure the protection of public health, safety and general welfare, prevent adverse effects on neighboring property and shall be in accord with all elements of the general plan. The Project site is within the Downtown Center land use designation of the City’s general plan. This category provides for a broad spectrum of commercial and residential land uses. The proposed uses are compatible with existing adjacent land uses.
4. The City has determined that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15303 (C) that exempts the conversion of existing small structures from one use to another where only minor

modifications are made to the exterior of the structure.

PASSED APPROVED and ADOPTED this 6th day of November 2019.

Javier Soliz, Chairperson
Coachella Planning Commission

ATTEST:

Yesenia Becerril
Planning Commission Secretary

APPROVED AS TO FORM:

Carlos Campos
City Attorney

I HEREBY CERTIFY that the foregoing Resolution No. PC-2019-35, was duly adopted at a regular meeting of the Planning Commission of the City of Coachella, California, held on the 6th day of November 2019, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Yesenia Becerril
Planning Commission Secretary

RESOLUTION NO. PC 2019-36

A RESOLUTION OF THE CITY OF COACHELLA PLANNING COMMISSION RECOMMENDING TO THE CITY COUNCIL APPROVAL OF CHANGE OF ZONE 18-07 THAT PROPOSES TO ADD THE RETAIL CANNABIS (RC) OVERLAY ZONE TO THE EXISTING (CG) GENERAL COMMERCIAL ZONE ON PROPERTY LOCATED AT 1639 AND 1645 6TH STREET, IN COACHELLA, CALIFORNIA; ED SAPIGAO, APPLICANT.

WHEREAS, Ed Sapigao (on behalf of Kismet Organic Cultivation) filed an application for Change of Zone 18-07 on property located at 1639 and 1645 Sixth Street, and an attendant application for Conditional Use Permit (CUP 305), Assessor’s Parcel No. 778-061-009 (“Project”); and,

WHEREAS, the Planning Commission conducted a duly noticed public hearing on Change of Zone 18-07 and CUP 305 on November 6, 2019 at the Coachella Permit Center, 53-990 Enterprise Way, Coachella, California; and,

WHEREAS, the Applicant and members of the public were present and were afforded an opportunity to testify regarding the Project; and,

WHEREAS, the Project is permitted pursuant to Chapter 17.47 of the Coachella Municipal Code, and the attendant applications for a Conditional Use Permit to allow the Project; and,

WHEREAS, the proposed use is necessary or desirable for the development of the community, is consistent with the objectives of the City’s General Plan, and is not detrimental to the existing uses or the uses specifically permitted in the zone in which the proposed use is to be located; and,

WHEREAS, the proposed site is adequate in size and shape to accommodate the proposed development; and,

WHEREAS, the site for proposed use relates properly to streets which are designed to carry the type and quantity of traffic to be generated by the proposed use; and,

WHEREAS, the Project is exempt from the provisions of the California Environmental Quality Act, as amended; and,

WHEREAS, the conditions as stipulated by the City are necessary to protect the public health, safety and welfare of the community.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Coachella, California does hereby recommend to the City Council approval of Change of Zone 18-07 based on the findings listed below and the attached Conditions of

Approval for the Coachella Kismet Project (contained in “Exhibit A” for CUP 305 and made a part herein).

Findings for Change of Zone 18-07:

1. The Project is consistent with the goals, objectives, policies, and implementation measures of the Coachella General Plan 2035. The site has a Downtown Center land use designation that allows for the proposed development. The proposed change of zone is in keeping with the policies of the Downtown Center land use classification and the Project is internally consistent with other General Plan policies for this type of development because the C-G (General Commercial) zone allows for retail sales and service uses as proposed by this project and the General Plan envisions pedestrian-friendly commercial activity along 6th Street.
2. The Project is in compliance with the applicable land use regulations and development standards of the City’s Zoning Code. The site plan proposes a cannabis retail business. The Project complies with applicable C-G (General Commercial) and Section 17.47.020 property development standards as proposed, and the parking lot portion of the site will be improved to more closely comply with current zoning regulations.
3. Every use, development of land and application of architectural guidelines and development standards shall be considered on the basis of the suitability of the site for a particular use or development intended, and the total development, including the prescribed development standards, shall be so arranged as to avoid traffic congestion, ensure the protection of public health, safety and general welfare, prevent adverse effects on neighboring property and shall be in accord with all elements of the general plan. The proposed change of zone is compatible with existing surrounding land uses that include commercial, institutional, and entertainment uses.
4. The Project will be compatible with neighboring properties with respect to land development patterns and application of architectural treatments. The plans submitted for this Project propose a cannabis business that is permitted in the C-G (General Commercial) zone pursuant to an approved Conditional Use Permit. Surrounding properties to the project site include commercial, institutional, and entertainment uses. As such, the Project will be in keeping with the scale, massing, and aesthetic appeal of the existing area and future development.
5. The Project is exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Section 15303 (C) that exempts the conversion of existing small structures from one use to another where only minor modifications are made to the exterior of the structure.

PASSED APPROVED and ADOPTED this 6th day of November 2019.

Javier Soliz, Chairperson
Coachella Planning Commission

ATTEST:

Yesenia Becerril
Planning Commission Secretary

APPROVED AS TO FORM:

Carlos Campos
City Attorney

I HEREBY CERTIFY that the foregoing Resolution No. PC2019-36, was duly adopted at a regular meeting of the Planning Commission of the City of Coachella, California, held on the 6th day of November 2019, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Yesenia Becerril
Planning Commission Secretary

“EXHIBIT A”
CONDITIONS OF APPROVAL FOR THE KISMET COACHELLA PROJECT
INCLUDING A RETAIL CANNIBIS DISPENSARY AND COFFEE SHOP,
ART DISPLAY AND OFFICE/EVENT SPACE
(CUP 305).

General Conditions

1. Conditional Use Permit No. 305 is contingent upon City Council approval of the attendant Change of Zone 18-07 application. Conditional Use Permit No. 305 hereby approves a retail cannabis microbusiness with 3,050 square feet including 750 square feet for check-in and waiting area, 1800 square feet of retail display area and 500 square feet of rear storage, inventory control and packaging located in Building 1 located at 1639 and 1645 Sixth Street; and a 4,500 square foot coffee shop, art display and office/event space located in building 2 located at 1657 and 1669 6th Street. The applicant shall secure building permits for tenant improvements for the new businesses through the City’s Building Division and the Riverside County Fire Marshal’s office prior to the commencement of business activities. Hours of operation for the cannabis dispensary retail business may be from 7:00 am to 10:00 pm daily, unless otherwise restricted by the State of California. The owner shall procure a City Cannabis Regulatory Permit and a State License prior to commencement of business activities.
2. Conditional Use Permit No. 305 shall be valid for 12 months from the effective date of said City Council approvals unless the applicant requests an extension of time and granted by the Planning Commission. Issuance of building permits and pursuit of construction will vest the Conditional Use Permit.
3. The construction of all new structures shall be in conformance with construction drawings and landscaping plans designed in accordance with the Kismet Coachella Project and the conditions of approval imposed below:
 - a. All exterior building materials and colors shall substantially match the exhibits submitted with the Kismet Coachella Project Development applications.
 - b. All fencing or garden walls shall be subject to issuance of a separate building permit by the City Building Division.
 - c. All parking lot lighting for the Project shall be consistent with the architectural design exhibits of the Project, as approved by the Development Services Director.
 - d. All masonry/wrought iron perimeter walls and garden walls shall be consistent with the submitted plans, subject to review by the Development Services Director, and subject to the City’s Building Codes.

