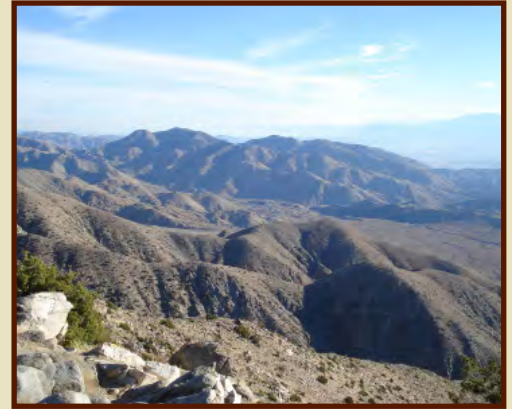




SCH #: 2009021007



GENERAL PLAN UPDATE **FINAL EIR**

CITY OF COACHELLA, CALIFORNIA

FEBRUARY 2015



CITY OF COACHELLA GENERAL PLAN UPDATE

Final EIR

February 2015



SCH #: 2009021007

Lead Agency: City of Coachella

Community Development Department

1515 Sixth St.

Coachella, CA 92236

Contact: Luis Lopez

Community Development Director

760.398.3102

Consultant:

Raimi + Associates

3600 Lime Street, Suite 226

Riverside, CA 92501

Contact: Matthew Burris, AICP, LEED AP

Project Manager

951.530.3577

February 10, 2015

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Introduction

1 | INTRODUCTION

INTRODUCTION

The Final Environmental Impact Report (Final EIR) for the proposed Coachella General Plan Update (CGPU or Project) has been prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines and the City of Coachella policies for implementing CEQA. The following is an excerpt from the CEQA Guidelines Section 15132 that states:

“The Final EIR shall consist of:

- (a) The Draft EIR or a version of the draft.*
- (b) Comments and recommendations received on the Draft EIR either verbatim or in summary.*
- (c) A list of persons, organizations, and public agencies commenting on the Draft EIR.*
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.*
- (e) Any other information added by the Lead Agency.”*

The Final EIR includes all of these required components. Volumes I and II are the Draft EIR and Draft EIR Appendices, respectively. This Volume III document includes all of the additional items needed to comprise the Final EIR.

In accordance with § 15088 of the State CEQA Guidelines, the City of Coachella, as the lead agency for the proposed Project, evaluated comments received on the Draft EIR (State Clearinghouse No. 2009021007) and has prepared the following responses to the comments received. The preceding Table of Contents provides of a list of all persons, organizations and public agencies commenting on the Draft EIR. Section 2.0 includes the Responses to Comments received by the City of Coachella on the Draft EIR. It should be noted that responses to comments also resulted in various editorial clarifications and corrections to the original Draft EIR text. Added or modified text is shown in Section 3.0, Errata. All content highlighted in blue represents new text to the DEIR. Text that is blue with a strike running through it represents text that was deleted from the DEIR. All other text has not been changed since the public review DEIR was released. The additional information, corrections, and clarifications do not substantively affect the conclusions within the Draft EIR. This Response to Comments document is part of the Final EIR, which includes the Draft EIR pursuant to § 15132 of the State CEQA Guidelines.

After review and discussion by City staff and the City Planning Commission, responses to comments will be sent to commenting agencies in a separate response document. This satisfies the requirement of Section 21092.5 of CEQA to send responses to the public agency comments received on the Draft EIR at least 10 days prior to certification of the EIR. This document includes responses to all written and verbal comments received on the Draft EIR.

BACKGROUND

On March 8, 2013, the City of Coachella issued a Notice of Preparation (NOP) for the proposed Project to identify the potential environmental impacts of the project (refer to Draft Program EIR Appendix A). An NOP is a document that is sent by the lead agency to notify public agencies and interested parties that the lead agency plans to prepare an EIR for the project. The purpose of the NOP is to solicit comments from public agencies and interested parties, and to identify issues that should be considered in the EIR. The NOP for the proposed Project was sent to trustee and responsible agencies, members of the public, other interested parties, and the California Office of Planning and Research, State Clearinghouse for the required 30-day public review period, which ended on April 15, 2013. During the review period, public agencies and members of the public had the opportunity to respond to the NOP to identify issues of special concern to them and to suggest additional issues to be considered in the EIR. In addition, the City held a public scoping meeting on March 14, 2013 to discuss characteristics of the proposed Project, its planning status, the nature of its potential environmental effects, and the scope (i.e., the specific issues) of the EIR analysis. The scoping meeting provided further opportunities for public input regarding environmental concerns and issues that should be addressed in the EIR.

The Draft EIR for the proposed Project was distributed to trustee and responsible agencies, members of the public, other interested parties, and the California Office of Planning and Research, State Clearinghouse on July 1, 2014. This began the public review period, which ended on September 15, 2014 according to the State Clearinghouse.

Section 3.0 includes any additional or clarifying information resulting from preparation of the Responses to Comments as well as any minor revisions (additions or deletions) to the text of the Draft EIR. Additionally, it should be noted that these Responses to Comments and Errata merely clarify, amplify, and expand on the fully adequate analysis and significance conclusions that were already set forth in the Draft EIR for public review. CEQA Guidelines Section 15088.5 makes clear that such clarifications and amplifications are appropriate under CEQA and do not require recirculation of the EIR. Specifically, Section 15088.5 states:

“(a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.

(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

(b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR. “

As set forth in more detail in these Responses to Comments and Errata, none of the clarifications or amplifications set forth herein change the significance conclusions presented in the Draft EIR or the substantially alters the analysis presented for public review. Furthermore, the Draft EIR circulated for public review was fully adequate under CEQA such that meaningful public review was not precluded. Thus, the clarifications provided in these Responses to Comments and Errata do not constitute significant new information that might trigger recirculation.

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Comments and Responses

2



EDMUND G. BROWN JR.
GOVERNOR

Comment Letter 1
STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

August 15, 2014

Luis Lopez
City of Coachella
1515 Sixth Street
Coachella, CA 92236


Subject: Coachella General Plan Update
SCH#: 2009021007

Dear Luis Lopez:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on August 14, 2014, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,


Scott Morgan
Director, State Clearinghouse

1.1

Document Details Report
State Clearinghouse Data Base

SCH# 2009021007
Project Title Coachella General Plan Update
Lead Agency Coachella, City of

Type EIR Draft EIR

Description The Proposed Project is the Coachella General Plan Update 2035. The Coachella General Plan Update 2035 (CGPU) was developed through a combined effort between community members, City staff, stakeholders, and consultants to form goals, policies, and implementation strategies that will implement the vision of the community. The project's Planning Area encompasses 18,564 acres of City land and 14,755 acres within the City's sphere of influence (SOI). The current population is approximately 40,000. Under the proposed project, by 2035, population would be approximately 135,000 and the City would add 25,750 new jobs. Under the proposed project, growth would be achieved through 33,469 new dwelling units, 10.4 million sf of retail, 3.7 million sf of office, and 5.2 million sf of industrial. The project also includes a CAP.

Lead Agency Contact

Name	Luis Lopez	
Agency	City of Coachella	
Phone	760 398-5421	Fax
email	llopez@coachella.org	
Address	1515 Sixth Street	
City	Coachella	State CA Zip 92236

Project Location

County	Riverside			
City	Coachella			
Region				
Lat / Long	33° 40' 0" N / 116° 10' 0" W			
Cross Streets	Sixth Street and Orchard Street			
Parcel No.	Multiple (City, SOI & Planning Area)			
Township		Range	Section Multip	Base

Proximity to:

Highways	SR-111, SR-86, I-10
Airports	Jacqueline Cochran Regional
Railways	SPRR
Waterways	Whitewater River and Coachella Canal
Schools	Multiple
Land Use	Multiple designations.

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 6; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Department of Housing and Community Development; Air Resources Board; Regional Water Quality Control Board, Region 7; Native American Heritage Commission; Public Utilities Commission; State Lands Commission

Document Details Report
State Clearinghouse Data Base

Date Received 07/01/2014

Start of Review 07/01/2014

End of Review 08/14/2014



EDMUND G. BROWN JR.
GOVERNOR

Comment Letter 2

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

August 18, 2014

Luis Lopez
City of Coachella
1515 Sixth Street
Coachella, CA 92236

Subject: Coachella General Plan Update
SCH#: 2009021007

Dear Luis Lopez:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on August 14, 2014. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2009021007) when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**DEPARTMENT OF CONSERVATION***Managing California's Working Lands***DIVISION OF LAND RESOURCE PROTECTION**

801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEB SITE conservation.ca.gov

August 14, 2014

Via Email: llopez@coachella.org

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

RECEIVED

AUG 15 2014

STATE CLEARING HOUSE

CITY OF COACHELLA GENERAL PLAN 2035 AND EIR PROJECT (SCH
#2009021007)

Dear Mr. Lopez:

The Department of Conservation's (Department) Division of Land Resource Protection (Division) monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. The Division has reviewed the Draft Environmental Impact Report (DEIR) for the City of Coachella General Plan 2035 project and offers the following comments and recommendations.

PROJECT DESCRIPTION

The proposed project is a comprehensive update and implementation of the City of Coachella's General Plan, providing new policy guidelines for future physical development and conservation of resources in the City.

The project site consists of a planning area that encompasses all land within the City of Coachella and the City's Sphere of Influence, which equals 45,300 acres. The project area also contains approximately 994 acres of land under active Williamson Act contracts and 1,480 acres of land subject to Williamson Act contracts that are in non-renewal. Full build-out of designated urban areas within the proposed planning area would result in the loss of at least 6,100 acres of Important Farmland.

2.2

DIVISION COMMENTS

WILLIAMSON ACT

The DEIR notes that the Planning Area contains 994 acres of land under active Williamson Contract, with another 1,480 acres in non-renewal. Pursuant to Government Code §51230 the general plan and zoning applied to lands subject to Williamson Act contracts as well as lands located within an agricultural preserve (but not subject to contract) must be consistent with Williamson Act statute and must be compatible with the agricultural use of the land. The DEIR notes that the Riverside County LAFCO policies require the city's general plan contain language allowing agricultural operations to continue and prohibit development on contracted lands until such time as the contract is terminated; however, the DEIR does not explain how the General Plan Update will achieve consistency with Williamson Act statute or Riverside County LAFCO policies and procedures.

2.3

The Department recommends that the Final EIR clarify how the General Plan Update will remain consistent with the conditions set upon existing Williamson Act contracts as potentially legal, non-conforming uses; particularly while parcels remain under active contracts. If the update will not remain consistent, the document should describe the steps the City will take to resolve the inconsistencies, and evaluate how any cancellations that may be involved in this project would (or would not) meet the required findings for cancellation under Government Code § 51282.

2.4

In addition, the Final EIR should include information as to the anticipated dates whereby the contracted land in the Planning Area will either be cancelled or complete the period of non-renewal. If there will be conflicts with scheduled development, the Final EIR must explain the impact and identify any feasible actions which would reduce the significance, such as prohibiting the issuance of any grading and building permits until such time as the contract has either expired via nonrenewal¹ or terminated via cancellation.² The Department's preferred method of contract termination is via nonrenewal.

2.5

MITIGATION MEASURES

The DEIR states:

No mitigation measures are feasible. Preventing or mitigating impacts to agricultural resources largely centers around the avoidance of impacts by preventing the conversion of agricultural land to non-agricultural uses.../ The City of Coachella does not have the financial means or the political support to purchase all of the threatened

2.6

¹ Government Code §51245

² Government Code §51280 et seq.

Mr. Luis Lopez
August 14, 2014
Page 3 of 4

agricultural lands in Coachella in order to prevent conversion to urban uses.³

Direct conversion of agricultural land is often an unavoidable impact under CEQA, and in some cases, the argument is made that mitigation cannot reduce impacts to below the level of significance because agricultural land will still be converted by the project. However, the impact is not addressed merely by avoiding agricultural land conversion (either via purchase or by relocating the project). Rather, the criterion is any feasible mitigation that lessens a project's impacts. Pursuant to CEQA Guideline §15370, mitigation includes measures that avoid, minimize, rectify, reduce or eliminate, or compensate for the impact (emphasis added). Therefore, all potentially feasible mitigation measures which could lessen a project's impacts should be included in the Final EIR for the City's General Plan Update project. A measure brought to the attention of the lead agency should not be left out unless it is infeasible based on its elements.

While the City may not be able to directly purchase the threatened agricultural lands, there are other feasible mitigation measures available to lessen the significant agricultural resource impacts. The Department understands that various factors can affect the feasibility of potential mitigation measures. Because agricultural conservation easements have become more commonly accepted by jurisdictions at the local and state level, they are an available mitigation tool that should be considered. The Department highlights this measure because of its acceptance and use by lead agencies as an appropriate mitigation measure under CEQA. As such, the Division recommends that the City examine whether permanent agricultural easements will protect a portion of those remaining land resources and lessen project impacts in accordance with CEQA Guideline §15370.

2.6

In addition, the Department notes that the 6th District Court of Appeals found in *Save Panoche Valley v. County of San Benito* (43 ELR 20143, No. H037599, (Cal. Ct. App. 6th Dist., 06/25/2013)):

Save Panoche Valley's insistence that the mitigation measures fail because there is no creation of additional agricultural lands to compensate for the ones utilized for the project site are unsubstantiated. We are unaware of any case law that supports Save Panoche Valley's position. The goal of mitigation measures is not to net out the impact of a proposed project, but to reduce the impact to insignificant levels. (See Banning Ranch Conservancy, supra, 211 Cal.App.4th at p.1233).

Mitigation via agricultural conservation easement can be implemented by at least two alternative approaches: the outright purchase of easements or the donation of mitigation fees to a local, regional, or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements. The California

³ General Plan Update Public Draft EIR, page 4.2-14. City of Coachella, July 2014.

Mr. Luis Lopez
August 14, 2014
Page 4 of 4

Council of Land Trusts (CCLT) and the California Farmland Conservancy Program (CFCP) are two sources of information on the mechanisms and fees associated with conservation easements as well as their use in mitigating for agricultural land conversion. Their web site addresses are:

<http://www.calandtrusts.org>
<http://www.conservation.ca.gov/DLRP/CFCP/Pages/Index.aspx>

2.6

The conversion of agricultural land should be deemed an impact of at least regional significance. Hence, the search for replacement lands need not be limited strictly to lands within the surrounding area, but should be roughly equivalent in proximity, acreage, and agricultural characteristics to the affected property.

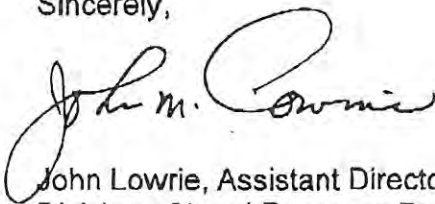
Of course, the use of conservation easements is only one form of mitigation that should be analyzed. Any other feasible mitigation measures should also be considered.

Finally, when presenting any mitigation measures in the Final EIR, it is important to note that mitigation should consist of specific, measurable actions that allow monitoring to ensure their implementation and evaluation of success. A mitigation consisting only of a statement of intention or an unspecified future action may not be adequate pursuant to CEQA.

Thank you for the opportunity to provide comments. Please provide this Department with notices of any future hearing dates as well as any staff reports pertaining to this project. If you have any questions regarding our comments, please contact Heather Anderson, Environmental Planner at (916) 324-0869 or via email at Heather.Anderson@conservation.ca.gov.

2.7

Sincerely,



John Lowrie, Assistant Director
Division of Land Resource Protection

cc: State Clearinghouse

Comment Letter #3
AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY



CHAIR

Simon Housman
Rancho Mirage

VICE CHAIRMAN

Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Greg Pettis
Cathedral City

Richard Stewart
Moreno Valley

STAFF

Director
Ed Cooper

John Guerin
Russell Brady
Barbara Santos

County Administrative Center
4080 Lerron St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

September 10, 2014

Mr. Luis Lopez, Development Services Director
City of Coachella Community Development Department
1515 Sixth Street
Coachella CA 92236

RE: City of Coachella General Plan and Draft Environmental Impact Report

Dear Mr. Lopez:

Thank you for providing the Riverside County Airport Land Use Commission (ALUC) with a CD copy of the proposed City of Coachella General Plan and Draft Environmental Impact Report and the opportunity to provide comments regarding these documents.

As noted in the documents, much of the City of Coachella is located within the Jacqueline Cochran Regional Airport Influence Area (AIA). As stated in our previous letter of April 15, 2013, pursuant to Section 21676(b) of the California Public Utilities Code, the adoption of a General Plan is subject to Airport Land Use Commission review, involving formal submittal to the Commission for a consistency review at a scheduled public hearing. The ALUC application form is available online at www.rcaluc.org, click Forms. (There is an associated review fee of \$3,300.)