4. All plans, as shown, are considered “conceptual,” subject to revisions as called out by the conditions of this resolution. The plans shall not be stamp-approved until all conditions requesting revisions have been satisfied during the building plan check process. Any substantial changes to the plans, including changes shown on future building permit plans deemed by Staff to not be within substantial conformance with this approval, will require an amendment to the approval of the conditional use permits, including architectural features, materials and site layout.
5. The project shall comply with all applicable codes, laws and regulations, regardless of whether they are listed in these conditions. This includes conformance with the requirements of the adopted C.B.C., C.P.C., C.M.C., N.E.C., including all requirements of the South Coast Air Quality Management District, the Riverside County Fire Department and any requirements by any other agency having jurisdiction on the project.
6. The applicant shall defend, indemnify and hold harmless the City of Coachella, its officials, officers, employees, and agents from and against any claim, action, or proceeding against the City, its officials, officers, employees or agents to attack, set aside, void or annul any project approval or condition of approval of the city concerning this project, including but not limited to any approval or condition of approval or mitigation measure imposed by the City Council or Planning Commission. The City shall promptly notify the applicant of any claim, action, or proceeding concerning the project and the City shall cooperate fully in the defense of the matter. The City reserves the right, at its own option, to choose its own attorney to represent the City, its officials, officers, employees and agents in the defense of the City Attorney, within five days of the effective date of this approval.
7. All plan submittals are the responsibility of the developer; this includes plan submittals to the City of Coachella, the Riverside County Fire Department or to other agencies for whom plan review and approval is required.
8. Prior to the issuance of building permits, grading or construction, the following mitigation measures shall be implemented:
 - a) In the event any onsite structures are demolished, an asbestos inspection of onsite structures shall be conducted by a qualified professional in accordance with currently accepted methods and protocols. The inspection shall include, but not be limited to

visual inspection, sampling, and laboratory analysis for the presence of asbestos products, including asbestos-containing material (ACM) and asbestos-containing construction material (ACCM). Polarized Light Microscopy and other methods consistent with the US EOA 600 method shall be applied to this investigation. A comprehensive report that documents methods, findings, and appropriate mitigation measures and/or recommendations shall be provided to the City.

- b) In the event any onsite structures are demolished, a lead-based paint inspection of onsite structures shall be conducted by a qualified professional in accordance with currently accepted methods and protocols. Inspections shall be carried out in accordance with US Department of Housing and Urban Development (HUD) guidelines, as well as OSHA Lead Exposure in Construction, Code of Federal Regulations, Title 29, Section 1926. The inspection shall include, but not be limited to visual inspection, sampling, and analysis of materials suspected of containing lead paint or other lead-based materials and coatings. A comprehensive report that documents methods, findings, and appropriate mitigation measures and/or recommendations shall be provided to the City.
- c) Prior to the start of any activity that might disturb materials potentially containing asbestos, lead, and/or other hazardous or potentially hazardous materials, a qualified and licensed contractor shall be hired to complete necessary abatement procedures. All demolition and other project related actions that might potentially disturb hazardous materials shall be performed by properly trained and qualified personnel. Remediation actions are expected to include but will not be limited to the following:
 - 1. Each part of the building from which asbestos is being removed shall, as appropriate, be sealed off in order to prevent contamination of the other area. Methods of area containment may include polyethylene film, duct tape, negative air pressure machines and other appropriate means depending on the type of asbestos materials encountered.
 - 2. Specially designed vacuum cleaners that are designed for asbestos containment (class H) can be safely used when cleaning up during and after asbestos removal.
 - 3. Removed asbestos and materials with embedded or coated with asbestos shall, as appropriate, be double wrapped in plastic and driven to a landfill.
- d) If surficial or buried materials within the project site are found to contain potentially hazardous materials (such as: asbestos-containing material, lead-based paint, and mercury or PCB-containing material) such materials shall be removed properly prior to any further site disturbance in the affected area, and disposed of at appropriate landfills or recycled, in accordance with the regulatory guidance provided in California Code of Regulation (CCR) and following the requirements of the Universal Waste Rule (40 CFR part 9).
- e) During project construction and implementation, the handling, storage, transport, and

disposal of all chemicals, including herbicides and pesticides, runoff, hazardous material and waste used on, or at, the project site, shall be in accordance with applicable local, state, and federal regulations.

- f) Vapor Encroachment Screening shall be conducted in accordance with the ASTM Standard E2600-10 Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions to identify the likelihood of migrating vapors to encroach on the subject property, thereby creating a Vapor Encroachment Condition (VEC). A complete report of findings and recommended mitigation measures, if any, shall be provided to the City prior to the issuance of building permits.
- g) A vapor intrusion risk evaluation shall be conducted in accordance with most recent version of the CalEPA Department of Toxic Substances Control's "Final Guidance for the Evaluation and Mitigation of Subsurface Vapor Intrusion to Indoor Air" to identify the likelihood of vapor intrusion into future buildings and potential impacts on indoor air quality. A complete report of findings and recommended mitigation measures, if any, shall be provided to the City prior to the issuance of grading and building permits.
- h) The applicant shall provide the City with copies of permits required by the South Coast Air Quality Management District, or a written confirmation that no permits are necessary.
- i) The applicant shall satisfy all requirements of the Fire Department relating to construction, operation, and emergency response. No building permits shall be issued, and no occupancy of the buildings shall be permitted prior to written approval by the Fire Department.

Engineering – Grading and Drainage:

- 9. Site access improvements shall be in conformance with the requirements of Title 24 of the California Administrative Code. This shall include access ramps for off-site and on-site streets as required.
- 10. If the applicant is planning to build a wall, separate permits shall be required for wall construction. The maximum height of any wall shall be limited to six (6) feet as measured from an average of the ground elevations on either side.

Engineering – Street Improvements:

- 11. Applicant shall construct all off-site and on-site improvements including street pavement, curb, gutter, sidewalk, street trees, perimeter walls, perimeter landscaping and irrigation, storm drain, street lights, and any other incidental works necessary to complete the

improvements. Driveways shall conform to City of Coachella standards for commercial driveways with a minimum width of 24.00 feet and curbed radius entrances.

12. Applicant shall obtain an encroachment permit for any improvements constructed within public right-of-way including alleys.