The major advantage of a General Plan that has been determined to be consistent is that the spectrum of cases that would be subject to mandatory ALUC review is then limited to those projects involving a general plan amendment, specific plan, specific plan amendment, zone change, or ordinance amendment (as noted in Policy 10.6 of the Land Use + Community Character Element), as opposed to all activity within the AIA. Until such time as the City's General Plan has been determined to be consistent, all major land use actions affecting land within the AIA are subject to official ALUC review pursuant to Section 21676.5(a) of the California Public Utilities Code.

While the presence of Jacqueline Cochran Regional Airport directly southerly of the city limits is acknowledged in the Land Use + Community Character (LU+CC) Element and in the Noise Element, staff was disappointed to find that the Airport's presence was not addressed in the Safety Element. The LU+CC Element does include a policy requiring "new development in the vicinity of Cochran Airport to conform to the county's airport land use and safety plans," however, there is no reference to the specific density and intensity restrictions included in Table 2A of the Countywide Policies section of the 2004 Riverside County Airport Land Use Compatibility Plan, as amended by the Additional Compatibility Policies applicable to this AIA. Within Airport Compatibility Zones B1 and C, new residential projects must be limited to extremely low rural densities. On the other hand, high density residential projects (at least five dwelling units per acre) are encouraged within Airport Compatibility Zone D, with units clustered and open areas provided. These Compatibility Zones also impose restrictions on the number of people per acre allowed for nonresidential projects, and these restrictions may impact allowable floor area ratios for nonresidential uses (which the City has set at fairly high levels in some subareas).

3.1

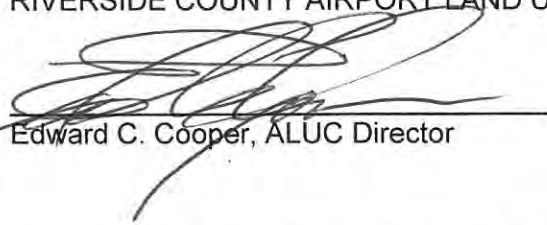
3.2

The protection of airports from incompatible land use encroachments is vital to California's economic future. In crafting the legislation that authorized the formation of airport land use commissions, the State of California established a framework for ALUCs to work cooperatively with local jurisdictions in a joint effort to provide for compatible land usage in the vicinity of public use airports. ALUC staff would be happy to meet with you and City staff to discuss the General Plan and the ALUC review process at a mutually convenient time.

3.3

Thank you for the opportunity to provide comments. If you have any questions, please contact John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, ALUC Director

cc: Daryl Shippy, Riverside County Economic Development Agency – Aviation
Philip Crimmins, CALTRANS Division of Aeronautics
Simon Housman, ALUC Chairman
ALUC Files

Y:\AIRPORT CASE FILES\JCRA\City of Coachella General Plan Update and Draft EIR Response - ltr to Coach.doc



Comment Letter 4
Established in 1918 as a public agency
Coachella Valley Water District

Directors:

John P. Powell, Jr., President - Div. 3
Franz W. De Klotz, Vice President - Div. 1
Ed Pack - Div. 2
Peter Nelson - Div. 4
Debi Livesay - Div. 5

Officers:

Jim Barrett, General Manager
Julia Fernandez, Board Secretary

Best Best & Krieger LLP, Attorneys

August 12, 2014

File: 1150.10

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

Dear Mr. Lopez:

Subject: Draft Environmental Impact Report for City of Coachella General Plan Update

Thank you for affording the Coachella Valley Water District (CVWD) the opportunity to review the Draft Environmental Impact Report (DEIR) for the City of Coachella General Plan Update. CVWD provides domestic water, wastewater, recycled water, irrigation/drainage, regional stormwater protection and groundwater management services to a population of nearly 300,000 throughout the Coachella Valley.

4.1

At this time, CVWD submits the following comments regarding the General Plan Update and DEIR:

General Plan Update:

1. Page 3-16, second paragraph – The pilot Dike 4 recharge facility was replaced by the Thomas E. Levy Groundwater Replenishment Facility in 2009. Since 2009, average groundwater levels in 200 wells that CVWD monitors in the East Whitewater River Subbasin Area of Benefit, which includes City of Coachella, have increased 26 feet. Artesian conditions have also returned to a large portion of this area of benefit.
2. Page 3-18 – This water quality section should state that California's drinking water maximum contaminant level of 10 micrograms per liter for chromium-6 became effective July 1, 2014. Groundwater supplied for drinking water throughout many areas of the Coachella Valley, including City of Coachella, contains naturally-occurring levels of chromium-6 above this new standard.

4.2

4.3



General Plan DEIR:

- | | |
|---|-----|
| 1. <u>Page 4.3-1</u> – City of Coachella is bisected by the Coachella Valley Stormwater Channel (CVSC) not the Whitewater River. Please use text similar to the CVSC description provided on page 4.7-2 of the subject DEIR. | 4.4 |
| 2. <u>Page 4.3-19</u> – Please replace California Department of Fish and Game with California Department of Fish and Wildlife throughout the document. | 4.5 |
| 3. <u>Page 4.7-3</u> – Figure 4.7-1 incorrectly identifies an “Upper Whitewater River Subbasin” and a “Lower Whitewater River Subbasin.” There is only one subbasin referred to as either the Whitewater River or Indio Subbasin. This subbasin consists of two management areas covering the western and eastern portions of the Whitewater River Subbasin. To reduce the confusion between geographic portions of the subbasin and the upper and lower aquifers within the subbasin, CVWD uses “west” and “east” when referencing the two different management areas within the Whitewater River Subbasin. | 4.6 |
| 4. <u>Page 4.7-6</u> – It should be noted that all the impairments listed for the CVSC except pathogens are limited to the last 2-mile segment prior to entering the Salton Sea. The pathogen impairment is limited to the segment of the CVSC containing perennial flows from Dillon Road to the Salton Sea. | 4.7 |
| 5. <u>Page 4.7-9</u> – This section incorrectly refers to direct recharge only occurring to the upper basin. Please refer to the comment above for figure 4.7-1 regarding upper and lower basin references. In addition, direct recharge occurs in both the western and eastern portions of the Whitewater River Subbasin. The eastern portion of the Whitewater River Subbasin has directly benefited from the Dike 4 Pilot Recharge Facility and, since 2009, the Thomas E. Levy Groundwater Replenishment Facility. | 4.8 |
| 6. <u>Page 4.7-18</u> – The section under the heading “significance” can be improved with editing. This section incorrectly states there is 9,116 acre-feet of groundwater in the Whitewater River Subbasin; the correct amount is found in CVWD engineer’s reports produced for this subbasin. Water is not “pulled” from the subbasin by CVWD and “allocated” to City of Coachella. The amounts of 168,300 acre-feet and 145,000 acre-feet need to be identified as amounts of estimated groundwater production from the East Whitewater River Subbasin Area of Benefit during the years 1999 and 2011, respectively. | 4.9 |

Stormwater Comments:

1. Page 4.7-4, paragraph 4, last sentence – Please consider inclusion of the following information:

The majority of the Coachella General Plan Update area lies within the boundaries of the Eastern Coachella Valley Master Stormwater Planning Project, which will provide flood protection to the communities of Thermal, Vista Santa Rosa, Oasis, Mecca and North Shore. CVWD is in the early stages of this planning effort.

CVWD has performed a detailed hydraulic analysis of the levees of the CVSC from Monroe Street Bridge to the Salton Sea. The levees are not currently accredited by the Federal Emergency Management Agency (FEMA) to provide flood protection during the 100-Year Flood (FEMA's standard). Adjacent areas could be impacted from inundation from a levee breach or overtopping during the 100-Year Flood and Standard Project Flood (CVWD standard). The flooding areas are mainly from upstream of Airport Boulevard to the Salton Sea.

FEMA and CVWD are working closely with local communities impacted by the proposed inundation of the CVSC, and have created a CVSC Local Levee Partnership Team (LLPT). The LLPT will provide local input to FEMA on the levee reaches and the procedures to be used for analyzing and mapping of the inundation areas.

2. Page 4.7-4, last paragraph – Please add a subtitle and consider revising the paragraph as follows:

Standard Project Flood (SPF) Hazards

Within the planning area, the west or south side of the CVSC has concrete slope protection upstream (north) of Avenue 54. The Standard Project Storm (SPS) represents the most severe flood-producing storm that is considered reasonably characteristic of the region. The rainfall depth from the 6-hour Indio storm of September 24, 1939 is considered the SPS for the area. The Standard Project Flood with a peak flow of 82,000 cubic-feet per second is the design standard for the channel, as calculated by the U.S. Army Corps of Engineers.

If you have any questions, please call Luke Stowe, Senior Environmental Specialist, at extension 2545.

Sincerely,



Steve Bigley
Director of Environmental Services

4.10

4.11

AGUA CALIENTE BAND OF CAHUILLA INDIANS

TRIBAL HISTORIC PRESERVATION



03-017-2014-001

September 08, 2014

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

Re: GOA # 13-02 and EIR

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 GPA #13-02 project. We have reviewed the documents and have the following requests:

- | | |
|--|-----|
| * Since this is a general plan update, formal government to government consultation with all Cahuilla tribes should be initiated under California Senate Bill 18 | 5.1 |
| * There should be a section explaining that this area is considered the traditional use area of many current Cahuilla tribes. | 5.2 |
| * Due to the high sensitivity of the area, more effort should be made to identify resources before ground disturbance occurs. A records search and an archaeological survey should be completed. When possible, resources should be identified before disturbance, not during. | 5.3 |
| * Archaeological and Native American monitoring should be standard in areas of high sensitivity. | 5.4 |

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760)699-6907. You may also email me at acbc-thpo@aguacaliente.net.

Cordially,

AGUA CALIENTE BAND OF CAHUILLA INDIANS

TRIBAL HISTORIC PRESERVATION



03-017-2014-001

P. Garcia

Pattie Garcia
Director
Tribal Historic Preservation Office
AGUA CALIENTE BAND
OF CAHUILLA INDIANS

5401 DINAH SHORE DRIVE, PALM SPRINGS, CA 92264

T 760/699/6800 F 760/699/6924 WWW.AGUACALIENTE-NSN.GOV



Desert Sands Unified School District

47-950 Dune Palms Road • La Quinta, California 92253 • (760) 771-8515 • FAX: (760) 771-8522

BOARD OF EDUCATION: Gary Tomak, Michael Duran, Donald B. Griffith, Wendy Jonathan, Matteo Monica
SUPERINTENDENT: Dr. Gary Rutherford

- Facilities -

September 12, 2014

City of Coachella
Development Services Department
1515 Sixth Street
Coachella, California 92236

Attention: Mr. Luis Lopez, Development Services Director

Re: *City of Coachella General Plan Update (GPA #13-02 and EIR)*

Dear Mr. Lopez:

Thank you for the above-referenced Notice. On behalf of Desert Sands Unified School District ("District"), we are providing the following comments regarding the July 1, 2014 Draft Environmental Impact Report ("EIR") and the Coachella General Plan Update ("CGPU" and collectively, "CGPU/EIR") relating to the above-described matter and Notice. From the available documents describing the CGPU/EIR, we understand development within the north and northwest portions of the "Planning Area" which are served by the District ("District Planning Area Portion") will result in a need for additional interim and permanent school facilities to serve students in Kindergarten through Grade 12 ("K-12") relating to such future development (collectively "School Facilities") in such portion of the City of Coachella ("City"). The District looks forward to working collaboratively with the City and respective developers as the District has done in the past to accommodate additional students as development occurs.

6.1

The comments set forth herein seek to identify and quantify the need for additional School Facilities and corresponding "School Sites" with such area of the District, if such are not provided concurrently with the additional development described in the CGPU/EIR. We respectfully submit that the failure to do so would create potentially adverse impacts, both direct and indirect, on the District resulting from additional K-12 students reasonably expected to be generated by additional development within the District Planning Area Portion. These impacts on the District's School Facilities need to be addressed in the CGPU/EIR as a means for such further development to pay its fair share of the "True Cost" of new School Facilities and the student generation rate within the District. Such is of particular significance since, as the City is aware, the 2014

Legislature and Governor failed to place a “School Bond Measure” on the ballot for the 2014 General Election. Accordingly, there are no “State Bond Funds” to be issued for School Facilities and currently only \$3.9 million in available remaining funds are left to pay for new construction of the School Facilities which will be needed due to the development in the CGPU/EIR.

6.1

The CGPU/EIR discusses the anticipated impact on School Facilities within the District, suggesting that the District has no new School Facilities planned and that there is available capacity at the District's schools within the District Planning Area Portion. However, the CGPU/EIR projects a substantial increase in population in the City from 40,000 to 135,000 residents by 2035, a portion of which will be located within the District. Thus, the District anticipates that it will require additional new School Facilities to adequately house the additional students resulting from such sizeable development, which will substantially increase the population and resulting K-12 Students from the District Planning Area Portion. This need is further supported below by reference to the District’s February 27, 2014 Fee Justification Study (“JFS”) enclosed herein and previously provided to the City. More detailed analysis will be provided as information is obtained and reviewed.

6.2

The District respectfully requests that the City designate and reserve for acquisition by the District necessary “School Sites” within the District Planning Area Portion, as indicated in the enclosed JFS. The City is permitted to do so in accordance with Government Code Section 65998. The District further requests that such School Sites be sufficient to satisfy California Department of Education (“CDE”) School Site selection standards. We will work with the City to identify such School Sites. By requiring reservation of such School Sites, the City will ensure that the District is able to acquire School Sites that can be approved by CDE and that are in areas able to serve the student population generated by development proposed to occur within the District Planning Area Portion. In addition, the requested locations for such School Sites will further the City’s goal of creating a safe and self-contained walking community. Hopefully joint use opportunities also can be realized in connection with the School Sites for the benefit of the community that the District and City both share.

6.3

Toward this end, we also look forward to working with the City and future developers to ensure that when individual projects occur, such needs will be met including the requirements set forth in *Chawanakee Unified School District v County of Madera* (2011) 196 Cal. App. 4th 1016.

In regard to funding the necessary additional School Facilities, the CGPU/EIR references “Developer Fees” and school funding under its regulatory framework for schools using enrollment and “Existing Capacity” data from 2007 to support the conclusion that the District has excess Existing Capacity and that “no new campuses are planned” by the District. However, as evidenced by the District’s more recent February 27, 2014 Fee Justification Study, the District projects 3,790 additional future students in excess of its Existing Capacity to be accommodated by the District for which a total of 3.38 School Facilities are required to be constructed. Moreover, the Existing Capacity calculation referenced in the CGPU/EIR includes temporary portable classrooms which

6.4

are not to be included in calculating Existing Capacity pursuant to the Education Code and should be removed, which would result in a lower Existing Capacity for the District. Thus, while it is true that the District currently has excess Existing Capacity, future projected students from unmitigated new “Dwelling Units” will far exceed this Existing Capacity and the District will need to construct additional School Facilities in order to accommodate such K-12 students as set forth in the enclosed FJS.

6.4

Finally as noted above, it is important for the City to note that the School Facility Program (SB 50) bond authority is currently exhausted for new construction of School Facilities except for the remaining \$3.9 Million apportionment by the SAB. While there has been discussion of major changes to the current state school building program, it is unknown, at this time, what the new funding program will look like, if it is changed. Most recently the discussions of a new School Bond for the November 2014 ballot were terminated by Governor Brown’s refusal to allow such on the November 2014 Ballot, and presently there is no indication of the possibility of new bond in the future at this time other than as a “Voter Initiative Measure.” Additionally, Governor Brown has indicated in his “State of the State” that California plans to decrease its funding provided for School Facilities and that local communities will need to pay a greater share of School Facilities costs. The current lack of “State Funding” available to the District only further compounds the burden of accommodating additional students stemming from development in the District Planning Area Portion as set forth by the CGPU/EIR.

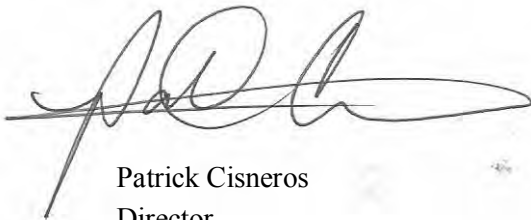
6.5

We greatly appreciate your attention and consideration of this matter. We believe that it will be in the best interests of both the City and the District to ensure that additional students generated by the CGPU are provided with concurrently available, adequate School Facilities by the District as such development occurs.

6.6

Please do not hesitate to contact the undersigned if you have any questions or comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'Patrick Cisneros', with a long horizontal flourish extending to the right.

Patrick Cisneros
Director
Facilities Services

Enclosure

cc: File

SDFA

Desert Sands Unified School District

FEE JUSTIFICATION STUDY FOR NEW RESIDENTIAL AND COMMERCIAL/INDUSTRIAL DEVELOPMENT

February 27, 2014

Desert Sands Unified School District
47-950 Dune Palms Road
La Quinta, California 92253
Tel: 760-771-8516
Fax: 760-771-8522
Patrick Cisneros, Director of Facilities Services

SPECIAL DISTRICT FINANCING & ADMINISTRATION

437 West Grand Avenue
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EXECUTIVE SUMMARY

This Fee Justification Report (“Report”) for Residential and Commercial/Industrial Development has been prepared by Special District Financing & Administration (“SDFA”) for the purpose of identifying the impact of projected future development on the school facilities of the Desert Sands Unified School District (“DSUSD” or “District”). Also considered is the ability of the District’s current facilities to accommodate the impact of projected demand from new development. Finally, this Report seeks to identify the actual costs associated with meeting the increased facilities needs that result from new residential and commercial/industrial development.