Engineering-Sewer and Water Improvements

13. Sewer & Water Improvement Plans prepared by a California Registered Civil Engineer shall be submitted for engineering plan check and City Engineer approval.
14. Applicant shall construct all off-site and on-site water improvements and any other incidental works necessary to complete the improvements

Engineering – General:

15. Applicant shall take into consideration City’s project titled “Grapefruit Boulevard Urban Greening & Connectivity Project” and match improvements proposed for Grapefruit Blvd. Engineering department will provide direction on this matter.
16. The developer shall submit a Fugitive Dust Control and Erosion Control plan in accordance with Guidelines set forth by CMC and SCAQMD to maintain wind and drainage erosion and dust control for all areas disturbed by grading. Exact method(s) of such control shall be subject to review and approval by the City Engineer. No sediment is to leave the site. Additional securities, in bond form, in amount of \$2,000.00 per acre of gross area, and a one time cash deposit of \$2,000.00 are required to insure compliance with this requirement. No work may be started on or off site unless the PM-10 plan has been approved, the original plans, and executed dust control agreement, are filed in the engineering department at the City of Coachella.
17. The applicant shall pay all necessary plan check, permit and inspection fees. Fees will be determined when plans are submitted to the City Engineering Department for plan check.
18. Applicant shall comply with the valley wide NPDES permit requirements including but not limited to submittal of a Preliminary WQMP for plan review accompanied by a \$3,000 plancheck deposit and a Final WQMP for final approval including executed maintenance agreement. All unused plan check fees will be refunded to the applicant upon approval of the Final WQMP.

Engineering – Completion:

19. “As-built” plans shall be submitted to and approved by the City Engineer prior to acceptance of the improvements by the City. All off-site and on-site improvements shall be completed to the City Engineer prior to acceptance of improvements for maintenance by the City.

20. Prior to issuance to of certificate of occupancy, all public improvements, including landscaping and lighting of the retention basins, and landscaped areas along the exterior streets, shall be completed to the satisfaction of the City Engineer.

Environmental Compliance:

21. The applicant shall comply with the following items prior to issuance of building permits:
- a) Verify that asbestos has been mitigated and submit disposal and closure plan
 - b) Submit detailed plumbing and mechanical plans
 - c) Facility required to submit a source control survey;
 - d) Backflow devices; will require Reduced Pressure Principle Device (RP) within 12 inches of water service installed to protect water supply from contamination or pollution;
 - e) Install separate AMI metering system for each building;
 - f) Install separate AMI water service meter for irrigation system;
 - g) The project must implement the State's drought mandate which prohibits irrigation with potable water outside newly constructed homes and buildings that is not delivered by drip or microspray systems;
22. Prior to the issuance of a building permit, the applicant shall pay all Development Fees to the City; including outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to the Development Services Department prior to permit issuance.
23. The applicant shall be responsible for paying all applicable development and processing (plan check, inspection, etc.) fees associated with this project.
24. The applicant shall pay all required water connection fees.

Coachella Valley Unified School District

25. The Coachella Valley Unified School District is authorized by the State Legislature to levy developer fees on commercial development. The Applicant or successor in interest shall pay fees in effect at the time of building permit issuance.
26. The owner/operator of the retail cannabis business shall assign an employee to act as parking monitor to direct vehicles to parking spaces during business hours to improve traffic safety.
27. The applicant shall obtain separate sign permits for all exterior wall signs. All signs may be channel lettering or logo signs with "halo" lighting and reduced illumination or backlit with gooseneck lamps.

BUILDING PERMIT No. 2993

CITY OF COACHELLA, CALIFORNIA

Phone (714) 398-0161 398-6131
765-262-012

OWNER **United Farm Workers**

CONTRACTOR

JOB ADDRESS **7639 6th St.**

LOT **1** BLK **1** TRACT **1**

ARCHITECT

ENGINEER

PURPOSE OF PERMIT **Sign (6x8)**

PLAN CK **SPECIAL INSP**

AIR COND **PLUMB** **ELECT**

LOT SIZE **BLDG. SIZE**

VALUATION **FOOTAGE**

OCCUPANCY GROUP **USE ZONE**

TYPE CONSTR. **FIRE ZONE**

SETBACK-FRONT **REAR** **SIDE**

CURBING **TYPE V CEMENT**

DATE REC. **DATE APP. 6-18-75**

APPROVED BY

SPECIAL NOTES:

OWNER-BUILDER CONTRACTOR

I certify that in the performance of the work for which this permit is issued I shall not employ any person in violation of the workmen's compensation laws of California.

I hereby acknowledge that I have read this application and state that the above is correct and agree to comply with all City Ordinances and State laws applicable.

Signed: **Ann McGlynn**
FEES: PLAN CK **BUILDING \$5.00**
TOTAL OF ALL FEES **\$5.00**

NOTICE-TO CONTRACTORS & SUB-CONTRACTORS

Final inspection of this job may be withheld until all contractors or sub-contractors having performed work under the above building permit have signed this card below as having valid Coachella business licenses.

GRADING _____
SEWERS _____
FRAMING **Paul Ok #274**
ROOFING _____
PLUMBING _____
LATHING **C. J. J. #4705**
FLOORING _____
TILES _____
PAVING _____
PAINTING _____
OTHER _____
CEMENT _____
MASONRY _____
ELECTRIC **2993**
HEATING _____

PLASTERING _____
CABINETS _____
GLAZING _____
SHEET METAL _____
INSULATION _____
OTHER: _____

INSPECTION RECORD

EXCAVATION & SETBACKS:

Pour no concrete until signed here: INT. DATE
SETBACKS _____
FOOTINGS _____
FORMS OR STEEL _____

CONCRETE SLAB FLOOR:

Do not pour until signed
ELECTRIC Gnrwk: _____
PLUMBING Gnrwk: _____
SLAB HEIGHT _____
ELECT GROUND _____
CRUSHED ROCK _____

ROUGH INSPECTIONS:

Cover no work until signed
ELECTRIC _____
PLUMBING _____
T & P VALVE _____
GAS LINES _____
A/C & HEATING _____
ATTIC ACCESS _____
ATTIC VENTS _____
GARAGE VENTS _____
FRAMING _____
ROOF NAILING _____
OTHER: _____

SPECIAL INSPECTION:

Cover no work until signed
INSULATION _____
LATH & PLASTER: _____
Cover no work until signed
EXT. LATH _____
INT. LATH _____
SHOWER BACKING _____
CORNER BEAD _____
VENEER ANCHORS _____

FINISH INSPECTION:

Do not occupy until signed
ELECTRICAL _____
PLUMBING _____
GAS _____
A/C & HEATING _____
BUILDING _____
SEWAGE _____
CURBING _____
PARKING _____
DOOR CLOSER _____
T & P VALVE _____
OTHER: _____

AIR CONDITIONING PERMIT

AMOUNT	CLASSIFICATION	FEE
	PERMIT	ITEM 7.
	APPLIANCES	
	AIR DUCTS	
	VENTS	
	VENT DUCTS	
	COMPRESSORS	
	COILS	
	TOWERS	
	COOLERS	
	PRE-COOLERS	
	SPECIAL INSP	
	OTHER:	
TOTAL FEE		

Special Notes:

ELECTRICAL PERMIT

AMOUNT	CLASSIFICATION	FEE
	PERMIT	
	SERVICE	
	ONE CENT RATE	
	1/2 CENT RATE	
	FIXTURES	
	GENERATORS	
	APPLIANCES	
	MISC.	
	MOTORS	
	OUTLETS	
	CONSTR. POLE	
	TRANSFORMERS	
	ANNUAL PERMIT	
	SPECIAL INSP.	
	OTHER:	
TOTAL FEE		

Special Notes:

PLUMBING PERMIT

AMOUNT	CLASSIFICATION	FEE
	PERMIT	
	FIXTURES	
	SEWER	
	PRIVATE SEWER	
	WATER HEATER	
	GAS PIPING	
	WATER PIPING	
	DRAINAGE	
	SPRINKLERS	
	OTHER:	
TOTAL FEE		

Special Notes:

BUILDING PERMIT No. 2361

CITY OF COACHELLA, CALIFORNIA

Phone (714) 398-0161 398-0104

OWNER **Henry Juarez (247 5218)**
 85-051 Orange Grove, Indio, Calif.

CONTRACTOR **self**

JOB ADDRESS **1639045 6th St., Coachella**

LOT **6** BLK **27** TRACT

ARCHITECT

ENGINEER

PURPOSE OF PERMIT **Reburbishing building for a women clothing store**

PLAN CK SPECIAL INSP

AIR COND PLUMB ELECT

LOT SIZE BLDG. SIZE

VALUATION **8300.00** FOOTAGE

OCCUPANCY GROUP USE ZONE

TYPE CONSTR. FIRE ZONE

SETBACK-FRONT REAR SIDE

CURBING **1 in** TYPE V. CEMENT

DATE REC **11-30-72** DATE APP. **11-30-72**

APPROVED BY **Joe Palomino, ig**

SPECIAL NOTES:

OWNER-BUILDER CONTRACTOR

I certify that in the performance of the work for which this permit is issued I shall not employ any person in violation of the workmen's compensation laws of California.

I hereby acknowledge that I have read this application and state that the above is correct and agree to comply with all City Ordinances and State laws applicable.

Signed *[Signature]*

FEES: PLAN CK BUILDING **5.00**

TOTAL OF ALL FEES

NOTICE TO CONTRACTORS & SUB-CONTRACTORS

Final inspection of this job may be withheld until all contractors or sub-contractors having performed work under the above building permit have signed this card below as having valid Coachella business licenses.

GRADING _____
 SEWERS _____
 FRAMING _____
 ROOFING _____
 PLUMBING _____
 LATHING _____
 FLOORING _____
 TILES BY _____
 PAVING _____
 PAINTING _____
 OTHER _____
 CEMENT _____
 MASONRY _____
 ELECTRIC _____
 HEATING _____

PAID
 NOV 30 1972
 COPY OF COACHELLA

[Signature]

INSPECTION RECORD

EXCAVATION & SETBACKS:
 Pour no concrete until signed here. INT. DATE

SETBACKS
 FOOTINGS
 FORMS OR STEEL

CONCRETE SLAB FLOOR:
 Do not pour until signed

ELECTRIC Gnrwk
 PLUMBING Gnrwk
 SLAB HEIGHT
 ELECT-GROUND
 CRUSHED ROCK

ROUGH INSPECTIONS:
 Cover no work until signed

ELECTRIC
 PLUMBING
 T & P VALVE
 GAS LINES
 A/C & HEATING
 ATTIC ACCESS
 ATTIC VENTS
 GARAGE VENTS
 FRAMING
 ROOF NAILING
 OTHER:

SPECIAL INSPECTION:
 Cover no work until signed

INSULATION

LATH & PLASTER:
 Cover no work until signed

EXT. LATH
 INT. LATH
 SHOWER BACKING
 CORNER BEAD
 VENEER ANCHORS

FINISH-INSPECTION:
 Do not occupy until signed

ELECTRICAL
 PLUMBING
 GAS
 A/C & HEATING
 BUILDING
 SEWAGE
 CURBING
 PARKING
 DOOR CLOSER
 T & P VALVE
 OTHER:

PLASTERING
 CABINETS
 GLAZING
 SHEET METAL
 INSULATION
 OTHER:

AIR-CONDITIONING PERMIT

AMOUNT	CLASSIFICATION	FEE
	PERMIT	ITEM 7.
	APPLIANCES	
	AIR DUCTS	
	VENTS	
	VENT DUCTS	
	COMPRESSORS	
	COILS	
	TOWERS	
	COOLERS	
	PRE-COOLERS	
	SPECIAL INSP	
	OTHER:	
TOTAL FEE		

Special Notes:

ELECTRICAL PERMIT

AMOUNT	CLASSIFICATION	FEE
	PERMIT	
	SERVICE	
	ONE CENT RATE	
	1/2 CENT RATE	
	FIXTURES	
	GENERATORS	
	APPLIANCES	
	MISC.	
	MOTORS	
	OUTLETS	
	SIGNS	
	CONSTR POLE	
	TRANSFORMERS	
	ANNUAL PERMIT	
	SPECIAL INSP	
	OTHER:	
TOTAL FEE		

Special Notes:

PLUMBING PERMIT

AMOUNT	CLASSIFICATION	FEE
	PERMIT	
	FIXTURES	
	SEWER	
	PRIVATE SEWER	
	WATER HEATER	
	GAS PIPING	
	WATER PIPING	
	DRAINAGE	
	SPRINKLERS	
	OTHER:	
TOTAL FEE		

Special Notes:

BUILDING PERMIT

CITY OF COACHELLA, CALIFORNIA

Phone (714) 398-6131 N° 4071

OWNER **George Thomas 769-262-012**

CONTRACTOR **Ortin Roofing**

JOB ADDRESS **1639 6th St.**

LOT _____ BLK _____ TRACT _____

ARCHITECT _____

ENGINEER _____

PURPOSE OF PERMIT **Repair roof**

PLAN CK _____ SPECIAL INSP _____

AIR COND _____ PLUMB _____ ELECT _____

LOT SIZE _____ BLDG. SIZE _____

VALUATION **8435.00** FOOTAGE _____

OCCUPANCY GROUP _____ USE ZONE _____

TYPE CONSTR. _____ FIRE ZONE _____

SETBACK-FRONT _____ REAR _____ SIDE _____

CURBING _____ TYPE V CEMENT _____

DATE REC. _____ DATE APP. **4-4-78**

APPROVED BY _____

SPECIAL NOTES: _____

OWNER-BUILDER CONTRACTOR

I certify that in the performance of the work for which this permit is issued I shall not employ any person in violation of the workmen's compensation laws of California.

I hereby acknowledge that I have read this application and state that the above is correct and agree to comply with all City Ordinances and State laws applicable.

Signed: *[Signature]*

FEES: PLAN CK _____ BUILDING **810.00**

TOTAL OF ALL FEES **810.00**

NOTICE TO CONTRACTORS & SUB-CONTRACTORS

Final inspection of this job may be withheld until all contractors or sub-contractors having performed work under the above building permit have signed this card below as having valid Coachella business licenses.

- GRADING _____
- SEWERS _____
- FRAMING _____
- ROOFING _____
- PLUMBING _____
- LATHING _____
- FLOORING _____
- TILES _____
- PAVING _____
- PAINTING _____
- GLAZING _____
- CEMENT _____
- MASONRY _____
- ELECTRIC _____
- HEATING _____

Final 8/31/78

110.00

Rec. #10354

- PLASTERING _____
- CABINETS _____
- GLAZING _____
- SHEET METAL _____
- INSULATION _____
- OTHER: _____

INSPECTION RECORD

EXCAVATION & SETBACKS:
Pour no concrete until signed here.