Specifically, this Report is intended to provide the Board of Education of the District with the required information to make the necessary findings set forth in Government Code Section 66001 et seq., and in accordance with Government Code Section 65995 et seq., to support the District’s collection of the statutory fees allowed by the State of California. For unified school districts, the current statutory fee that may be imposed on residential construction is \$3.36 per square foot of assessable space for new residential development pursuant to Government Code Section 65995 and Education Code Section 17620, commonly referred to as the Level I Fee, and \$0.54 per square foot of chargeable covered and enclosed space of new commercial/industrial development pursuant to Government Code Section 65995 and Education Code Section 17620 on a K-12 basis. The DSUSD currently collects \$3.20 per square foot for new residential construction and \$0.51 per square foot for new commercial/industrial construction.

The findings contained in this Report include the following:

- *The District currently has school capacity to house approximately 31,551 students. Elementary school facilities are sufficient to house 13,730 students in kindergarten through fifth grade, middle school facilities are sufficient to house 7,530 students in sixth through and eighth grade, and high school facilities are sufficient to house 10,291 students in ninth through twelfth grade.*
- *Current enrollment, based upon an October 25, 2013 Enrollment Report provided by the District, is 29,262 students. There is currently excess capacity at each school level.*
- *Approximately 15,461 new dwelling units (“New Dwelling Units”) are anticipated to be constructed within the jurisdictional boundaries of the Desert Sands Unified School District by the year 2035. This figure excludes any currently existing dwelling units that are projected to be purposefully demolished and new residential dwelling unit or units constructed in their place (“Reconstructed Dwelling Units”). Of the New Dwelling Units, approximately 3.33% have mitigated the impact of their development through a mitigation agreement (“Mitigated Developments”).*
- *Historical data indicates that just over two elementary/middle/high school students are generated from every five homes constructed.*

-
- *Approximately 2.20 additional elementary schools, 0.58 middle schools and 0.60 high schools will need to be constructed in order to provide adequate facilities to house students to be generated solely from currently unmitigated developments. The estimated costs of these school facilities, excluding interim housing requirements is over \$160 million dollars.*
 - *Taking into account the cost of interim housing, the total cost of school facilities results in a cost of approximately \$21,839 per elementary school student, \$17,283 per middle school student and approximately \$43,568 per high school student. Estimated school facilities costs per Unmitigated New or Reconstructed Dwelling Unit is approximately \$11,187.*
 - *As identified by certificates of compliance issued by the District, the average size of a single-family dwelling unit constructed within the DSUSD for the previous five years is 2,670 square feet. Based upon the average square footage, the District would need to collect approximately \$4.19 per square foot of new residential development to mitigate the school facilities impacts. This amount is well in excess of the currently authorized statutory fee (i.e., Level I Fee) of \$3.36 per square foot. Thus, the District is justified in collecting the statutory fees for residential development as permitted by state law.*
 - *Utilizing estimates regarding employee generation and associated residential household generation provided by SourcePoint, a non-profit entity of the San Diego Association of Governments ("SANDAG"), it was determined that the District would need to collect between \$1.17 and \$9.58 per square foot of commercial/industrial development to mitigate the net school facilities impacts resulting from new commercial and industrial development. This amount is well in excess of the currently authorized statutory fee (i.e., Commercial/Industrial Fees) of \$0.54 per square foot. Thus, the District is justified in collecting the statutory fees for commercial/industrial development as permitted by state law.*
 - *Absent additional state or local funding, the District will not be able to provide adequate school facilities for new residential, commercial or industrial developments within the boundaries of the District which are currently unmitigated.*

Section

One

INTRODUCTION

This section of the Report sets forth the legislative history as well as the methodology employed and the data sources utilized in the analysis of the District's school facilities impacts. Also included in this section is a brief description of the District.

Description of the District

The Desert Sands Unified School District currently operates grades kindergarten through 12. The District's boundary includes the entire City of Indian Wells, a portion of the Cities of Palm Desert, La Quinta, Rancho Mirage, Indio and Coachella as well as a portion of the unincorporated area of the County of Riverside. The District currently operates nineteen elementary schools, one charter elementary school, six middle schools, one charter middle school, four comprehensive high schools, two continuation high schools, one alternative education school, and preschool. The District's October 2013 student enrollment was 29,262.

Synopsis of Growth

During the 2001/02 fiscal year, the California Basic Education Data Systems ("CBEDS") enrollment figure for the District was 24,582. For 2013/14, the enrollment figure for the District was 29,262. Enrollment, during this twelve year time frame, has shown an increase of approximately 19 percent (19%).

Legislative History

School districts have historically relied upon state funds and local bond measures to provide funding for the acquisition and construction of new school facilities. Prior to the passage of Proposition 13 in 1978, a school district's share of local property taxes was typically sufficient to build necessary schools to accommodate new development. The rapid increase in real estate prices within California during the 1970's and 1980's ensured that revenues would expand as the "ad valorem" tax base grew. However, limitations on the growth of this funding source were significantly constrained by the passage of Proposition 13 which limited annual increases in real estate taxes, except in the case of ownership transfers, to two percent (2%). This action, combined with a compounding need for new construction monies, caused significant hardships in many school districts during the early 1980's.

In 1986 the state legislature attempted to address this funding shortfall through the enactment of Assembly Bill 2926 ("School Fee Legislation") which provided for the imposition of development fees on new residential and commercial/industrial construction. The School Fee Legislation provides that development fees are to be collected prior to the issuance of a building permit. Furthermore, no city or county is authorized to issue a building permit for new residential or

commercial/industrial projects unless it first certifies with the appropriate school district that the developer of the project has complied with the development fee requirement.

Shortly thereafter, AB 1600 ("Mitigation Fee Act") was enacted by the state legislature, which took effect on January 1, 1989. Government Code Section 66001 et seq. sets forth the requirements for establishing, imposing and increasing development fees initially authorized under AB 2926. Specifically, the Mitigation Fee Act requires that a reasonable relationship or "nexus" exists between the type and the amount of a development fee imposed and the cost of the benefit to be derived from the fee. Specifically, Section 66001 of the Government Code with respect to the imposition of development fees provides, in pertinent part, that any action establishing, increasing, or imposing a fee on new development shall do all of the following:

- *Identify the purpose of the fee.*
- *Identify the use to which the fee is to be put.*
- *Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.*
- *Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.*

In June of 2006, Assembly Bill 2751 was passed which added the criteria that a fee is prohibited from including the cost attributable to existing deficiencies in public facilities. In the case of a school district, this would mean that existing capacity deficits could not be added to the facilities funding required from future development. In the following Report, this is demonstrated in the calculations by not including any deficit which would be shown in Table II, if existent, to the school facilities required to serve Unmitigated New Development (Table VIII) or to the cost of such school facilities (Tables IX, X and XI).

The development fees currently authorized under Education Code Section 17620 and Government Code 65995 ("Statutory School Fees") as of January 22, 2014, for unified school districts, are \$3.36 per square foot of new residential construction ("Level I Fees") and \$0.54 per square foot of new commercial/industrial development ("Commercial/Industrial Fees") on a K-12 basis. These development fees may next be increased by the SAB in 2016, and every two years thereafter.

Alternative Fees, also known as Level II and Level III Fees authorized by Section 65995.5 and 65995.7 of the Government Code allow districts to impose a fee that is higher than the Level I fee. The Alternative Fees must be adopted on an annual basis. Currently, there is no statutory authorization for school districts to impose Alternative Fees on commercial/industrial development.

Reconstruction/Redevelopment

Reconstruction/Redevelopment means the voluntary demolition of existing residential dwelling units or commercial or industrial construction and the subsequent construction of new residential dwelling units ("Reconstruction").

The District currently is unaware of any Reconstruction projects, more specifically, the demolishing of existing residential dwelling units replaced with new residential dwelling units, within the next five-year period. In such a situation, the District may levy Statutory School Fees

authorized pursuant to Education Code Section 17620 and Government Code Sections 65995 et seq. ("Statutory School Fees") if there is a nexus established between the fee to be levied and the impact of the new residential dwelling units in excess of the impact previously existing. In other words, the Statutory School Fees must bear a nexus to the burden caused by the Reconstruction project in terms of a net increase in students generated and the fee to be imposed.

The purpose of this section is to set forth a general policy for the levy of Statutory School Fees on future Reconstruction projects within the District. The District may levy the applicable Statutory School Fees if an unmitigated impact exists once an analysis has been done on the impact on school facilities from such new residential dwelling units and consideration has been given as to the applicability of giving credit for the previously existing impacts.

The analysis will include a review as to whether the Reconstruction project results in an additional impact to the District. This will be analyzed by comparing the impact from potential new students from future dwelling units after having considered the previously existing potential students from the loss of dwelling units as a result of Reconstruction.

Statutory School Fees will be assessed only to the extent of the net actual impact of the school facilities as determined above, but in no event will the Statutory School Fees assessed be greater than the applicable authorized Statutory School Fees. The District will complete a detailed analysis utilizing the above-mentioned criteria to determine the applicability of Statutory School Fees to each Reconstruction project presented to the District.

Methodology

In order to determine the impact of new and reconstructed residential development on DSUSD facilities, the relationship between the construction of a new or reconstructed residential dwelling unit and its impact on the demand for school facilities must be identified. For residential development, this determination includes the following:

- *Projecting the number of future unmitigated residential dwelling units and the number of Reconstructed Dwelling Units to be constructed within DSUSD boundaries.*
- *Calculating a student generation rate (i.e., students expected to be generated from each new home) for each school type (i.e., elementary, middle and high school).*
- *Determining the number of students to be generated from new development.*
- *Identifying the "per student cost" for new elementary, middle and high school facilities.*
- *Multiplying the per student costs for elementary, middle and high school facilities by the student generation rate to determine a cost per dwelling unit.*
- *Dividing the cost per dwelling unit by the average square feet per dwelling unit to determine the impact per square foot.*

The methodology for determining the impact of new commercial/industrial development is similar. However, instead of determining the number of students to be generated per new dwelling unit, the focus is on the number of households (and corresponding students) generated per employee.

This Report contains findings regarding the impact of commercial/industrial development on the need for school facilities utilizing an approach where student generation is derived from employee densities established for various types of commercial and industrial development.

Data Sources

The primary information required to establish a nexus between new development and school facilities impacts includes residential housing projections, employment impacts from new commercial/industrial development, student generation rates and facilities cost estimates. Primary information sources regarding future housing projections included Southern California Association of Governments ("SCAG") and the Building Departments of the Cities of Indian Wells, Palm Desert, La Quinta, Rancho Mirage, Indio, Coachella, and the County of Riverside. Some of the data for determining commercial/industrial impacts was prepared by the San Diego Association of Governments ("SANDAG") and the 2006-2010 American Community Survey as provided by the U.S. Census Bureau. Data used to calculate student generation rates for this Report were provided by the Southern California Association of Governments ("SCAG") and the October 25, 2013 Enrollment Report as provided by the District. Facilities cost estimates were prepared using cost information obtained from the District's Facilities Department.

Section

Two**RESIDENTIAL DEVELOPMENT**

This section of the Report identifies the school facilities impact from new residential construction.

Existing Facilities Capacity and Current Enrollment

Prior to examining the school facilities impacts from new development, the District's current capacity and enrollment were reviewed to identify existing facilities that may be available to house future students. Student enrollment for the 2013/14 school year at each grade level of the District is as follows:

Table I
FY 2013/14 Student Enrollment

Grades	2013/14 Enrollment Figures ⁽¹⁾
Kindergarten	2,109
First	2,105
Second	2,122
Third	2,061
Fourth	2,094
Fifth	2,089
Ungraded	360
Sixth	2,096
Seventh	2,300
Eighth	2,105
Ungraded	301
Ninth	2,209
Tenth	2,159
Eleventh	2,195
Twelfth	2,213
Ungraded	744
Total Enrollment	29,262

(1) October 25, 2013 Enrollment Report.

The District conducted a capacity analysis the results of which are summarized in Table II below. A comparison of current student enrollment to current capacity demonstrates that the District currently has excess capacity at each of the school levels.

Table II
Existing School Facilities Capacity

School Type	2013/14 Capacity	2013/14 Enrollment	Existing Capacity Surplus/(Deficit)
Elementary School (Grades K-5)	13,730	12,940	790
Middle School (Grades 6-8)	7,530	6,802	728
High School (Grades 9-12)	10,291	9,520	771
Total	31,551	29,262	2,289

Residential Dwelling Unit Projections

New Dwelling Unit Projections

Based upon the most recent population and housing estimates of SCAG, it is anticipated that the percentage of growth experienced by the District during the past decade will continue in the future. As summarized in Appendix "A", this forecast reflects projected housing units for the areas within the boundaries of the District for the years 2008, 2020 and 2035. Included in these estimates is a projection of existing housing units as of January 1, 2014. Table III shows the increase in dwelling units expected to occur within the jurisdictions in which the DSUSD provides school facilities.

Table III
Projected New Dwelling Units within Various Jurisdictions

Year 2014 Residential Units	Year 2035 Residential Units	Net Increase In Dwelling Units	Percent Increase in Dwelling Units
72,844	88,305	15,461	21.22%

Reconstructed Dwelling Unit Projections

Through review of certificate of compliance activity for the prior five year period and conversations with several of the permitting agencies, it was determined that a conservative annual average of 10 dwelling units would be demolished and replacement dwelling units constructed. Using this annual estimate, a projection of 210 Reconstructed Dwelling Units (10 dwelling units times 21 years) are projected to the year 2035.

Mitigated Dwelling Unit Projections

The District has two mitigation agreements which contain unpermitted dwelling units. A mitigation agreement is entered into in recognition of impact that new development has on the District's school facilities in order to ensure the timely construction of school facilities to house

students from new Mitigated Development ("Mitigated Units"). Both the impact from these units on school facilities and their mitigation payments are excluded from the fee calculation in this Report if applicable. Such unpermitted Mitigated Units are summarized in the Table below:

Table IV
Mitigated Developments

Project Name	Total Mitigated Unbuilt Dwelling Units
CFD 2008-1	86
CFD 2010-1	429
Total	515

Total Projected New Dwelling Units shown in Table III less the Total Mitigated Unpermitted Dwelling Units within Mitigated Developments shown in Table IV results in the Total Projected Unmitigated New Dwelling Units. Mitigated Unpermitted Dwelling Units represent 19.04% of the Total Projected New Dwelling Units. To this figure the Total Projected Reconstructed Dwelling Units are added to calculate the Total Unmitigated New and Reconstructed Dwelling Units to be built within the DSUSD by 2035. This calculation is shown in the table below:

Table V
Unmitigated Future Residential Dwelling Units

Future Residential Dwelling Units	Total Dwelling Units
Total Projected New Dwelling Units	15,461
Total Mitigated Unpermitted Dwelling Units	515
Total Projected Unmitigated New Dwelling Units	14,946
Total Projected Reconstructed Dwelling Units	210
Total Unmitigated New and Reconstructed Dwelling Units	15,156

Student Generation Rates

To establish a nexus between the Unmitigated New and Reconstructed Dwelling Units and a corresponding need for additional school facilities, the number of future students anticipated to be generated from the new residential development must be determined. The nexus is a student generation rate, or factor, which represents the number of students, or portion thereof, expected to attend District schools from each new house. In order to accurately determine the cost of school facilities impacts at each grade level, a distinct student generation rate must be ascertained for elementary, middle and high school levels because the facilities cost per student at the elementary, middle and high school levels vary. This difference exists because generally

the square footage of educational facilities per student increases as students progress to higher grades.

Data used to calculate student generation rates was provided by SCAG and the District. A tabulation of this calculation by school level is included in Appendix "B" and is summarized in Table VI below:

Table VI
District Wide Student Generation Rate

School Type	Generation Rate
Elementary School	0.1776
Middle School	0.0934
High School	0.1307
Totals	0.4017

Students Generated By New Development

The number of students estimated to be generated from Projected Unmitigated New Dwelling Units is determined by multiplying the total Projected Unmitigated New Dwelling Units (Table V) by the corresponding generation rate (Tables VI). The students generated from Projected Reconstructed Dwelling Units are calculated separately as it is conservatively assumed that this type of dwelling unit is currently generating the same or a similar amount of students and the reconstruction of such unit would not cause a negative impact on school facilities. These computations are reflected in Table VII:

Table VII
Student Generation by Projected Unmitigated New and Reconstructed Dwelling Units

Type of Projected Dwelling Units	Unmitigated Dwelling Units	School Type	Student Generation Rate	Students Generated
Unmitigated New Dwelling Units	14,946	Elementary	0.1776	2,654
Unmitigated New Dwelling Units	14,946	Middle	0.0934	1,396
Unmitigated New Dwelling Units	14,946	High	0.1307	1,953
Subtotal Unmitigated New Dwelling Units			0.4017	6,003
Reconstructed Dwelling Units	210	Elementary	0.1776	37
Reconstructed Dwelling Units	210	Middle	0.0934	20
Reconstructed Dwelling Units	210	High	0.1307	27
Subtotal Reconstructed Dwelling Units			0.4017	84
Total	15,156			6,087

School Facilities Required to Serve New Development

In order to determine the number of schools, or portions thereof, required to serve students to be generated from Projected Unmitigated New Dwelling Units, the students generated by Projected Unmitigated New Dwelling Units shown in Table VII, are reduced by the portion of Excess Capacity shown in Table II for Projected Unmitigated New Dwelling Units, or 96.67%. This calculation excluded students generated from Reconstructed Dwelling Units. The adjusted future students are divided by the school capacity (i.e., design population) for each school type. Table VIII shows the number of new elementary, middle and high school facilities required to serve students generated from future Unmitigated New Dwelling Units.

The students generated from projected Reconstructed Dwelling Units are not added into this calculation as it is conservatively assumed that this type of dwelling unit is currently generating students and the reconstruction of such unit will not cause an increase to the number of students enrolled in the District.

Table VIII
School Facilities Required for Projected Students from Unmitigated New Dwelling Units

School Type	School Facility Capacity	Adjusted Future Students ⁽¹⁾	Total Facilities
Elementary	858	1,890	2.20
Middle	1,200	692	0.58
High	2,000	1,208	0.60
Total		3,790	

(1) The number of students generated from Unmitigated New Dwelling Units has been reduced by the Existing Capacity (Table II) allocated to Unmitigated New Dwelling Units.

Estimated School Facilities Costs

To calculate the cost for elementary, middle and high school facilities, SDFA relied on actual historical costs and current estimates of costs associated with the construction of elementary, middle and high school facilities in the District. These numbers reflect the District's estimate of land acquisition and construction costs, furniture, equipment costs and technology. The aggregate facilities cost impact from Projected Unmitigated New Dwelling Units is determined by multiplying the cost per facility by the required number of sites reflected in Table VIII. This resulting impact is shown in Table IX:

Table IX
Estimated Facilities Costs (Excluding Interim Housing & Admin. Facilities)

School Type	Required Schools	Facilities Cost	Total Cost
Elementary	2.20	\$24,624,363	\$54,173,599
Middle	0.58	\$39,507,940	\$22,914,605
High	0.60	\$138,476,829	\$83,086,097
Total			\$160,174,301

Interim Housing

In addition to elementary, middle and high school facilities, new development imposes additional facilities impacts on school districts. Because development fees are collected at the time a building permit is issued, funds to provide facilities accumulate over a period of time and revenues, particularly when other local or state funds are not available, are not sufficient to build a school when development so warrants. The solution to this problem is most often addressed through "interim housing" in which the District purchases or leases relocatable classrooms that are used to temporarily alleviate overcrowding at existing school sites. Again, it has been assumed that interim housing is not impacted by students generated from Reconstructed Dwelling Units as it has been assumed that this type of dwelling unit is currently generating the same or a similar amount of students and the reconstruction of such unit would not cause an impact on interim housing facilities. As shown in Appendix "C", the DSUSD has determined that currently it costs the District approximately \$2,431 per elementary school student, \$2,251 per middle school student and \$2,631 per high school student, respectively, to provide interim housing until new facilities are available.

Table X
Costs for Interim Housing Facilities

School Type	Adjusted Future Students	Interim Housing per Student	Total Cost
Elementary	1,890	\$2,431	\$4,594,590
Middle	692	\$2,251	\$1,557,692
High	1,208	\$2,631	\$3,178,248
Total			\$9,330,530

Thus, the estimated total cost of school facilities (Table IX) and ancillary facilities (Table X) necessary to accommodate students generated from new residential development is shown in Table XI:

Table XI
Total Estimated Facilities Costs

School Type	School Facilities	Ancillary Facilities	Total Cost
Elementary	\$54,173,599	\$4,594,590	\$58,768,189
Middle	\$22,914,605	\$1,557,692	\$24,472,297
High	\$83,086,097	\$3,178,248	\$86,264,345
Total	\$160,174,301	\$9,330,530	\$169,504,831

Total Estimated Cost per Student

The estimated facilities cost for each elementary, middle and high school student is derived by dividing the total of school facilities and ancillary facilities costs for elementary, middle and high school facilities (Table XI) by the respective number of elementary, middle and high school students expected to be generated from Unmitigated New and Reconstructed Dwelling Units. For this calculation, the students generated from both Unmitigated New and Reconstructed Dwelling Units are included as both types of dwelling units are anticipated to pay the Statutory Level I Fee to the extent that the Alternative Level II Fee is not in place. The total estimated cost per pupil is shown below:

Table XII
Total Facilities Costs per Pupil

School Level	School Facilities & Ancillary Cost	Future Students	Cost per Pupil
Elementary	\$58,768,189	2,691	\$21,839.00
Middle	\$24,472,297	1,416	\$17,283.00
High	\$86,264,345	1,980	\$43,568.00
Total	\$169,504,831	6,087	

School Facilities Impact per Dwelling Unit

The total estimated facilities cost for each new residential dwelling unit is determined by multiplying the facilities costs per student (Table XII) by the applicable student generation rate (Tables VI and VII) and is shown below (Table XIII):

Table XIII
Total Facilities Costs per Residential Unit

School Level	Cost per Pupil	Student Generation Rate	Facilities Cost per Dwelling Unit
Elementary	\$21,839.00	0.1776	\$3,878.61
Middle	\$17,283.00	0.0934	\$1,614.23
High	\$43,568.00	0.1307	\$5,694.34
Total		0.4017	\$11,187.18

As identified by certificates of compliance issued by the District the average size of a single family detached dwelling unit constructed within the DSUSD for the previous five years is 2,670 square feet. Dividing the total facilities cost per dwelling unit by the average size of a dwelling unit yields a school facilities cost of \$4.19 square foot.

This Report demonstrates that the school facilities impact amount per square foot equals \$4.19 for all new residential development within the boundaries of the District. Thus, there is full justification for collecting the maximum Level I fee allowed in the amount of \$3.36 per square foot for a unified school district (K-12).

Since the District's school facilities impact per square foot is greater than the allowable statutory fees, the District actually suffers unmitigated impacts from new residential development, which not only supports the collection of the statutory fee for residential developments, but also those fees for new commercial/industrial development as provided for in Section Three of this Report. Table XIV summarizes the true costs of new development and compares that cost to the amount the District is currently authorized to collect.

Table XIV
Comparison of Facilities Cost to Currently Authorized Statutory (Level I) Fee

Facilities Cost per Dwelling Unit	Facilities Cost per Square Foot	Statutory Level I Fee per Square Foot	Statutory Fee (Deficit) per Square Foot
\$11,187.18	\$4.19	\$3.36	(\$0.83)

Section

Three**COMMERCIAL/INDUSTRIAL DEVELOPMENT**

This section of the Report identifies the school facilities impact from new commercial and industrial development.

School Facilities Impacts from New Commercial and Industrial Development

Just as the District is required to identify the impact of new residential development on student enrollment and a corresponding need for additional school facilities, a similar nexus must be established between new commercial/industrial development and the corresponding need for additional school facilities. A four-step methodology was used to quantify the impact of new commercial and industrial development on the need for school facilities. This methodology incorporates “employment densities” for various commercial and industrial types which have been generated by SANDAG. The methodology includes the following actions:

1. *Determine the number of employees required per square foot for specific types of commercial and industrial development (i.e., new jobs created within the school district).*
2. *Determine the number of new employees who would both live and work within the District.*
3. *Determine the number of occupied housing units that would be associated with new employees.*
4. *Determine the school facilities impact generated from these employees utilizing the “per dwelling unit” facilities costs computed in Section Two.*

The following discussion incorporates the four-step methodology and identifies the school facilities impact for various commercial and industrial developments.

Estimated Number of Employees per Square Foot

Because the utilization of commercial and industrial buildings varies significantly, in order to estimate the number of employees and hence, the number of school age children generated by employees, it is important that the relationship between the size of any commercial/industrial development and its associated employee base, be established for various development or land use types. To do this, SDFA relied on survey results published in SANDAG’s report entitled Traffic Generators published in April of 2002. This report reflects data gleaned from a site specific employment inventory of diverse developments throughout San Diego County. Multiple sites for 17 different development types are included in the survey data and the square footage

and number of employees has been averaged for each development type yielding the average number of employees per 1,000 square feet as shown in the following table:

Table XV
Region-Wide Employment per 1,000 Square Feet by Development Type⁽¹⁾

Development Type	Square Feet of Development Type	Total Employees	Employees per 1,000 Square Feet ⁽²⁾
Banks	9,203	26	2.825
Car Dealers*	28,433	57	2.005
Commercial Offices (<100,000 sqft)	27,100	130	4.797
Commercial Offices (>100,000 sqft)	135,433	625	4.615
Commercial Strip Center*	27,677	50	1.807
Community Shopping Center	151,525	363	2.396
Corporate Office (Single User)	127,331	342	2.686
Discount Retail Club	128,679	215	1.671
Industrial Parks (No Commercial)	351,266	733	2.087
Industrial Plants (Mult. Shift)*	456,000	1,120	2.456
Industrial/Business Parks	260,379	972	3.733
Lodging	165,200	184	1.114
Medical Offices	22,507	96	4.265
Neighborhood Shopping Center	69,509	178	2.561
Regional Shopping Center	1,496,927	2,777	1.855
Restaurants*	5,267	48	9.113
Scientific Research & Development	221,184	673	3.043

(1) Source: SANDAG Publication April 2002, *Traffic Generators*, except as noted by*. Asterisked development types were sourced from a previous Sourcepoint 1990 Study.

(2) Employees/1000 Square Feet = Total Employment/Square Feet of Each Development Type

Estimated Number of Employees Living & Working within the School District

In order to determine the minimum number of students that will be generated as a result of new commercial/industrial development, an estimate of the number of employees (i.e., parents of the children expected to attend schools within the District) who will both work and live within the District must be determined.

As a significant population center in the County of Riverside with a significant employment base and located relatively far from other major employment centers, one would expect that the Resident Employment Generation Rate (REGR) for the Coachella Valley area (Valley) - that is the number of people living within the jurisdictional boundaries of the Valley who are also workers employed by businesses located within the Valley - to be above the average REGR of other areas within the County. Information regarding resident employees (i.e., employees who both work and live in the same city or community "Resident Employees") for the Valley was derived from the 2006-2010 American Community Survey provided by the U.S. Census Bureau.

Approximately 69.85% of the resident employees (i.e., an REGR of .6985) reported working within their city or community of residence. This is in sharp contrast to bedroom communities within the County such as the Temecula Valley and the City of Corona where only 30-40% of the employment base actually works within the areas in which they reside.

Table XVI
Estimated Resident Employees within Desert Sands Unified School District⁽¹⁾

Jurisdiction	Total Estimated Employees ⁽²⁾	Residential Employee Generation Rate	Estimated Number of Resident Employees within Coachella Valley
Desert Sands Unified School District	65,124	69.85%	45,491

(1) Resident Employees are employees that both reside and work within the applicable jurisdiction.

(2) Source: U.S. Census Bureau 2006 to 2010 American Community Survey Table 3.

It should be noted that by considering only those employees who both live and work within the DSUSD, the District is being conservative in its estimate of the impact of commercial/industrial development on student enrollment because the methodology identified herein does not take into account any students who may attend schools within the District as a result of Education Code Section 48204 (i.e, interdistrict transfers). Section 48204 of the Education Code permits employees working within the school district who do not reside within the boundaries of the school district to request that their children be permitted to attend a school within the boundaries of the district in which they work.

Nevertheless, by multiplying the number of employees per thousand square feet as shown in Table XV by the district-wide REGR, one can derive a REGR for the various commercial/industrial development types. The following table indicates that for every 1,000 square feet of new commercial or industrial development, expected residential employee generation ranges from a low of 0.778 employees for *Lodging* to a high of 6.366 employees for *Restaurants*.

Table XVII
Resident Employee Generation Factors by Business Type

Development Type	Employees per 1,000 Square Feet (Table 1.0)	Resident Employee Generation Rate	Resident Employee Generation Factors
Banks	2.825	.6985	1.973
Car Dealers	2.005	.6985	1.400
Commercial Offices (<100,000 sqft)	4.797	.6985	3.351
Commercial Offices (>100,000 sqft)	4.615	.6985	3.224
Commercial Strip Center	1.807	.6985	1.262
Community Shopping Center	2.396	.6985	1.673
Corporate Office (Single User)	2.686	.6985	1.876
Discount Retail Club	1.671	.6985	1.167
Industrial Parks (No Commercial)	2.087	.6985	1.458
Industrial Plants (Mult. Shift)	2.456	.6985	1.716
Industrial/Business Parks	3.733	.6985	2.608
Lodging	1.114	.6985	0.778
Medical Offices	4.265	.6985	2.979
Neighborhood Shopping Center	2.561	.6985	1.789
Regional Shopping Center	1.855	.6985	1.296
Restaurants	9.113	.6985	6.366
Scientific Research & Development	3.043	.6985	2.125

Estimated Household Rate per Resident Worker

In order to quantify the impact of these residential workers on the District, two additional relationships must be established. The first of these is the number of households per resident worker.

By dividing the estimated number of resident employees within the cities that are covered the boundaries of the District (Table XVI) by the estimated number of occupied dwelling units within the cities that are covered by the boundaries of the District, one can estimate the number of dwelling units produced per employee (i.e., the Household Rate). The household rate shown in the following table shows the estimated resident employees per occupied dwelling unit within the District as it is assumed the overall ratio of each of the cities pertains to the areas of the cities within the District.

Table XVIII
Desert Sands Unified School District Household Rate per Resident Employee

Resident Workers	Occupied Housing Units ⁽¹⁾	Household Rate
45,491	67,000	67.90%

(1)Source: U.S. Census Bureau 2006-2010 American Community Survey.

By applying the household generation rate of 67.90% to the Resident Employee Generation Factors shown in Table XVII, housing units required per employee for each commercial/industrial land use category can be determined. Expected household generation per 1,000 square feet of commercial/industrial development appears in the following table:

Table XIX
Household Generation for Commercial/Industrial Land Uses

Development Type	Resident Employee Generation Factor	Household Rate	District Households per 1,000 Square Feet
Banks	1.973	0.6790	1.340
Car Dealers	1.400	0.6790	0.951
Commercial Offices (<100,000 sqft)	3.351	0.6790	2.275
Commercial Offices (>100,000 sqft)	3.224	0.6790	2.189
Commercial Strip Center	1.262	0.6790	0.857
Community Shopping Center	1.673	0.6790	1.136
Corporate Office (Single User)	1.876	0.6790	1.274
Discount Retail Club	1.167	0.6790	0.792
Industrial Parks (No Commercial)	1.458	0.6790	0.990
Industrial Plants (Mult. Shift)	1.716	0.6790	1.165
Industrial/Business Parks	2.608	0.6790	1.770
Lodging	0.778	0.6790	0.528
Medical Offices	2.979	0.6790	2.023
Neighborhood Shopping Center	1.789	0.6790	1.215
Regional Shopping Center	1.296	0.6790	0.880
Restaurants	6.366	0.6790	4.322
Scientific Research & Development	2.125	0.6790	1.443

School Facilities Costs from New Commercial & Industrial Development

The final step involves applying the school facilities costs determined in Section Two to the Household Generation Rate. Since the school facilities cost per new home was already identified in Table XIV, by applying the total cost per dwelling unit to the Household Generation Rate shown in Table XIX, the gross school facilities impact of commercial/industrial development can be determined. The resulting facilities cost per square foot is shown in Table XX and ranges from \$5.91 to \$48.35 per square foot of development.