INT.	DATE

CONCRETE SLAB FLOOR:
Do not pour until signed

ELECTRIC Gnrk	
PLUMBING Gnrk	
SLAB HEIGHT	
ELECT GROUND	
CRUSHED ROCK	

ROUGH INSPECTIONS:
Cover no work until signed

ELECTRIC	
PLUMBING	
T & P VALVE	
GAS LINES	
A/C & HEATING	
ATTIC ACCESS	
ATTIC VENTS	
GARAGE VENTS	
FRAMING	
ROOF NAILING	
OTHER:	

SPECIAL INSPECTION:
Cover no work until signed

INSULATION	
LATH & PLASTER:	
EXT LATH	
INT LATH	
SHOWER BACKING	
CORNER BEAD	
VENEER ANCHORS	

FINISH INSPECTION:
Do not occupy until signed

ELECTRICAL	
PLUMBING	
GAS	
A/C & HEATING	
BUILDING	
SEWAGE	
CURBING	
PARKING	
DOOR CLOSER	
T & P VALVE	
OTHER:	

AIR CONDITIONING PERMIT

AMOUNT	CLASSIFICATION	ITEM 7.	FEE
	PERMIT		
	APPLIANCES		
	AIR DUCTS		
	VENTS		
	VENT DUCTS		
	COMPRESSORS		
	COILS		
	TOWERS		
	COOLERS		
	PRE-COOLERS		
	SPECIAL INSP		
	OTHER:		
	TOTAL FEE		

Special Notes: _____

ELECTRICAL PERMIT

AMOUNT	CLASSIFICATION	FEE
	PERMIT	
	SERVICE	
	ONE CENT RATE	
	1/2 CENT RATE	
	FIXTURES	
	GENERATORS	
	APPLIANCES	
	MISC.	
	MOTORS	
	OUTLETS	
	SIGNS	
	CONSTR POLE	
	TRANSFORMERS	
	ANNUAL PERMIT	
	SPECIAL INSP.	
	OTHER:	
	TOTAL FEE	

Special Notes: _____

PLUMBING PERMIT

AMOUNT	CLASSIFICATION	FEE
	PERMIT	
	FIXTURES	
	SEWER	
	PRIVATE SEWER	
	WATER HEATER	
	GAS PIPING	
	WATER PIPING	
	DRAINAGE	
	SPRINKLERS	
	OTHER:	
	TOTAL FEE	

Special Notes: _____

**BUILDING DEPARTMENT
CITY OF COACHELLA**

705-262-011

**APPLICATION FOR
BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY**

ITEM 7.

APPLICANT TO FILL IN BETWEEN HEAVY LINES

Building Address: 1647 - 6ST ST

Owner Name: S. CASTELLO
Address: 1647 - 6ST ST.
City: COACHELLA Tel. No. _____

Architect Engineer Name: _____
Address: _____
City: _____
State License No. _____ Tel. No. _____

Contractor Name: BUNDEL
Address: _____
City: _____
State License No. _____ Tel. No. _____

Legal Lot No. 6 Block 27
Tract CLW CO.

Description of Work
New Add Alter Repair Demolish
Use of Building: HOT MOP + REPAIR PORTION OF ROOF
Size Building _____ Height _____
No. Rooms _____ No. Families _____
No. Stories _____ Size of Lot _____
No. Buildings Now on Lot _____ Use of Bldg. Now on Lot _____

1. Type of Construction	I	II	III	IV	V	VI							
2. Occupancy Group	A	B	C	D	E	F	G	H	I	J	K		
	Division			1	2	3	4						
3. Use Zone	A	B	C	D	E	F	G	H	I	J	K	L	M
	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
	1	2	3	4	5	6	7	8	9				
4. Fire Zone	1	2	3	4									

I certify that in the performance of the work for which this permit is issued I shall not employ any person in any manner so as to become subject to the Workmen's Compensation Laws of California; or I certify that my Workmen's Compensation Insurer is _____
Policy No. _____ which expires _____

I hereby acknowledge that I have read this application and state that the above is correct and agree to comply with all City Ordinances and State Laws regulating building construction.

Authorized Agent
Signature of Permittee X

Building Address: _____

Receipt No.	Group	Plan Check No.
Date Received	Zone	Type

Date Issued: 4/14/66

INSPECTION RECORD

Set Back _____
Excavation and Forms _____
Concrete _____
Reinforcing Steel _____
Bond Beam _____
Frame _____
Roofing _____
Room Ventilation _____
Kitchen Vent _____
Foundation Vent _____
Access Hole _____
Garage Fire Proofing _____
Fireplace _____
Water Closet _____
Water Heater _____
Sewage Disposal _____
Lathing _____
Plastering _____
Certificate of Occupancy _____
Correction Order Left _____
Stop Order Issued _____
Stop Order Released _____

SPECIAL INFORMATION

\$ Valuation: 148⁰⁰

Plan Check Fee _____
Permit Fee: 4.⁰⁰

BUILDING DEPARTMENT CITY OF COACHELLA

APPLICATION FOR PERMIT ELECTRIC

ITEM 7.

E-382

APPLICANT TO FILL IN BETWEEN HEAVY LINES

Building Address	1657 - 6 th ST		
Owner	Name	GEORGE THOMAS	
	Address	1667 - 6 th ST	
	City	COACHELLA	Tel. No.
Electrician	Name	DUNNOL	
	Address		
	City		
Tel. No.			

Building Address	Date Issued	Ready First Insp.	Group	Zone
	1/28/66			

I hereby acknowledge that I have read this application and state that the information I have provided is correct and agree to comply with all City Ordinances and State Laws regulating electrical wiring.

I hereby certify that I am properly registered and/or licensed as required by the City and State of California or that I am the legal owner of the residential property described hereon.

Signature of Permittee: *X*

NUMBER AND TYPE OF OUTLETS		
	Number	Each
Light Outlets	7	
Receptacles		.20
Switches		
Total Outlets		\$.10
Electric Ranges		.50
Electric Heaters		.50
Fixtures		.10
Miscellaneous		
Number of Light Circuits		
Number of Receptacle Circuits		

INSPECTION RECORD			
3 Ph			
1 Ph			110 V.
U. G.	Service: Conduit	Wire	220 V.
O. H.	Switch	Fuse	440 V.

MOTORS					
Number		H. P.	Horsepower		Fee Each
New	Mvd.		Over	Inc.	
			1/2 & Less		\$.25
			1/2	2	.50
			2	5	1.00
			5	15	1.50
			15	50	2.50
			50	200	5.00
			Over 200		10.00

M. G. Set/Freq. Changer—H. P.

Welders: AC-KVA

Generators—KW

Transformers—KVA

Temp. Motors (75% of Orig.)

Miscellaneous

SIGNS			
No.	No. Lamps		
No.	No. Trans		
For Each Permit			
Wiring	Work w/Service (Comm)	\$1.00	100
Fixtures		1.00	500
Supplementary		.50	
Total Fee		Min. \$2.00	\$ 7.40

APPROVALS		
	Date	Inspector
Conduit		
Wiring		
Utility Co. Notified		
Final		

BUILDING PERMIT No. 2240

CITY OF COACHELLA, CALIFORNIA

Phone (714) 398-0101 398-0104

PARCEL NO. 765-262-011
OWNER: George Thomas, Box 6, Coachella
398-3191

CONTRACTOR: Kuykendall, Inc., 83-792
Avenue 45, Indio

JOB ADDRESS: 1645 & 1463-6th Street

LOT 6 BLK 27 TRACT

ARCHITECT:

ENGINEER:

PURPOSE OF PERMIT: Install 8-To n
Air Conditioning

PLAN CK SPECIAL INSP
AIR COND YES PLUMB ELECT YES

LOT SIZE BLDG. SIZE

VALUATION FOOTAGE

OCCUPANCY GROUP USE ZONE

TYPE CONSTR. FIRE ZONE

SETBACK: FRONT REAR SIDE

CURBING TYPE V CEMENT

DATE REC. 8-15-72 DATE APP. 8-15-72

APPROVED BY: [Signature]

SPECIAL NOTES:

OWNER-BUILDER CONTRACTOR

I certify that in the performance of the work for which this permit is issued I shall not employ any person in violation of the workmen's compensation laws of California.

I hereby acknowledge that I have read this application and state that the above is correct and agree to comply with all City Ordinances and State laws applicable.

Signed: [Signature]
FEES: PLAN CK BUILDING
TOTAL OF ALL FEES \$35.00

NOTICE TO CONTRACTORS & SUB-CONTRACTORS

Final inspection of this job may be withheld until all contractors or sub-contractors having performed work under the above building permit have signed this card below as having valid Coachella business licenses.

- GRADING
- SEWERS
- FRAMING
- ROOFING
- PLUMBING
- LATHING
- FLOORING
- TILES
- PAVING
- PAINTING
- OTHER
- CEMENT
- MASONRY
- ELECTRIC
- HEATING

- PLASTERING
- CABINETS
- GLAZING
- SHEET METAL
- INSULATION
- OTHER:

INSPECTION RECORD

EXCAVATION & SETBACKS:
 Pour no concrete until signed here.

INT.	DATE
------	------

SETBACKS

FOOTINGS

FORMS OR STEEL

CONCRETE SLAB FLOOR:
 Do not pour until signed

ELECTRIC Gnrwk

PLUMBING Gnrwk

SLAB HEIGHT

ELECT GROUND

CRUSHED ROCK

ROUGH INSPECTIONS:
 Cover no work until signed

ELECTRIC

PLUMBING

T & P VALVE

GAS LINES

A/C & HEATING

ATTIC ACCESS

ATTIC VENTS

GARAGE VENTS

FRAMING

ROOF NAILING

OTHER:

SPECIAL INSPECTION:
 Cover no work until signed

INSULATION

LATH & PLASTER:
 Cover no work until signed

EXT LATH

INT LATH

SHOWER BACKING

CORNER BEAD

VENEER ANCHORS

FINISH INSPECTION:
 Do not occupy until signed

ELECTRICAL

PLUMBING

GAS

A/C & HEATING

BUILDING

SEWAGE

CURBING

PARKING

DOOR CLOSER

T & P VALVE

OTHER:

AIR CONDITIONING PERMIT

AMOUNT	CLASSIFICATION	FEE
	PERMIT	ITEM 7. 00

APPLIANCES

AIR DUCTS

VENTS

VENT DUCTS

COMPRESSORS

COILS

TOWERS

COOLERS

PRE-COOLERS

SPECIAL INSP

OTHER: 26.00

TOTAL FEE 27.00

Special Notes:

ELECTRICAL PERMIT

AMOUNT	CLASSIFICATION	FEE
	PERMIT	3.00

SERVICE

ONE CENT RATE

1/2 CENT RATE

FIXTURES

GENERATORS

APPLIANCES

MISC.

MOTORS

OUTLETS

SIGNS

CONSTR POLE

TRANSFORMERS

ANNUAL PERMIT

SPECIAL INSP.

OTHER: 5.00

TOTAL FEE 8.00

Special Notes:

PLUMBING PERMIT

AMOUNT	CLASSIFICATION	FEE
	PERMIT	

FIXTURES

SEWER

PRIVATE SEWER

WATER HEATER

GAS PIPING

WATER PIPING

DRAINAGE

SPRINKLERS

OTHER:

TOTAL FEE

Special Notes:

Just 9-5-72
30-day temporary elec. final 8-30-72

BUILDING PERMIT No. 2360

CITY OF COACHELLA, CALIFORNIA

Phone (714) x328x0161 398-0104

765-262-011

OWNER **George Thomas**
1657 6th St., Coachella

CONTRACTOR **Norman Gattins**
Indio, California

JOB ADDRESS **1657 6th St., Coachella**

LOT **6** BLK _____ TRACT _____

ARCHITECT _____

ENGINEER _____

PURPOSE OF PERMIT **re-roof**

PLAN CK _____ SPECIAL INSP _____

AIR COND _____ PLUMB _____ ELECT _____

LOT SIZE _____ BLDG. SIZE _____

VALUATION _____ FOOTAGE _____

OCCUPANCY GROUP _____ USE ZONE _____

TYPE CONSTR. _____ FIRE ZONE _____

SETBACK-FRONT _____ REAR _____ SIDE _____

CURBING **in** TYPE V CEMENT _____

DATE REC. **11-29-72** DATE APP. **11-29-72**

APPROVED BY **Joe Palomino, ig**

SPECIAL NOTES: _____

OWNER-BUILDER CONTRACTOR

I certify that in the performance of the work for which this permit is issued I shall not employ any person in violation of the workmen's compensation laws of California.

I hereby acknowledge that I have read this application and state that the above is correct and agree to comply with all City Ordinances and State laws applicable.

Signed: *Norman Gattins*
FEES: PLAN CK _____ BUILDING **5.00**

TOTAL OF ALL FEES _____

NOTICE TO CONTRACTORS & SUB-CONTRACTORS

Final inspection of this job may be withheld until all contractors or sub-contractors having performed work under the above building permit have signed this card below as having valid Coachella business licenses.

- GRADING _____
- SEWERS _____
- FRAMING _____
- ROOFING *Norman Gattins*
- PLUMBING _____
- LATHING _____
- FLOORING _____
- TILES _____
- PAVING _____
- PAINTING *Norman Gattins*
- OTHER *5.00*
- CEMENT _____
- MASONRY *Joe Palomino*
- ELECTRIC _____
- HEATING _____

- PLASTERING _____
- CABINETS _____
- GLAZING _____
- SHEET METAL _____
- INSULATION _____
- OTHER: _____

INSPECTION RECORD

EXCAVATION & SET-BACKS:

Pour no concrete until signed here: INT. DATE

SETBACKS _____
FOOTINGS _____
FORMS OR STEEL _____

CONCRETE SLAB FLOOR:

Do not pour until signed.
ELECTRIC Gnrwk _____
PLUMBING Gnrwk _____
SLAB HEIGHT _____
ELECT GROUND _____
CRUSHED ROCK _____

ROUGH INSPECTIONS:

Cover no work until signed.
ELECTRIC _____
PLUMBING _____
T & P VALVE _____
GAS LINES _____
A/C & HEATING _____
ATTIC ACCESS _____
ATTIC VENTS _____
GARAGE VENTS _____
FRAMING _____
ROOF NAILING _____
OTHER: _____

SPECIAL INSPECTION:

Cover no work until signed.
INSULATION _____
LATH & PLASTER:
Cover no work until signed.
EXT LATH _____
INT LATH _____
SHOWER BACKING _____
CORNER BEAD _____
VENEER ANCHORS _____

FINISH INSPECTION:

Do not occupy until signed.
ELECTRICAL _____
PLUMBING _____
GAS _____
A/C & HEATING _____
BUILDING _____
SEWAGE _____
CURBING _____
PARKING _____
DOOR CLOSER _____
T & P VALVE _____
OTHER: _____

AIR CONDITIONING PERMIT

AMOUNT	CLASSIFICATION	FEE
	PERMIT	ITEM 7.
	APPLIANCES	
	AIR DUCTS	
	VENTS	
	VENT DUCTS	
	COMPRESSORS	
	COILS	
	TOWERS	
	COOLERS	
	PRE-COOLERS	
	SPECIAL INSP	
	OTHER:	
TOTAL FEE		

Special Notes: _____

ELECTRICAL PERMIT

AMOUNT	CLASSIFICATION	FEE
	PERMIT	
	SERVICE	
	ONE CENT RATE	
	1/2 CENT RATE	
	FIXTURES	
	GENERATORS	
	APPLIANCES	
	MISC.	
	MOTORS	
	OUTLETS	
	SIGNS	
	CONSTR POLE	
	TRANSFORMERS	
	ANNUAL PERMIT	
	SPECIAL INSP.	
	OTHER:	
TOTAL FEE		

Special Notes: _____

PLUMBING PERMIT

AMOUNT	CLASSIFICATION	FEE
	PERMIT	
	FIXTURES	
	SEWER	
	PRIVATE SEWER	
	WATER HEATER	
	GAS PIPING	
	WATER PIPING	
	DRAINAGE	
	SPRINKLERS	
	OTHER:	
TOTAL FEE		

Special Notes: _____

City of Coachella

1515 Sixth Street Coachella, California 92236 Phone: 398-6131

APPLICATION AND PERMIT REC# 23772

N^o 865

ITEM 7.

Owner Dr. Fisher Address 1657 Sixth Street, Coachella
 Job Address 1657 Sixth Street, Coachella Tract _____ Lot _____
 Description of Work Remover Roof - 25' x 60'

Date April 18, 19 83
 FIRE ZONE _____ USE ZONE _____
 OCCUPANCY _____ CONST. TYPE _____
 SQ. FT. _____ GARAGE _____
 COUNTY ASSESSOR'S NUMBER
765-262-011

SPECIAL CONDITIONS PLEASE CALL 24 HOURS IN ADVANCE FOR INSPECTIONS

Contractor Ren Ortiz State Lic. No. _____ City Lic. No. _____
 Address _____ Phone 398-6187 (R)
 Workers Compensation Insurer _____ Address _____

Compensation Insurance Exemption On File Construction Lender _____

PLUMBING AND/OR MECHANICAL			ELECTRICAL			BUILDING, SIGN AND/OR GRADING		
Contractor			Contractor			Est. Cost of Bldg. <u>2001.00</u>		
QTY.	ITEM	AMOUNT	QTY.	ITEM	AMOUNT	DESCRIPTION		AMOUNT
	Permit			Permit		Building Permit Fee		30 00
	Plumbing Fixtures			Service Amp.		Sign Permit Fee		
	Sewer Connection			Fixtures		Grading Permit Fee		
	Water System			Outlets & Switches		Plan Check Fee		
	Gas System			New Building		OTHER		
				Temporary Power				
				One Cent Rate				
				1/2 Cent Rate				
	Total Plumbing							
	Mechanical Permit					New Construction Tax		
	Heating Unit							
	Airconditioning Unit					TOTAL FEES PAYABLE		30 00
	Range Hood							
	Total Mechanical			TOTAL ELECT.				
	TOTAL							

CERTIFICATION APPEARING ON APPLICATIONS

I have carefully examined the above completed "Application and Permit," and do hereby certify that all information hereon is true and correct, and I further certify and agree, if a permit is issued to comply with all City, County and State laws governing building construction, whether specified herein or not; and I hereby agree to save, indemnify and hold the City of Coachella harmless against liabilities, judgments, costs and expenses which may in any way accrue against the City of Coachella as a result of the granting of this permit.

Page 270

OWNER CONTRACTOR AGENT

Ren Ortiz
 Applicant's Signature

Richard S. ...
 Building Planning

The issuance of this permit is based upon plans and specifications filed with the City of Coachella and shall not prevent the building official from thereafter requiring the correction of errors in said plans and specifications. Every permit issued by the Building Official under the provisions of this Code shall expire by limitation and become null and void, if the building or work authorized by such permit is not commenced within 180 days from the date of such permit, or if the building or work authorized by such permit is suspended or abandoned at any time after the work is commenced for a period of 180 days.

BUILDING DEPARTMENT CITY OF COACHELLA

APPLICATION FOR PERMIT ELECTRIC

ITEM 7.
E-381

APPLICANT TO FILL IN BETWEEN HEAVY LINES

Building Address 1667-6th ST

Owner
Name GEORGE THOMAS
Address 1667-6th ST
City COACHELLA Tel. No. _____

Electrician
Name OWNER
Address _____
City _____ Tel. No. _____

Building Address _____

Date Issued 1/28/66 Ready First Insp. _____ Group _____ Zone _____

I hereby acknowledge that I have read this application and state that the information I have provided is correct and agree to comply with all City Ordinances and State Laws regulating electrical wiring.

I hereby certify that I am properly registered and/or licensed as required by the City and State of California or that I am the legal owner of the residential property described hereon.

Signature of Permittee X

NUMBER AND TYPE OF OUTLETS

	Number	Each	Fee
Light Outlets	12	.20	
Receptacles			
Switches			
Total Outlets			\$.10
Electric Ranges			.50
Electric Heaters			.50
Fixtures			.10
Miscellaneous			
Number of Light Circuits			
Number of Receptacle Circuits			

\$ 2 40

INSPECTION RECORD

3 Ph			
1 Ph			110 V.
U. G.	Service: Conduit _____	Wire _____	220 V.
O. H.	Switch _____	Fuse _____	440 V.

MOTORS

Number		H. P.	Horsepower		Fee Each
New	Mvd.		Over	Inc.	
			½ & Less		\$.25
			½	2	.50
			2	5	1.00
			5	15	1.50
			15	50	2.50
			50	200	5.00
			Over 200		10.00

M. G. Set/Freq. Changer—H. P. _____

Welders: AC-KVA _____

Generators—KW _____

Transformers—KVA _____

Temp. Motors (75% of Orig.) _____

Miscellaneous _____

SIGNS

No. _____	No. Lamps _____
No. _____	No. Trans _____

For Each Permit

Wiring <u>Work w/Service (Comm)</u>	\$1.00	1.00
Fixtures	1.00	5.00
Supplementary	.50	8.40
Total Fee	Min. \$2.00	<u>8</u> <u>40</u>

APPROVALS

	Date	Inspector
Conduit		
Wiring		
Final		

Utility Co. Notified _____

BUILDING PERMIT No. 2091

CITY OF COACHELLA, CALIFORNIA

Phone (714) 398-0161

Parcel No. 765-262-011

OWNER: George Thomas
1667 6th Street - Coachella, Calif.