Table XX
Gross School Facilities Impact for Commercial/Industrial Land Uses

Development Type	District Households per 1,000 Square Feet of Non-Residential Dev.	School Facilities Cost per Dwelling Unit	Gross Facilities Cost per Square Feet of Commercial/Industrial Development
Banks	1.340	\$11,187.18	\$14.99
Car Dealers	0.951	\$11,187.18	\$10.64
Commercial Offices (<100,000 square feet)	2.275	\$11,187.18	\$25.45
Commercial Offices (>100,000 square feet)	2.189	\$11,187.18	\$24.49
Commercial Strip Center	0.857	\$11,187.18	\$9.59
Community Shopping Center	1.136	\$11,187.18	\$12.71
Corporate Office (Single User)	1.274	\$11,187.18	\$14.25
Discount Retail Club	0.792	\$11,187.18	\$8.87
Industrial Parks (No Commercial)	0.990	\$11,187.18	\$11.07
Industrial Plants (Mult. Shift)	1.165	\$11,187.18	\$13.03
Industrial/Business Parks	1.770	\$11,187.18	\$19.81
Lodging	0.528	\$11,187.18	\$5.91
Medical Offices	2.023	\$11,187.18	\$22.63
Neighborhood Shopping Center	1.215	\$11,187.18	\$13.59
Regional Shopping Center	0.880	\$11,187.18	\$9.84
Restaurants	4.322	\$11,187.18	\$48.35
Scientific Research & Development	1.443	\$11,187.18	\$16.14

The amounts shown in Table XX represent the gross school facilities resulting from each square foot of new commercial and industrial construction. These amounts would need to be collected to fully mitigate the impact of new commercial and industrial developments where the employees are commuting from areas outside of the DSUSD or are residing in existing housing within the boundaries of the District and for which no mitigation was received at the time that the dwelling units were constructed. However, a significant number of Resident Employees will reside in new dwelling units for which mitigation payments in the form of Level I Fees or Alternative (Level II and Level III) Fees will be paid. For those commercial and industrial developments that employ individuals who will reside in new mitigated dwelling units located within the boundaries of the DSUSD, the unmitigated or net facilities cost per square foot of commercial and industrial development should be computed.

To identify the unmitigated or net facilities cost per square foot of commercial and industrial development, the facilities fee per square foot of new, residential development is subtracted from the gross facilities cost shown in Table XX. The following table shows the unmitigated net facilities cost per dwelling unit assuming the Statutory Level I Fee is collected.

Table XXI
Unmitigated Net Facilities Cost per Dwelling Unit

Cost/Unit Item	Statutory Level I Fee
Residential Fee per Square Foot	\$3.36
Average Square Feet of Dwelling Unit	2,670
Facilities Cost per Dwelling Unit	\$11,187.18
Less Fee per D/U from New Res. Construction	\$8,971.20
Net Deficit per D/U after Residential Fee	\$2,215.98

By multiplying the net unmitigated school facilities cost shown in Table XXI by the number of households produced per square foot of new commercial and industrial development, the new net commercial and industrial school facilities impact can be determined for the various types of new commercial and industrial development. This computation is shown in Table XXII:

Table XXII
Unmitigated Net School Facilities Impact for Commercial/Industrial Land Uses

Development Type	District Households Per 1,000 Square Foot of Non-Residential Development	Required Commercial/Industrial Fee per Square Foot Assuming the Collection of the Statutory Level I Fee
Banks	1.340	\$2.97
Car Dealers	0.951	\$2.11
Commercial Offices (<100,000 sqft)	2.275	\$5.04
Commercial Offices (>100,000 sqft)	2.189	\$4.85
Commercial Strip Center	0.857	\$1.90
Community Shopping Center	1.136	\$2.52
Corporate Office (Single User)	1.274	\$2.82
Discount Retail Club	0.792	\$1.76
Industrial Parks (No Commercial)	0.990	\$2.19
Industrial Plants (Mult. Shift)	1.165	\$2.58
Industrial/Business Parks	1.770	\$3.92
Lodging	0.528	\$1.17
Medical Offices	2.023	\$4.48
Neighborhood Shopping Center	1.215	\$2.69
Regional Shopping Center	0.880	\$1.95
Restaurants	4.322	\$9.58
Scientific Research & Development	1.443	\$3.20

The net cost to provide school facilities required to serve new students resulting from the construction of new commercial/industrial development, assuming that a portion of the impact has already been mitigated by new residential construction, is still justified at the Level I Fee of \$0.54.

Commercial/Industrial Development Impact

The school facilities impact shown above represents the net cost to provide school facilities required to serve new students resulting from the construction of new commercial/industrial development assuming that a portion of the impact has already been mitigated by new residential construction. As previously noted, this amount does not reflect the gross impact of new commercial/industrial development where some portion of the new employees will be housed in existing housing (from which no additional residential impact fee may be collected) or from interdistrict transfers due to employment. However, as can be seen in Table XXII, assuming that the District received corresponding residential Statutory Level I Fees for all new commercial and industrial development, it would still be justified in collecting between \$1.17 and \$9.58 per square foot in order to fully mitigate the impact of new commercial and industrial development. Pursuant to Government Code Section 65995(b)(2), a unified school district is only authorized to collect \$0.54 per square foot of new commercial/industrial development. Therefore, for all commercial/industrial development types shown in Table XXII, DSUSD is justified in levying the maximum fee of \$0.54 per square foot.

Senior Citizen Housing

As it relates to the imposition of developer fees upon senior citizen housing projects, Section 65995.1(a) of the Government Code reads as follows:

Notwithstanding any other provision of law, as to any development project for the construction of senior citizen housing, as described in Section 51.3 of the Civil Code, a residential care facility for the elderly as described in subdivision (j) of Section 1569.2 of the Health and Safety Code, or a multilevel facility for the elderly as described in paragraph (9) of subdivision (d) of Section 15432, any fee charge, dedication or other requirement that is levied under Education Code Section 17620 may be applied only to new construction and is subject to the limits and conditions applicable to under subdivision (b) of Section 65995 in the case of commercial or industrial development.

The District acknowledges that students will not reside in senior citizen housing units. However, the development of such housing usually generates jobs for facilities maintenance and administration, and in the case of assisted care living situations, health professionals. These jobs may be filled by persons living either within the boundaries of the District or outside the boundaries of the District. In either case, the employees may enroll their students in the District. As a result some students may be generated from the development of new senior citizen housing. The District acknowledges Section 65995.1 and will levy developer fees on any senior citizen housing projects at the current commercial/industrial rate of \$0.54 per square foot. The District will require proof that such senior units are indeed restricted to seniors i.e. a copy of recorded CC&Rs or deed(s).

Section

Four

CONCLUSIONS & STATEMENT OF FINDINGS

Based upon the data gathered by SDFA regarding future development within the boundaries of the DSUSD, student generation, school facilities costs and the methodology employed to determine the school facilities impact from new residential and commercial development, DSUSD makes the following findings pursuant to Section 66001 of the California Government Code:

- *The purpose of the fee is to pay for the construction and/or acquisition of new public school facilities necessary to serve students expected to be generated from new residential and commercial/industrial development.*
- *The fees will be collected and may be used to repay debt service for financing issued for the purpose of providing new school facilities or to pay directly for the acquisition and/or construction of such facilities. The fees may also be used to pay for the leasing or acquisition of portable classrooms to meet the temporary needs of students generated from new development.*
- *There is a reasonable relationship between the expected use of the fee (i.e., new school facilities) and the development on which the fee is imposed (i.e., new residential, commercial and industrial development) because additional students will be generated by new residential and commercial/industrial development.*
- *There is a reasonable relationship between the number of new residential units constructed and the number of elementary, middle and high school students expected to be generated from the construction of such units. There is also a reasonable relationship between the construction of new commercial/industrial development and the number of students expected to be generated from the construction of such commercial/industrial development, as students and the parents of students will be employed by new businesses occupying the new commercial or industrial development and a portion of the students and/or the students parents will also choose to live within the boundaries of the District.*
- *There is a reasonable relationship between the amount of the fee identified in this Report and the cost of the school facilities to be constructed and deemed necessary to serve new residential and commercial/industrial developments.*
- *As identified in Section Two, the District would need to collect approximately \$4.19 per square foot of new residential development to mitigate the school facilities impacts. This amount is well in excess of*

the currently authorized statutory fee (i.e., Level I Fee) of \$3.36 per square foot. Thus, the District is justified in collecting the statutory fees for residential development as permitted by state law.

- *As identified in Section Three, the District would need to collect between \$1.17 and \$9.58 per square foot of commercial/industrial development to mitigate the net school facilities impacts resulting from new commercial and industrial development. This amount is well in excess of the currently authorized statutory fee (i.e., Commercial/Industrial Fees) of \$0.54 per square foot. Thus, the District is justified in collecting the statutory fees for commercial/industrial development as permitted by state law.*

Section

Five

APPENDICES

Appendix A: SCAG – Residential Development Projections

Appendix B: Student Generation Rate Analysis

Appendix C: Interim Housing Facilities Costs

Appendix A: SCAG – Residential Development Projections

Desert Sands Unified School District

Source: Southern California Association of Governments

Integrated Growth Forecast Data to 2035 by Traffic Analysis Zone

SCAG's 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) adopted in April 2012

Data Date: January 2014

Tier2 (TAZ)	Location	Percent in District**	2008 Households	2020 Households	2035 Households
43571500	Coachella	24.21%	0	0	0
43572100	Coachella	97.88%	12	14	27
43572200	Coachella	11.75%	1	1	1
43572400	Coachella	0.20%	0	0	0
43572500	Coachella	0.09%	1	1	1
43576200	Coachella	64.34%	5	47	88
43576300	Coachella	0.22%	0	0	1
43576400	Coachella	99.39%	8	61	115
43576500	Coachella	0.39%	0	0	0
43584100	Coachella	4.13%	0	0	0
43585100	Coachella	0.34%	1	3	7
43518100	Indian Wells	0.95%	7	13	15
43526100	Indian Wells	0.06%	0	0	0
43528200	Indian Wells	17.67%	184	184	184
43531200	Indian Wells	23.97%	200	200	200
43533100	Indian Wells	0.94%	1	2	3
43533200	Indian Wells	0.33%	0	1	1
43533300	Indian Wells	99.55%	606	606	606
43533400	Indian Wells	11.43%	72	82	89
43535100	Indian Wells	68.34%	101	159	233
43538100	Indian Wells	0.40%	4	4	4
43540100	Indian Wells	100.00%	486	602	684
43540200	Indian Wells	97.23%	799	863	917
43540300	Indian Wells	100.00%	0	0	0
43540400	Indian Wells	99.32%	275	381	448
43540500	Indian Wells	6.03%	22	22	22
43541100	Indian Wells	99.17%	73	92	222
43547100	Indian Wells	0.12%	1	2	2
43547200	Indian Wells	0.15%	3	3	3
43545200	Indio	1.96%	35	36	38
43546100	Indio	34.39%	376	481	667
43546200	Indio	1.04%	12	12	13
43546300	Indio	3.86%	67	67	68
43547100	Indio	18.32%	221	269	300
43548100	Indio	5.16%	76	76	92
43549100	Indio	79.35%	1,143	1,407	1,816
43550100	Indio	71.25%	613	677	718
43550200	Indio	100.00%	103	228	390
43550300	Indio	99.71%	139	284	309
43551100	Indio	99.92%	552	775	811
43551200	Indio	93.90%	1,563	1,942	2,028
43551300	Indio	99.90%	499	499	508
43553200	Indio	0.09%	1	1	1

Desert Sands Unified School District

Source: Southern California Association of Governments

Integrated Growth Forecast Data to 2035 by Traffic Analysis Zone

SCAG's 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) adopted in April 2012

Data Date: January 2014

Tier2 (TAZ)	Location	Percent in District**	2008 Households	2020 Households	2035 Households
43553300	Indio	99.72%	818	1,179	1,350
43555100	Indio	14.77%	33	58	102
43556100	Indio	100.00%	867	1,062	2,868
43556200	Indio	100.00%	487	559	634
43556300	Indio	100.00%	721	795	807
43556400	Indio	100.00%	410	655	676
43556500	Indio	100.00%	0	3	3
43557100	Indio	99.91%	826	935	1,003
43557200	Indio	100.00%	586	586	586
43558100	Indio	100.00%	610	700	722
43558200	Indio	100.00%	0	8	17
43558300	Indio	100.00%	972	972	972
43559100	Indio	100.00%	461	464	497
43559200	Indio	100.00%	635	646	746
43560100	Indio	100.00%	1,040	1,040	1,040
43561100	Indio	100.00%	836	892	985
43561200	Indio	100.00%	494	576	735
43562100	Indio	100.00%	1,647	1,727	1,775
43562200	Indio	100.00%	791	888	985
43563100	Indio	100.00%	2	121	232
43563200	Indio	100.00%	497	636	828
43563300	Indio	100.00%	141	141	142
43563400	Indio	100.00%	0	109	208
43563500	Indio	100.00%	69	152	172
43564100	Indio	99.48%	1,338	1,380	1,498
43568100	Indio	82.89%	612	887	1,173
43568200	Indio	99.94%	79	79	79
43568300	Indio	99.82%	484	842	842
43568400	Indio	100.00%	812	812	826
43568500	Indio	100.00%	142	225	243
43571200	Indio	0.06%	1	2	3
43571500	Indio	39.80%	1	1	1
43572100	Indio	0.31%	0	0	0
43572200	Indio	34.04%	3	3	3
43572300	Indio	99.60%	21	305	469
43572400	Indio	2.53%	0	0	0
43572500	Indio	99.91%	601	719	830
43533200	La Quinta	95.56%	128	264	328
43533300	La Quinta	0.06%	0	0	0
43533400	La Quinta	88.57%	560	633	693
43540200	La Quinta	2.77%	23	25	26
43542100	La Quinta	100.00%	1,710	1,710	1,802
43543100	La Quinta	100.00%	1,379	1,403	1,411

Desert Sands Unified School District

Source: Southern California Association of Governments

Integrated Growth Forecast Data to 2035 by Traffic Analysis Zone

SCAG's 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) adopted in April 2012

Data Date: January 2014

Tier2 (TAZ)	Location	Percent in District**	2008 Households	2020 Households	2035 Households
43544100	La Quinta	100.00%	888	1,077	1,195
43544200	La Quinta	100.00%	771	795	824
43545100	La Quinta	100.00%	778	884	965
43545200	La Quinta	97.83%	1,723	1,788	1,882
43547100	La Quinta	81.57%	984	1,198	1,337
43547200	La Quinta	99.52%	1,700	1,888	1,917
43548100	La Quinta	33.00%	486	489	592
43548200	La Quinta	8.95%	70	92	143
43551100	La Quinta	0.08%	0	1	1
43551200	La Quinta	6.10%	102	126	132
43551300	La Quinta	0.10%	0	0	1
43552200	La Quinta	90.10%	267	288	327
43552300	La Quinta	0.06%	0	0	0
43553300	La Quinta	0.13%	1	1	2
43554100	La Quinta	0.47%	1	1	2
43554300	La Quinta	0.23%	1	1	1
43566300	La Quinta	13.93%	28	77	233
43518100	Palm Desert	96.28%	666	1,326	1,488
43518200	Palm Desert	13.79%	15	15	17
43518300	Palm Desert	0.27%	0	0	0
43521100	Palm Desert	15.88%	45	47	57
43524100	Palm Desert	100.00%	86	86	86
43524200	Palm Desert	42.58%	348	361	388
43526100	Palm Desert	99.94%	717	717	721
43526200	Palm Desert	100.00%	1,310	1,544	1,608
43528100	Palm Desert	100.00%	900	900	900
43528200	Palm Desert	82.33%	860	860	860
43528300	Palm Desert	100.00%	772	772	772
43529100	Palm Desert	99.54%	178	1,018	1,142
43529200	Palm Desert	99.39%	1,736	1,736	1,736
43530100	Palm Desert	99.73%	2,045	2,045	2,496
43530200	Palm Desert	100.00%	149	149	149
43530300	Palm Desert	100.00%	1,201	1,201	1,201
43531100	Palm Desert	100.00%	1,427	1,427	1,495
43531200	Palm Desert	76.03%	633	633	633
43532100	Palm Desert	99.94%	680	680	680
43532200	Palm Desert	100.00%	691	716	791
43533100	Palm Desert	2.20%	1	5	7
43533300	Palm Desert	0.39%	2	2	2
43534100	Palm Desert	0.35%	0	0	1

Desert Sands Unified School District

Source: Southern California Association of Governments

Integrated Growth Forecast Data to 2035 by Traffic Analysis Zone

SCAG's 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) adopted in April 2012