CONTRACTOR: Owner

JOB ADDRESS: Same 16576th St

LOT 6 BLK 27 TRACT

ARCHITECT

ENGINEER

PURPOSE OF PERMIT: Drive Way

PLAN CK: No SPECIAL INSP: No

AIR COND: No PLUMB: No ELECT: No

LOT SIZE: 50x125 BLDG. SIZE

VALUATION: \$577.50 FOOTAGE: 1,350 Sq. Ft.

OCCUPANCY GROUP: J USE ZONE: C-2

TYPE CONSTR: V FIRE ZONE: 3

SETBACK-FRONT: REAR: SIDE:

CURBING: In TYPE V CEMENT

DATE REC: 2/14/72 DATE APP: 2/14/72

APPROVED BY: [Signature]

SPECIAL NOTES:

OWNER-BUILDER CONTRACTOR

I certify that in the performance of the work for which this permit is issued I shall not employ any person in violation of the workmen's compensation laws of California.

I hereby acknowledge that I have read this application and state that the above is correct and agree to comply with all City Ordinances and State laws applicable.

Signed: [Signature]

FEES: PLAN CK: BUILDING: 6.00
TOTAL OF ALL FEES: \$6.00

NOTICE TO CONTRACTORS & SUB-CONTRACTORS

Final inspection of this job may be withheld until all contractors or sub-contractors having performed work under the above building permit have signed this card below as having valid Coachella business licenses.

- GRADING
SEWERS
FRAMING
ROOFING
PLUMBING
LATHING
FLOORING
TILES
PAVING
PAINTING
OTHER
CEMENT
MASONRY
ELECTRIC
HEATING

- PLASTERING
CABINETS
GLAZING
SHEET METAL
INSULATION
OTHER

INSPECTION RECORD

Table with columns: EXCAVATION & SETBACKS, SETBACKS, FOOTINGS, FORMS OR STEEL, CONCRETE SLAB FLOOR, ELECTRIC Gnrk, PLUMBING Gnrk, SLAB HEIGHT, ELECT GROUND, CRUSHED ROCK.

Table with columns: ROUGH INSPECTIONS, ELECTRIC, PLUMBING, GAS LINES, A/C & HEATING, ATTIC ACCESS, ATTIC VENTS, GARAGE VENTS, FRAMING, ROOF NAILING, OTHER.

Table with columns: SPECIAL INSPECTION, INSULATION, LATH & PLASTER, EXT LATH, INT LATH, SHOWER BACKING, CORNER BEAD, VENEER ANCHORS.

Table with columns: FINISH INSPECTION, ELECTRICAL, PLUMBING, GAS, A/C & HEATING, BUILDING, SEWAGE, CURBING, PARKING, DOOR CLOSER, T & P VALVE, OTHER.

GRADING PERMIT

Table with columns: AMOUNT, CLASSIFICATION, PERMIT, APPLIANCES, AIR DUCTS, VENTS, VENT DUCTS, COMPRESSORS, COILS, TOWERS, COOLERS, PRE COOLERS, SPECIAL INSP, OTHER, TOTAL FEE.

Special Notes:

ELECTRICAL PERMIT

Table with columns: AMOUNT, CLASSIFICATION, FEE, PERMIT, SERVICE, ONE CENT RATE, 1/2 CENT RATE, FIXTURES, GENERATORS, APPLIANCES, MISC, MOTORS, OUTLETS, SIGNS, CONSTR POLE, TRANSFORMERS, ANNUAL PERMIT, SPECIAL INSP, OTHER, TOTAL FEE.

Special Notes:

PLUMBING PERMIT

Table with columns: AMOUNT, CLASSIFICATION, FEE, PERMIT, FIXTURES, SEWER, PRIVATE SEWER, WATER HEATER, GAS PIPING, WATER PIPING, DRAINAGE, SPRINKLERS, OTHER, TOTAL FEE.

Special Notes:

2091

City of Coachella

1515 Sixth Street Coachella, California 92236 Phone: 398-6131

APPLICATION AND PERMIT REC#

NO 3003

ITEM 7

Owner George's Men's Store Address 1667 Sixth Street, Coachella, CA.

Job Address 1667 Sixth Street, Coachella, CA. Tract _____ Lot _____

Description of Work REPAIR ELECTRICAL CIRCUITS AFTER METER STRUCK BY LIGHTING

Date Sept. 3, 19 83

FIRE ZONE _____ USE ZONE _____
 OCCUPANCY _____ CONST. TYPE _____
 SQ. FT. _____ GARAGE _____
 COUNTY ASSESSOR'S NUMBER
765-262-009

SPECIAL CONDITIONS PLEASE CALL 24 HRS. IN ADVANCE FOR INSPECTIONS-THANK YOU

Contractor Owner/Builder State Lic. No. _____ City Lic. No. _____

Address _____ Phone 398-3191

Workers Compensation Insurer _____ Address _____

Compensation Insurance Exemption On File Construction Lender _____

PLUMBING AND/OR MECHANICAL			ELECTRICAL			BUILDING, SIGN AND/OR GRADING	
Contractor			Contractor			Est. Cost of Bldg.	
QTY.	ITEM	AMOUNT	QTY.	ITEM	AMOUNT	DESCRIPTION	AMOUNT
	Permit		1	Permit	4 00	Building Permit Fee	
	Plumbing Fixtures		220	Service Amp.	2 00	Sign Permit Fee	
	Sewer Connection			Fixtures		Grading Permit Fee	
	Water System			Outlets & Switches	4 00	Plan Check Fee	
	Gas System			New Building		OTHER	
				Temporary Power			
				One Cent Rate			
				1/2 Cent Rate			
	Total Plumbing						
	Mechanical Permit						
	Heating Unit					New Construction Tax	
	Airconditioning Unit						
	Range Hood						
	Total Mechanical						
	TOTAL			TOTAL ELECT.	10 00	TOTAL FEES PAYABLE	

The issuance of this permit is based upon plans and specifications filed with the City of Coachella and shall not prevent the building official from thereafter requiring the correction of errors in said plans and specifications. Every permit issued by the Building Official under the provisions of this Code shall expire by limitation and become null and void, if the building or work authorized by such permit is not commenced within 180 days from the date of such permit, or if the building or work authorized by such permit is suspended or abandoned at any time after the work is commenced for a period of 180 days.

CERTIFICATION APPEARING ON APPLICATIONS
 I have carefully examined the above completed "Application and Permit," and do hereby certify that all information hereon is true and correct, and I further certify and agree, if a permit is issued to comply with all City, County and State laws governing building construction, whether specified herein or not; and I hereby agree to save, indemnify and hold the City of Coachella against liabilities, judgments, costs and expenses which may in any way accrue against said City of Coachella in consequence of the granting of this permit.

George Thomas
 Applicant's Signature

OWNER CONTRACTOR AGENT

[Signature]
 Building Planning