Data Date: January 2014

Tier2 (TAZ)	Location	Percent in District**	2008 Households	2020 Households	2035 Households
43535100	Palm Desert	31.66%	47	73	108
43538100	Palm Desert	99.60%	1,076	1,076	1,076
43538200	Palm Desert	100.00%	1,148	1,148	1,148
43538300	Palm Desert	100.00%	1,321	1,321	1,321
43539100	Palm Desert	96.10%	801	801	801
43539200	Palm Desert	99.93%	597	597	615
43540400	Palm Desert	0.68%	2	3	3
43540500	Palm Desert	93.97%	337	337	337
43541100	Palm Desert	0.83%	1	1	2
43541200	Palm Desert	100.00%	1,230	1,230	1,230
43541300	Palm Desert	100.00%	860	860	895
43546200	Palm Desert	0.06%	1	1	1
43548100	Palm Desert	0.14%	2	2	3
43548200	Palm Desert	0.53%	4	5	8
43549100	Palm Desert	0.38%	6	7	9
43549300	Palm Desert	0.61%	5	5	6
43517100	Rancho Mirage	99.25%	386	438	553
43518200	Rancho Mirage	0.24%	0	0	0
43518300	Rancho Mirage	0.26%	0	0	0
43520100	Rancho Mirage	99.44%	497	508	574
43520200	Rancho Mirage	29.09%	205	231	275
43521100	Rancho Mirage	82.96%	236	248	299
43524200	Rancho Mirage	57.42%	469	486	524
43529200	Rancho Mirage	0.48%	8	8	8
43530100	Rancho Mirage	0.27%	6	6	7
43532100	Rancho Mirage	0.06%	0	0	0
43518100	Unincorporated Riverside County	2.70%	19	37	42
43518200	Unincorporated Riverside County	48.76%	54	54	60
43533100	Unincorporated Riverside County	52.92%	33	132	169
43533200	Unincorporated Riverside County	4.10%	5	11	14
43536100	Unincorporated Riverside County	0.05%	0	0	1
43536200	Unincorporated Riverside County	99.97%	64	140	372
43537100	Unincorporated Riverside County	14.15%	16	23	41
43539100	Unincorporated Riverside County	3.56%	30	30	30
43546100	Unincorporated Riverside County	65.44%	715	915	1,269
43546200	Unincorporated Riverside County	98.90%	1,152	1,177	1,226
43546300	Unincorporated Riverside County	95.20%	1,644	1,644	1,686
43547200	Unincorporated Riverside County	0.32%	5	6	6
43548100	Unincorporated Riverside County	61.70%	909	914	1,106
43548200	Unincorporated Riverside County	90.52%	708	930	1,441
43549100	Unincorporated Riverside County	20.26%	292	359	464
43549200	Unincorporated Riverside County	99.99%	507	594	881

Desert Sands Unified School District

Source: Southern California Association of Governments

Integrated Growth Forecast Data to 2035 by Traffic Analysis Zone

SCAG's 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) adopted in April 2012

Data Date: January 2014

Tier2 (TAZ)	Location	Percent in District**	2008 Households	2020 Households	2035 Households
43549300	Unincorporated Riverside County	99.39%	736	772	970
43550100	Unincorporated Riverside County	28.75%	248	273	290
43550300	Unincorporated Riverside County	0.29%	0	1	1
43555100	Unincorporated Riverside County	77.92%	173	308	536
43566300	Unincorporated Riverside County	0.28%	1	2	5
43568100	Unincorporated Riverside County	16.93%	125	181	240
43568200	Unincorporated Riverside County	0.06%	0	0	0
43571500	Unincorporated Riverside County	35.60%	1	1	1
43572100	Unincorporated Riverside County	1.81%	0	0	1
43572200	Unincorporated Riverside County	54.21%	4	5	5
43572300	Unincorporated Riverside County	0.40%	0	1	2
43572400	Unincorporated Riverside County	97.27%	0	0	0
43576400	Unincorporated Riverside County	0.60%	0	0	1
43585100	Unincorporated Riverside County	34.77%	67	303	658
43597100	Unincorporated Riverside County	0.05%	0	0	0
43597200	Unincorporated Riverside County	55.59%	38	97	256
			68,152	77,539	88,305

Extrapolation of Five Year Projection based on Annual Averages:

Difference in Data Years:	9,387	10,766
Number of Years Estimate:	12	15
Annual Average Dwelling Units per Year Estimated:	782	718

Estimated Number of Dwelling Units January 1, 2014

	Permitted Date	Dwelling Units
Dwelling Units Existing on January 1, 2008		68,152
Additional Dwelling Units 2008		782
Additional Dwelling Units 2009		782
Additional Dwelling Units 2010		782
Additional Dwelling Units 2011		782
Additional Dwelling Units 2012		782
Additional Dwelling Units 2013		782
Estimated Dwelling Units to Exist on January 1, 2014:		72,844

* The data provided by SCAG per TAZ was approved by each of the agencies in April of 2012 to be used in the 2012 Regional Transportation Plan and Sustainable Communities Strategy.

** Percentage in District was provided by SCAG by GIS review.

Appendix B: Student Generation Rate Analysis

Desert Sands Unified School District
District-Wide Student Generation Rates
January 2014

School Level	Elementary	Middle	High	Total
Students (1)	12,940	6,802	9,520	29,262
Dwelling Units (2)	72,844	72,844	72,844	72,844
Student Generation Rate	0.1776	0.0934	0.1307	0.4017

Note:

(1) Source: October 25, 2013 District Enrollment Report

(2) Source: Southern California Association of Governments - 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) adopted in April 2012

Appendix C: Interim Housing Facilities Costs

Appendix C
DESERT SANDS UNIFIED SCHOOL DISTRICT
Interim Facilities Cost Estimates

Per Student Interim Facilities Cost Estimates

1.0 Per Classroom Costs	Elementary	Middle	High
One Time Site/Set-up Cost	13,000	13,000	13,000
Delivery	6,400	6,400	6,400
Removal	4,700	4,700	4,700
Incidentals	9,000	9,000	9,000
Rent Per Year (\$750 per month)	9,000	9,000	9,000
Total First Year Costs	42,100	42,100	42,100
<i>Cost per each Additional Year</i>	<i>9,000</i>	<i>9,000</i>	<i>9,000</i>
1.01 Totals			
Months Required	24	24	36
Classroom Cost	51,100	51,100	60,100
1.02 Per Student Costs			
Classroom Loading	25	27	27
Cost per Student	2,044	1,893	2,226

2.0 Per Restroom Costs	Elementary	Middle	High
One Time Site/Set-up Cost	50,000	50,000	50,000
Delivery	2,500	2,500	2,500
Removal	2,500	2,500	2,500
Incidentals	2,000	2,000	2,000
Rent Per Year (\$850 per month)	10,200	10,200	10,200
Total First Year Costs	67,200	67,200	67,200
<i>Cost per each Additional Year(s)</i>	<i>10,200</i>	<i>10,200</i>	<i>10,200</i>
2.01 Totals			
Months Required	24	24	36
Classroom Cost	77,400	77,400	87,600
2.02 Per Student Costs			
Loading	200	216	216
Cost per Student	387	358	406

Total Per Student Interim Facilities Costs (per Grade Level)	2,431	2,251	2,631
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Comment Letter 7

City of La Quinta

78-495 CALLE TAMPICO
LA QUINTA, CALIFORNIA 92253

(760) 777-7000
FAX (760) 777-7101

August 14, 2014

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

RE: Comments on City of Coachella Comprehensive General Plan Update Draft Environmental Impact Report (DEIR)

Dear Mr. Lopez,

This letter serves as the City's comments regarding the above referenced project. Its intent is to share our thoughts and observations regarding the DEIR's review of potential issues that may have an impact on the City of La Quinta and its Sphere of Influence, particularly in the areas adjacent to and in the vicinity of Coachella's southwestern boundary.

As noted in our letter dated September 10, 2013 regarding our review of the Coachella Draft General Plan Update (Plan), our comments were, and continue to be primarily focused on land use and circulation aspects. For reference, a copy of the aforementioned letter is attached.

In general, the Plan appears to provide detailed analysis in certain areas, such as the Land Use Element and provides a more general approach to other areas, such as the air quality analysis. With respect to our noted areas of concern, the following comments are provided:

Land Use

- The DEIR does not recognize or address the City of La Quinta's Sphere of Influence, which abuts the City of Coachella at its southwestern boundary. The DEIR should address land use compatibility issues associated with the City's General Plan designations and pre-annexation zoning, which were approved by resolution, and are on file with the Riverside Local Agency Formation Commission. La Quinta's land use plan reflects its intent to respect the goals of the Vista Santa Rosa community (see below), and is much less intense than uses proposed in the Coachella General Plan. The potential for land use conflicts should be addressed.
- The discussion in the DEIR also does not address Vista Santa Rosa's land use plan, which Riverside County and the Vista Santa Rosa Community Council previously developed. As you may recall, the process conducted when establishing this plan paid careful attention



to maintaining a rural neighborhood character for Vista Santa Rosa. The Plan identifies a land use designation of Regional Retail on all corners of the intersection of Avenue 52 and Van Buren. The development of what appears to be more than 100 acres of intense commercial development is inconsistent with the Plan, La Quinta's adjacent Sphere of Influence, and the character of Vista Santa Rosa as currently represented by Riverside County.

7.3

Population Projections

- The DEIR uses a household size of 2.8 persons to characterize future population. Given the Department of Finance recently identifying a household size of 4.5 persons for Coachella, it appears that the City is significantly underestimating its buildout population, and as a result its impact on a number of environmental factors, ranging from water use to trip generation. Please explain the difference in household size. A household size consistent with the City's historic and current household size would be more appropriate for this analysis.

7.4

Traffic and Circulation

- Traffic count data identified in the DEIR is from August and December, 2006, which is now approximately eight (8) years old. While the DEIR states these counts suffice because the economy had a substantial downturn in 2008, the information is very old and should have been updated before modeling the effects of the new land use plan. Without validation, the counts now appear to be too old to be appropriately used as a basis for current conditions.
- The General Plan traffic analysis looked at only 19 intersections. General Plan traffic analysis usually considers all major intersections in a community, in order to assure that the build out of the land use plan can be accommodated by the community's circulation system. By limiting the analysis, the City is unlikely to get a complete picture of traffic impacts in the future.
- The General Plan traffic study indicates that the County-level version of the RivTAM model was used to conduct the analysis, including the interactions between land uses. There is no indication, however, that a more refined TAZ breakdown was prepared for this analysis. The traffic study simply states that the RivTAM model was "updated to provide further detail within the City of Coachella..." Adequate analysis of such a complex and detailed land use plan cannot effectively be undertaken with the use of RivTAM TAZs, which are too large and too broad to adequately reflect land use plan interactions.
- Regarding the DEIR's specific street segment analysis:
 - Segments of Van Buren parallel to Jackson Street are projected to carry much more traffic than Jackson Street, and generally much more than projected by the La Quinta traffic model. For instance, *north of Avenue 54* Coachella 2035 volumes are projected at 35,490 vehicles per day (VPD) while the La Quinta model projects 28,531. *North of Airport Blvd*, Coachella projections are 41,200 VPD versus La

7.5

7.6

7.7

7.8

Quinta volumes of 22,172. *South of Airport Blvd*, Coachella projected traffic is 43,600 VPD while the La Quinta model projects 21,641.

- The only link common to the two cities' models on Harrison Street is between Airport Blvd and Ave 58. Coachella projects 2035 traffic volumes at 43,600 VPD versus La Quinta projections of 79,828. Even when providing 8 travel lanes La Quinta's model projects LOS F at buildout, while Coachella predicts LOS E during the AM peak hour on a 6 lane roadway (please also see roadway classification concerns below).

For comparison purposes, the June 2014 Draft Riverside County General Plan calculates Harrison Blvd *north of Avenue 54* to carry 65,400 VPD at buildout.

By contrast, the Coachella traffic analysis projects that Harrison *north of Avenue 54* will carry about 35,550 VPD, which is a little more than ½ of the County's projected volumes on this segment.

- The La Quinta model projects 2035 traffic volumes for Airport Boulevard between Madison and Monroe Streets at 17,177 VPD. The closest Airport Blvd link analyzed in the Coachella General Plan EIR is that between Jackson Street and Van Buren Street, where Coachella projects volumes of 13,620 VPD.

Given that both models used RivTAM, we would have expected closer concurrence in the analysis.

- Regarding the DEIR's roadway classifications:
 - For Harrison Street, the La Quinta General Plan calls for an 8-lane expressway-type design while Coachella calls for a 6-lane roadway south of Ave 54.
 - For Avenue 50, the La Quinta General Plan calls for a 4-lane roadway while Coachella calls for 4-lanes north of Ave 50 and 6-lanes south of Ave 50.
 - On Airport Boulevard, Coachella is calling for a 6-lane roadway, where La Quinta's General Plan calls for 4-lanes.

It is recommended that the City of Coachella fully consider the differing conclusions between its traffic analysis and that performed by the City of La Quinta in 2012. A coordinated transportation planning effort is essential in being able to ensure adequate infrastructure is established and significant impacts are avoided.

As noted in our previous letter, we recognize every agency has its own community goals, policies and design standards, and we very much respect Coachella's establishment of its current and future identity and the community goals it strives to achieve. Our comments are provided with the intent and purpose to promote compatibility in the physical implementation of our respective community goals and consistency in the applicable design standards between jurisdictional boundaries, as well as facilitate reasonable transitions where those standards differ.

We again hope that these review comments are helpful to you moving forward on the Coachella Comprehensive General Plan Update and DEIR. We look forward to discussing any of these

points with you should you have any questions or comments, if so, please feel free to contact me at 760-777-7125.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Les Johnson', with a long horizontal flourish extending to the right.

Les Johnson
Community Development Director

Encl.

c: Michael Gialdini, District 4 Office of Supervisor John Benoit
Mayor and City Council Members
City Manager
City Attorney



SENT VIA EMAIL TO: Llopez@coachella.org

Luis Lopez, Community Development Director
Development Services Department
City of Coachella
1515 6th Street
Coachella, CA 92236

Re: City of Coachella General Plan Update Draft Environmental Impact Report

Dear Mr. Lopez,

We are pleased with the City of Coachella's interest in a robust public participation process for this Draft Environmental Impact Report (DEIR) for the City of Coachella's General Plan Update (GPU). We submit these comments because we are particularly concerned with the impact of the General Plan on disadvantaged communities within the sphere of influence of the city of Coachella, including residents that live in mobile home communities, including "Polanco" parks (twelve unit mobile home parks), that lack basic infrastructure including sanitary sewer collection systems and domestic potable water.

8.1

Our analysis finds that the DEIR is inadequate in that it fails to provide sufficient and accurate baseline data, fails to adequately analyze the impacts – including indirect impacts - of the General Plan Update on communities in the southern portion of the applicable planning area, and fails to adequately assess impacts with respect to GHG emissions and air quality.

Failure of the DEIR to Adequately Assess Conditions in the City of Coachella Render Impossible an Analysis of Impacts

The California Environmental Quality Act (CEQA) Guidelines require that the EIR describe the General Plan Update's (GPU's) environmental setting with sufficient detail to facilitate meaningful consideration of environmental impacts:

8.2

Knowledge of regional setting is critical to the assessment of environmental impacts The EIR must demonstrate that the significant environmental

impacts of the proposed project were adequately investigated and discussed and it must permit the significant effects of the project to be considered in the full environmental context.

Cal. Code Regs. § 15125(c). The DEIR fails to satisfy this standard in that it overlooks critical information regarding the prevalence of mobile homes, unsafe drinking water and unsafe wastewater treatment, housing needs and information related to both circulation, air quality and Greenhouse Gases.

8.2

Inadequate Assessment of Existing Conditions with Respect to Population and Housing

The DEIR analyzes the General Plan based on an assumption that the GPU includes the 2009 Housing Element when, in fact the 2013 Housing Element is adopted and is the operable Housing Element and must be included in the General Plan Update. The DEIR's analysis that relies on the outdated housing element (and thus General Plan) must be amended to analyze the current Housing Element/General Plan.

8.3

There is inadequate analysis of disadvantaged, unincorporated communities - including mobile home parks - in both the General Plan and the DEIR. SB 244 requires that the General Plan identify communities within a city's sphere of influence, not simply those communities within and adjacent to the city limits. This General Plan – and accompanying DEIR - fails to meet the requirements of state law by failing to include all disadvantaged communities in its analysis and by failing to engage in an adequate analysis of those communities that it does identify. While we are concerned that several communities are unlawfully excluded from this analysis, two communities that we are aware of include mobile home parks located at 87620 Airport Boulevard and 8867 58th Avenue.

8.4

Furthermore, while the General Plan and the Population and Housing Chapter of the DEIR identifies five vulnerable communities pursuant to its responsibilities per SB 244, it fails to distinguish among and engage in any analysis of the individual communities and mobile home parks that constitute those communities. Additionally, it appears that all or part of the communities of Thermal and Mecca are excluded from the analysis yet should be pursuant, again, to the requirements of state law. These deficiencies in turn make the DEIR inadequate since the DEIR cannot adequately assess impacts nor can it provide mitigation measures to alleviate said impacts.

Aside from and in addition to the General Plan's and DEIR's failure to include a full analysis of disadvantaged communities beyond the city limits, the Plan and DEIR fail to adequately assess and analyze housing throughout the southern portion of the City, in particular in agriculturally zoned areas. As discussed below, this hinders any effort to adequately analyze displacement pressures on these communities.

8.5

Finally, the existing conditions assessment doesn't adequately account for housing need, for example an assessment and analysis of substandard housing within city limits and within the city's sphere of influence.

These deficiencies in baseline information regarding housing units and housing need in the southern portions of the Planning Area render an adequate analysis of the General Plan impossible.

8.5

Failure to Include Information Regarding the Drinking Water and Wastewater Services and Quality

Many mobile home parks in the southern portions of the Planning Area rely on shallow drinking water wells and on septic systems, also known as on-site wastewater treatment systems (OWTSs). Most of these parks' drinking water systems and OWTSs are not subject to regular inspection or other oversight by any regulatory authority, such that inadequate maintenance and/or overuse may result in residents' prolonged exposure to unsafe conditions such as drinking water that exceeds Maximum Contaminant Levels (MCLs), overflows of raw sewage into residents' yards, backing up of raw sewage inside residents' homes, or contamination of drinking water sources. With respect to drinking water, it is particularly important to note that groundwater in the Coachella Valley has high levels of arsenic and hexavalent chromium and that many residents who live in the eastern end of the sphere of influence of the City rely on groundwater that is not treated for chemical or biological contaminants. See, e.g., 2014 Coachella Valley Integrated Regional Water Management Plan at 2-47, 3-16, 3-17.

8.6

The Water Supply and Wastewater chapter of the DEIR fails to describe any of these aspects of the existing environmental setting for the 17 planning areas identified within the city limits and the sphere of influence, see figure 4.16-1. In addition, the Water Supply and Wastewater chapter of the DEIR fails to give any details regarding OWTS usage and adequacy in the City of Coachella and its sphere of influence, such as the number of households and individuals that rely on OWTS for wastewater treatment, their geographic distribution, development patterns giving rise to heavy concentrations of OWTS in some areas of the City, or the number and severity of OWTS-related violations or failures. All of this information is necessary for an adequate analysis and to satisfy the requirements of Cal. Code Regs. § 15125(c).

The DEIR Fails to Adequately Assess General Plan Update Impacts and Potential Mitigation Measures

The DEIR Fails to Analyze Displacement

The DEIR fails to assess potential displacement pressures resulting from the the General Plan Update on lower income households in the City of Coachella, and in particular on mobile homes, residents of mobile homes and mobile home parks throughout the southern portions of the Planning Area. We are particularly concerned about displacement pressures – and the DEIR's failure to analyze such pressures - on those communities located in and adjacent to agriculturally zoned lands, and land designated for industrial use (for example sub-area 5). An adequate analysis may well determine that such displacement is in fact significant and therefore requires mitigation measures. Unless and until the DEIR assesses potential displacement with respect to all mobile homes and mobile home communities in the southern portion of the Planning Area, the DEIR is inadequate.

8.7

The DEIR fails as well to assess the impact of code enforcement policies on displacement of housing and of people. (See Action 2.4 in the Housing Element). The DEIR must assess the potential of code enforcement activities to result in displacement and develop mitigation measures as necessary.

8.8

The DEIR notes that economic pressures could lead to displacement of persons but makes a conclusory statement that no mitigation measures are necessary. The DEIR should fully assess the potential of economic pressures to displace persons and develop mitigation measures to mitigate such displacement.

8.9

The DEIR also notes that any displacement that may occur will be offset by the forty-five thousand new housing units anticipated by the general plan. However, neither the General Plan nor the DEIR analyzes the affordability and adequacy of those new units to accommodate displacement.

8.10

Failure to Analyze the Impacts of Industrial Uses on Lower Income Communities

We are extremely concerned that the majority of Industrial Land Uses (Figure 4.8-3: Coachella General Plan Update 2035 Land Use Plan) are placed in and adjacent to low-income communities that have been unidentified and under-identified in the DEIR. This is especially true for communities in the unincorporated portion of the planning area. The risk posed by industrial uses in terms of environmental hazards has been completely left out of any analysis in the DEIR, therefore any analysis of the impacts of industrial development is inadequate. The DEIR must assess the potential impact of industrial uses on residential communities with respect to environmental health and potential displacement.

8.11

We are also concerned that industrial uses are disproportionately located near higher density housing, and thus in closer proximity to housing affordable to lower income people (For example Sub-Area 7 and 8). The DEIR must analyze the impact of industrial use on residential communities and in particular the disproportionate impact of industrial uses on lower income populations.

Failure to Assess the Impacts of New Development as Compared to A Concerted Focus on Development in Existing Communities.

The City of Coachella through General Plan Goals and Policies identifies infill development as a priority but fails to set a high enough threshold for infill development and fails to include adequate implementation measures to ensure infill goals are met.

8.12

The GPU (Land Use + Community Character, 2.9 04-85) outlines infill goals, stating: *"Infill development. Promote and provide development incentives for infill and redevelopment of existing properties"* but fails to establish adequate enforceability mechanisms. The DEIR and the General Plan Update must clarify the ambiguities associated with the Plan's infill development policies as described herein and provide enforceable policies that would mitigate and promote sustainable development for low-income residents of Coachella.

Limiting growth based on a threshold of 60% development in identified High Priority Development Areas (General Plan Update, Land Use + Community Character, 2.14 04-85) seems arbitrary and inadequate. The DEIR should assess the differential benefits and impacts of greater thresholds for infill development on air quality, GHG emissions, circulation, traffic congestion and population and housing and identify policies that will promote greater infill development

8.12

Failure to Analyze Impacts of Jobs / Housing Fit

The General Plan fails to assess the affordability of housing units in priority growth areas or adequately assess jobs housing fit throughout the planning area. As a result, the DEIR cannot sufficiently analyze resulting GHG impacts, air quality impacts or circulation impacts of growth in priority areas.

8.13

Discriminatory Annexation and Land Use Policies Impacting Communities Sub-Area 5

Sub-Area 5 (Land Use + Community Character, 04-70) poses specific impediments to sustainable and equitable development in the communities currently existing in Sub-Area 5. Specifically the policies hindering annexation efforts, concentration on industrial development and complete omission of any residential use in the Sub-Area. Rancho Unido and other communities are identified as vulnerable communities within the GPU's 244 analysis and the explicit policies limiting annexation and residential uses would negatively and disparately impact those communities. The DEIR fails to address and mitigate these impacts.

8.14

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Thank you for your consideration of these comments. Please contact Michele Hasson at: 347-578-0220 to set up a time to meet to discuss them in person. We look forward to working with you to address the above concerns and develop a stronger DEIR and General Plan.

Sincerely,

Michele Hasson, Regional Director-Coachella Valley, Leadership Counsel for Justice and Accountability

Suguet López, Executive Director, Líderes Campesinas

Karen Borja, Lead Organizer, Inland Congregations United for Change

Comment Letter 9

**LEWIS
BRISBOIS
BISGAARD
& SMITH LLP**

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August 14, 2014

File No.
32718.02

VIA ELECTRONIC MAIL ONLY

Mr. Luis Lopez
Development Services Director
City of Coachella
1515 Sixth Street
Coachella, CA 92236
E-Mail: llopez@coachella.org

Re: Public Comment - Draft Environmental Impact Report for the City of
Coachella General Plan Update 2035

Dear Luis:

On behalf of the La Entrada Specific Plan Project ("La Entrada"), I submit the following comments on the Draft Environmental Impact Report ("DEIR") prepared in conjunction with the City of Coachella General Plan Update 2035 (the "Plan").

9.1

I ask that these comments be included in the record for the DEIR and be addressed during preparation of the Final Environmental Impact Report for the Plan:

1. As a threshold matter, La Entrada was approved December, 2013¹. Therefore, any references to La Entrada in the DEIR (for example on page 4.8-7 in the Land Use and Planning chapter) should not contain the word "proposed." Moreover, anything contained in either the Plan or the DEIR that does not conform to the provisions, requirements or specifications contained

9.2

¹ Resolution No. WA-2013-04 (Water Supply Assessment), Resolution No. 2013-50 (General Plan Amendment No. 12-02), Resolution No. 2013-51 (General Plan Amendment No. 12-03), Resolution No. 2013-52 (Tract Map 36494), Resolution No. 2013-53 (certifying Environmental Impact Report No. 12-01), Ordinance No. 1059 (approving Specific Plan Amendment No. 88-03, La Entrada) and Ordinance No. 1060 (approving Change of Zone No. 12-03).

- | | |
|--|-----|
| in any of the La Entrada approvals shall not control for any development within the La Entrada project. | 9.2 |
| 2. In conjunction with the approval of La Entrada, an Environmental Impact Report (SCH No. 2012071061) (the "La Entrada EIR") was prepared and certified. As a general comment, the DEIR should take into account the findings and conclusions contained in the La Entrada EIR, especially with respect to the La Entrada site. | 9.3 |
| 3. The following are comments that directly relate to DEIR Chapter 3.0, Project Description: | |
| a. Here again, any reference to the La Entrada project should reflect the final documents that were approved by the City Council in December, 2013. | 9.4 |
| b. Under the La Entrada description "schools" should be changed to "four schools" or, in the alternative, "three elementary schools and one middle school." In that same paragraph, "343.8 acres of parks" should be changed to "344.7 acres of park and recreation uses." | 9.5 |
| c. In the Project Description, under the La Entrada heading, the last sentence should be corrected to indicate that Avenues 50 and 52 are broad "four-lane boulevards" not "four-six-lane boulevards." | 9.6 |
| d. As a general comment, one applicable to the entire DEIR document, there is a conspicuous absence of reference to or planning for the proposed freeway interchange at Interstate 10 and Avenue 50. The City is actively engaged in planning and securing funding for that interchange and a discussion of the interchange, with reference to exhibits and plans should be included in the Plan and DEIR documents. | 9.7 |
| 4. The following are comments that directly relate to DEIR Chapter 4.8 Land Use: | |
| a. Here again, any reference to the La Entrada project should reflect the final documents that were approved by the City Council in December, 2013. | 9.8 |

- | | |
|---|------|
| b. Under Specific Plans, La Entrada: "Schools" should be changed to "four schools" or, in the alternative, "three elementary schools and one middle school." In that same paragraph, "343.8 acres of parks" should be changed to "344.7 acres of park and recreation uses." | 9.8 |
|
5. The following are comments that directly relate to DEIR Chapter 4.9 Circulation: | |
| a. As a general comment, the traffic analysis section uses data collected in 2007, which can be considered outdated. The La Entrada EIR includes updated traffic counts and data collected as recently as 2013 in areas around and impacted by development of La Entrada. | 9.9 |
| b. As a further general comment, the horizon year traffic counts for areas of the City, including, for example the Desert Lakes area of the City, appear low considering the planned land uses and development proposals. Analysis should include a projection of build-out traffic numbers for areas of the City. | 9.10 |
| c. The DEIR should clarify that improvements to freeway segments and access ramps are controlled by Caltrans and not the City. For example, the discussion on significant, unavoidable impacts on page 4.9-38 could be clarified by including the following language:

In year 2035, conditions of the I-10 and SR-86 South freeway mainline lanes are forecasted to operate at less than the LOS standard. Under this scenario, the proposed project contributes to the cumulatively significant impact at these freeway mainline locations. However, there is no feasible mitigation for this significant impact because there is no mechanism for the City to design, fund, and construct improvements on the State highways and freeways. All improvements to state highways and freeways are controlled by Caltrans. For this reason, impacts would remain significant and unavoidable at these locations. | 9.11 |
| d. Measurements used to calculate the forecasted vehicle volumes in Table 4.9-6 are not readily apparent. The DEIR should clarify and provide detail on how the forecasted volume of vehicles was determined (i.e. time of day, number of hours, peak congestion times, etc.). | 9.12 |

e. The LOS levels in Table 4.9-6 (FX, EX, DX, and XE) are unusual. The DEIR should contain a definition and explanation of these LOS designations.

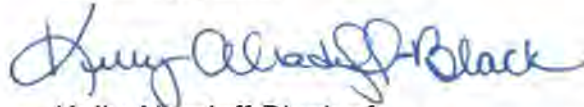
9.13

6. A Water Supply Assessment (TKE, October 2013) (the "WSA") was prepared for La Entrada and considered during public hearings on the project. That WSA relied on several documents including two (2) memorandums of understanding ("MOUs") dated 2009 and 2013, by and between the City of Coachella and the Coachella Valley Water District ("CVWD"). Any reference to or reliance on the La Entrada WSA is conspicuously absent from the DEIR. The La Entrada WSA should be considered and cited as a reference in the DEIR Water Supply analysis chapter.

9.14

Please do not hesitate to contact me if you have any questions about these comments or this matter generally.

Sincerely yours,



Kelly Alhadeff-Black of
LEWIS BRISBOIS BISGAARD & SMITH LLP

KAB

cc: Terry Manley
Alysia Vigil



MSA CONSULTING, INC.
PLANNING ■ CIVIL ENGINEERING ■ LAND SURVEYING

August 18, 2014

Mr. Luis Lopez, Community Development Director
CITY OF COACHELLA
Development Services Department
1515 6th Street
Coachella, CA 92236

Subject: General Plan Update - EIR Comments

Dear Mr. ~~Lopez~~ ^{Luis},

On behalf of Reading International and Shadow View Land and Farming LLC, please accept the following comments on the General Plan EIR for your consideration.

10.1

1. The EIR does not analyze the physical impacts that designating such a large amount of Regional Retail land (GPU Figure 3.0-3) and the addition of over 10 million square feet of retail use (EIR Table 3.0-2) may have on existing businesses throughout of the City and the potential for business closures and blight conditions to result.

10.2

2. The EIR includes an inaccurate and incomplete description of the Shadowview Specific Plan.

On page 3.0-11 of the EIR, the Shadowview Specific Plan is described as not supporting "mixed use development, connected streets and strategic density designations to promote a walkable and sustainable environment in the City". However, the SP does include features that are promoted by the GPU that should be acknowledged in the EIR:

10.3

- 100 acres of mixed use commercial/high density residential development
- Walkable neighborhood parks within a quarter mile of each residence
- Backbone streets with multi-use trails for pedestrian and bicycle use
- Non-gated village entries

3. The EIR assumes that revision of the Shadowview Specific Plan will resolve GP land use inconsistencies. This is not a reasonable assumption.

On page 4.8-19, the EIR analysis acknowledges that the GP Land Use and Shadowview Specific Plan are in conflict. It further says that GPU policy requiring the amendment of the Specific Plan would resolve this conflict. However, there is no legal basis for this assertion that would require

10.4

a land owner to change an adopted Specific Plan. Many existing Specific Plans in the City (e.g. Brandenburg/Butters) have been approved and unbuilt for more than a decade. The General Plan Land Use Map should acknowledge the existing Shadowview Specific Plan with policies allowing for the specific revisions currently under discussion with the City.

10.4

4. The EIR analysis of roadway capacities is based on incomplete land use assumptions.

Page 3.0-11 of the EIR indicates that the proposed GPU Land Use Map (GPU Figure 3.0-3) identifies the "type, location and density/intensity of future development" that define the plan. The land uses shown on this plan, then, are the basis for modelling traffic impacts and assigning circulation element roadway locations and classifications. However, each Subarea allows for a "Final Designation Mix" of land uses (e.g. GPU page 04-77, Subarea 11) that may differ in location and size from those shown on the land use map. If shifts in land use location occur as allowed within each Subarea, the EIR Traffic Impact Study would be based on faulty land use assumptions and the circulation analysis of the EIR called into question.

10.5

5. The EIR analyzes an incorrect roadway system within the Shadowview Specific Plan.

The Shadowview Specific Plan has been adopted by the City and there is no legal requirement that the Specific Plan roadway system should be changed. Consequently, the GPU Future Roadway Network map (GPU Figure 4-1) does not incorporate existing approvals and should be revised to reflect a roadway system and classifications consistent with the adopted Specific Plan. Otherwise, the circulation analysis and projected traffic impacts stated by the EIR are called into question for this location based on a speculative and unfounded change in land use.

10.6

We would request that the General Plan Land Use map and policies be revised to acknowledge the Shadowview Specific Plan as amended for higher density residential uses within Villages II, III and IV, as per our current discussions with the City.

10.7

Very truly yours,



Paul DePalatis, AICP
Director of Planning Services

PRD/nv

c: Katherine Jenson, Rutan & Tucker, LLP
Andrzej Matyczynski, Shadow View Land & Farming, LLC

August 14, 2014

City of Coachella
Attn: Luis Lopez, Community Development Director
1515 6th Street
Coachella, CA 92236

Re: Comments on Coachella Draft General Plan 2035, General Plan 2035 Errata, and General Plan 2035 Draft EIR

Dear Mr. Lopez:

Thank you for the opportunity to again comment on the City's Draft General Plan 2035, along with the available General Plan Errata and the General Plan 2035 Draft EIR. This firm has been retained by the owners representative, Shadow View Management, LLC ("SVM"), respecting Planning Area 1 and the second phase of Planning Area 2 (Villages V-XI) of the approved Shadow View Specific Plan ("SVSP"), to convey the owners comments on the above referenced draft documents.

SVM continues to wish the City well with its efforts to adopt a new General Plan that will effectively serve the interests of the citizens of Coachella. In addition, SVM asks that the final form of the new General Plan respect the existing, approved SVSP and that it be consistent with the land use entitlements established in the approved SVSP as further discussed below.

As you are aware, both the first and second phases of Planning Area 2 of the approved SVSP are the subject of approved subdivision maps (such as TTM 34865). Planning Area 2 is the residential portion of the SVSP. The existing, approved Tentative Tract Maps ("TTM's") will remain in effect through September 14, 2016 and, again, cover all of Planning Area 2 within the SVSP. SVM reiterates it's earlier request that the city's new General Plan and EIR acknowledge and confirm the existing approved SVSP and TTM's. SVM objects to any policies in the proposed new General Plan that attempt to reverse the previous and still existing approvals of the SVSP and related, TTM's or otherwise undermines and is contrary to the basic existing approvals and integrity of these entitlements.

Any new General Plan policies should be flexible enough so as to allow for a minor amendment of the SVSP if necessary, and to stimulate expedited development of the same. Shadow View Management would be willing to consider the higher residential densities that are currently proposed in the General Plan and Errata as they might be made applicable to the SVSP, such as the up to 15 du/ac in the Specific Plan commercial area pursuant to the Regional Retail District designation of the General Plan, as well as the up to 25 du/ac and 35 du/ac in the residential areas in walkable connected neighborhoods. However, as noted above, the new, proposed policies must be modified to be flexible enough to respect the development currently allowed in the SVSP and approved in related TTM's, including allowing single-family development as a permitted use in the residential areas and higher density residential in the SVSP designated Commercial/High Density Residential areas.

The development contemplated by the SVSP is a unified project with integrated infrastructure, parks and development conditions. SVM has not agreed to any amendments to the SVSP as may be proposed by the other owner (Reading and/or any other parties) in the SVSP area. Further, SVM has not been involved by Reading regarding any amendments or proposed changes to SVSP or TTM's in any meaningful way. For

example, SVM had not been made aware by Reading that they were meeting with the City to discuss possible amendments to SVSP until the City informed us afterwards only recently; and this includes that SMV was not aware initially that Reading was in discussions with the city for about the new proposal for extending 47th Avenue into SVSP Planning Area 1 from Tyler street. However, SVM is prepared to work jointly with the other owner(s) of portions of the SVSP property on any coordinated adjustments to the SVSP, and development plans, if warranted, and on the master infrastructure needs.

Regarding the General Plan policy of changing the majority of the residential area in the SVSP to Regional Retail District, it is observed here that the City of Coachella has designated more than enough commercial/retail/entertainment land to serve all of its approved residential areas, and that what is needed to spur commercial/retail/entertainment development within the City is not more commercial/retail zoning but, rather, more residential, including higher density residential. Residential development, both single-family and high density, will spur and support retail development, while simultaneously enhancing choices and affordability in the City's housing stock.

SVM and the owners it represents are well versed and long experienced in the commercial/retail real estate development market and specifically offer the following comment: "The increased commercial and regional retail areas and acreages called for in the Draft General Plan 2035, such as in Subarea 11, are unrealistic and swimming against the tide of retail growth. Brick and mortar retail growth is, at best, stagnant as E-commerce consumes an ever larger share of the retail sales pie. Thus, the limited growth potential for brick and mortar retail and related commercial development likely hinges on the creation of new residential areas of development, both single family and high density, which will drive the demand for new centers that cater to the evolving urban market place, which includes smaller centers with greater emphasis on food and other consumer services such as medical, entertainment, personal services, lodging, schools, day care, etc..."

11.1

SVM requests that, at a minimum, and as a practical matter, in recognition of the existing, approved SVSP, that the City considers making the following changes to the Draft General Plan 2035:

1. Reduce the amount of Regional Retail District land use designation in Subarea 11 to the amount of commercial/high density residential land use area (100 acres) approved in the SVSP and allow multi-family as a primary use. As an alternative, please consider allowing both single-family and multi-family residential as primary uses in a density range of 4-15 du/ac in the Regional Retail District.
2. Subarea 11 – Commercial Entertainment District, Policy Direction #11 (#12 per the Errata) in the Draft GP, which "requires" amendment of the Shadow View SP, should be eliminated; or at minimum revised something to the effect as *"The City shall work with the owners of the Shadow View Specific Plan area to incorporate a walkable, commercial retail and entertainment destination within the area designated for commercial use in the Specific Plan. Design elements such as those found in the Victoria Gardens project and Downtown Disney are desired for these commercial areas. The development of high density residential use shall be promoted as a concurrent mixed-use component of these commercial areas, which will have a stimulating and inducing effect on the development of the commercial uses. The remainder of the Specific Plan area shall be allowed to be developed in accordance with the approved 2006 Specific Plan and the approved Tentative Tract Maps, incorporating the applicable principles of the General Plan where feasible, such as higher residential densities and mixed-use."*
3. Subarea 11 – Commercial Entertainment District, Policy Direction #12 (#13 per the Errata) in the Draft GP, which prescribes the final land use designation mix parameters for Subarea 11, should be

eliminated; or at minimum should be adjusted to allow higher percentages of Suburban Neighborhood and General Neighborhood land use designation mixes to accommodate the existing approved uses in the Shadow View Specific Plan.

4. The approved Shadow View Specific Plan should be designated on the General Plan Designation Map, Figure 3-23 in the General Plan, in the same manner that other specific plans have been so designated.
5. The General Plan Errata includes a proposal to add new Policy Direction #11 to Subarea 11 – Commercial Entertainment District (page 4-77 of GP). It is requested that this new Policy Direction #11 be revised to read as follows:
“Allow Suburban Neighborhood (2-8 du/ac) and/or Urban Neighborhood (20-35 du/ac) as a substitute for Regional Retail District commercial so long as the walkable character intended for the subarea is still fostered and so long as the opportunity for viable Regional Retail is not lost.”

11.1

In regards to the General Plan 2035 Draft EIR, SVM submits that the approved SVSP presents a project alternative to the proposed General Plan 2035 Draft within the area of the SVSP that would result in fewer environmental impacts. The SVSP allows a maximum of 2,700 dwelling units in both the residential and commercial/residential land use areas and approximately 1,000,000 square feet of commercial building area on the 100 acres of commercial land use approved..

In contrast, the Draft General Plan 2035 proposes approximately 315 acres of Regional Retail District land use in the Shadow View Specific Plan area, which could translate into a maximum of 4,800,000-27,440,000 square feet of commercial building space based on the FAR of 0.35-2.0 contained in the Draft General Plan. In addition, the Draft General Plan pursuant to the Draft Errata allows up to 15 du/ac of residential as a secondary use in the Regional Retail District, which for the 315 acres of this land use in the SVSP area, could translate into a maximum of 4,725 dwelling units. A mixed-use development of both commercial and residential use within the Regional Retail District would likely have less commercial building space and fewer dwelling units as a combined use, but still significantly more than what the SVSP allows. The General Plan 2035 proposes approximately 80 acres of Urban Neighborhood residential land use in the southeasterly portion of the SVSP area, at an average density of 30 du/ac as called for in the General Plan 2035 for this land use (range is 20-35 du/ac) this could equate to 2,400 dwelling units. The Draft General Plan 2035 proposes approximately 70 acres of General Neighborhood residential land use in the southerly portion of the SVSP area, at an average density of 12 du/ac as proposed in the General Plan 2035 for this land use (range is 7-25 du/ac) which could equate to 840 dwelling units.

11.2

Based on the above analysis, the Draft General Plan 2035 could potentially allow within the area of the SVSP development ultimately of over 4,800,000 square feet of commercial building space and a total of over 7,000 dwelling units (rounding down), which is significantly more than the 1,000,000 square feet of commercial building space and 2,700 dwelling units that the approved Shadow View Specific Plan may allow (rounding up). As indicated it seems evident that the approved SVSP represents an existing alternative to the proposed Draft General Plan 2035 with far fewer potential environmental impacts, particularly as it relates to traffic, population, public services, energy use, water supply, and air quality, to name a few . The potential for significant additional environmental impacts beyond those of existing approved and entitled projects needs to be considered for the purposes of a complete analysis as required, in addition to the host of environmental and legal reasons.

Mr. Luis Lopez
Page 2 of 3
August 14, 2014

Thank you for the opportunity to again comment on the City of Coachella's Draft General Plan 2035 and the related Draft EIR and we ask that you include us in all future notices respecting the General Plan and in discussions regarding the Shadow View Specific Plan.

Respectfully submitted on behalf of SVM and the owners of the underlying properties,

A handwritten signature in black ink that reads "Chip Leslie". The signature is written in a cursive, flowing style. It is contained within a rectangular box that has a thin black border.

Chip Leslie,
Planning Manager
RBF Consulting

c: Shadow View Management, LLC

2 | RESPONSES TO COMMENTS

RESPONSES

COMMENT LETTER 1

MR. SCOTT MORGAN, DIRECTOR, STATE CLEARINGHOUSE, STATE OFFICE OF PLANNING AND RESEARCH

- 1.1 This is a transmittal letter from the State Clearinghouse to the City of Coachella, simply indicating that the City has complied with CEQA notification procedures relative to State Agencies. No further response is required.

COMMENT LETTER 2

MR. JOHN LOWRIE, DEPARTMENT OF CONSERVATION

- 2.1 The City received two copies of this letter, one from the Department of Conservation and the second under cover letter from the State Clearinghouse. As such, no response to the State Clearinghouse cover letter is necessary.
- 2.2 This language summarizes the Department of Conservation's responsibilities and the General Plan EIR project description. No response is necessary.
- 2.3 As noted in your letter, per state law, the City will not be able to rezone lands to urban uses if they are currently under Williamson Act contracts. Currently, there are no agricultural lands with Williamson Act agreements within the City limits. All Williamson Act lands within the Planning Area occur outside of the City Limits, but within the City's Sphere of Influence. Riverside County LAFCO policies prohibit the City from annexing land prior to the landowner initiating cancellation of the Williamson Act contract. As the City will not be able to annex the land prior to cancellation initiation, the City will not have the authority to rezone land in a manner that would result in a conflict with the statutes of the Williamson Act. Should a land owner wish to pursue early cancellation of a contract, that would be their right and they would have to follow the procedures set forth by the Williamson Act statutes.
- 2.4 Comment noted. As set forth in Section 51281 of the Government Code, only landowners would have the right to request cancellation of Williamson Act contracts, not the City. As documented in the Land Use section of the DEIR, the City will be required to update its zoning code after the adoption of the CGPU. However, the City will not be able to rezone land outside of the City limits and no Williamson Act lands are within the City limits.

- 2.5 The DEIR does not include the information on when scheduled development might occur on the lands covered by Williamson Act contracts in the Planning Area because that information does not exist. When development will occur on different lands in the City is largely determined by a variety of factors such as market demand and economic viability of agricultural uses. The CGPU does, however, set aside subareas 15 and 16 as development reserve areas (development reserve areas are areas of the City reserved for urban development until such times as the core areas of the City are at least 60 percent built out). It is anticipated that all of the growth of the General Plan through 2035 could be accommodated without impacting any of the agricultural land in Subarea 16. Additionally, the proposed General Plan includes dozens of policies that address agricultural land preservation and seek to reduce the impact of urban development.

No measures have been left unconsidered by the CGPU. As detailed in Section 4.2 of the DEIR, the CGPU includes nearly 40 policies that identify how the City should protect agricultural lands and the agricultural economy in Coachella. To address the extensive conversion of agricultural resources under the proposed CGPU, a comprehensive policy program has been developed. General Plan policies 4.1 through 4.7 encourage agricultural land preservation, the use of agricultural elements in the urban landscape, the preservation of land within the City's Sphere of Influence, the use of rural and very low density residential uses as a buffer between agricultural and urban uses, and the preservation of a City greenbelt. Further, General Plan policies 10.1 through 10.13 encourage and prioritize the preservation of prime farmland, a viable agricultural economy, the promotion of water-efficient agriculture, adequate farm work housing and the promotion and support of voluntary and private conservation organizations. In particular, Policy 5.4 of the Sustainability + Natural Environment Element specifically addresses the use of conservation easements as a preservation tool.

While purchase of agricultural land or easements is preferred, it may be helpful to explain why such acquisition and preservation by the City was largely deemed infeasible as a direct impact avoidance strategy. The market price for agricultural land ranges from \$15,000 per acre to \$30,000 per acre, depending on the quality of the irrigation and drainage system, soil quality, and market demands of the farming community at any given time. If we average the acreage cost at \$22,500 per acre, it would cost the City approximately \$221.8 million to purchase 9,862 acres of agricultural land. The city's operating budget is approximately \$13.5 million per year, another \$15 million for enterprise entities, and another \$15 million in annual capital improvement projects. The City thus lacks the necessary resources to purchase agricultural lands for conservation purposes.

Conservation easements cannot feasibly and fully mitigate the impacts because most of the agricultural lands in the planning area is located in an area that will have regional traffic coming to it via the future i-10 freeway interchange, the La Entrada community, and the continued intensification of the 86 expressway for logistics and regional commuter traffic. In order to avoid leapfrog development given the La Entrada and Phillips Ranch Specific Plan areas, and in order to create a string of interconnected neighborhoods, the City needs to responsibly urbanize the agricultural sectors north of Avenue 52 and east of the 86 expressway. Further, the areas south of Avenue 52 and east of the expressway include large sectors of light industrial designations that tie into the Jacqueline Cochran Airport and 86 expressway connectivity.

- 2.6 Comment noted. A mitigation and monitoring program has been prepared in conjunction with this FEIR.

- 2.7 Comment noted. The City has added the Department of Conservation to the notice list, as requested.

COMMENT LETTER 3

MR. EDWARD COOPER, RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

- 3.1 Comment noted and thank you for the summary on ALUC review of the General Plan. The City has submitted the General Plan to the ALUC for review.
- 3.2 Comment noted. This comment refers to the General Plan and expresses the Airport Land Use Commission's disappointment that the Safety Element does not address Jacqueline Cochran Regional Airport. This comment also acknowledges that the Land Use and Community Character Element requires "new development in the vicinity of Cochran Airport to conform to the county's airport land use and safety plans." The DEIR concluded that impacts related to hazards associated with the airport would be less than significant because the Draft General Plan text provides 11 policies that would require low-population land uses and prevents the construction of obstructions in navigable airspace in accordance with the Airport Land Use Plan requirements. However, for clarity, an explanation of how the General Plan would comply with the ALUP has been added to the Impact Section 4.6-5 off the DEIR. Please refer to the Errata for this text.
- 3.3 Comment noted. We look forward to future discussions.

COMMENT LETTER 4

MR. STEVE BIGLEY, COACHELLA VALLEY WATER DISTRICT

- 3.1 This paragraph provides an introduction to the comment letter, but does not provide any comments on the DEIR. No further response is necessary.
- 3.2 Comment noted. The General Plan Update text has been updated with this clarification. This comment provides updated information on a local groundwater levels and indicates that a greater quantity of groundwater is in the basin, showing that recharge efforts are working. As this information demonstrates the resource is in a healthier state, but does not change the significance conclusion or result in the addition of significant new information.
- 3.3 Comment noted. The General Plan Update text has been updated with this clarification. Specification of the new California standard is helpful background information, providing context for understanding the groundwater quality. However, this information does not change the significance conclusion or result in the addition of significant new information.
- 3.4 Comment noted. The DEIR text has been update with this clarification. This clarification merely expands the name of the drainage channel that runs through the City. However, this information does not change the significance conclusion or result in the addition of significant new information.
- 3.5 Comment noted. The DEIR text has been update with this clarification. The edit directs the change of a resource agency to reflect its recent name change. This information does not change the significance conclusion or result in the addition of significant new information.
- 3.6 Comment noted. Figure 4.7-1 and its associated text has been update with this clarification. As requested, this edit changes the name of the subbasins to reduce confusion. However, this

information does not change the significance conclusion or result in the addition of significant new information.

- 3.7 Comment noted. The DEIR text has been update with this clarification. This edit provides detail on how the water quality impairment is limited to a particular stretch of the water body. However, this information does not change the significance conclusion or result in the addition of significant new information.
- 3.8 Comment noted. The DEIR text has been update with this correction. This comment provides updated information on a local groundwater recharge efforts and indicates the success of these efforts. This information does not change the significance conclusion or result in the addition of significant new information.
- 3.9 Comment noted. The DEIR text has been update with this clarification. These edits change terminology, but do not change core data or analysis. This information does not change the significance conclusion or result in the addition of significant new information.
- 3.10 Comment noted. The DEIR text has been update with this clarification. This comment provides additional information on a planning study that is underway. This information does not change the significance conclusion or result in the addition of significant new information.
- 3.11 Comment noted. The DEIR text has been update with this clarification. This comment provides new terminology, but does change any data on flood volumes. This information does not change the significance conclusion or result in the addition of significant new information.

COMMENT LETTER 5

MS. PATTIE GARCIA, AGUA CALIENTE BAND OF CAHUILLA INDIANS

- 5.1 The City welcomes any additional opportunity to coordinate and consult with the various Cahuilla tribes. Under SB 18, the City began consultation on June 27, 2013 with the various tribes. On this date, the City mailed out individual notification letters to 9 tribes as listed by the Native American Heritage Commission. The City received two letters dated October 3, 2013 and September 8, 2014 from the Agua Caliente Band of Cahuilla Indians requesting consultation. The City staff have been in contact with the Agua Caliente tribe via e-mail correspondence asking them if they would like to meet. The City met with Ms. Pattie Garcia on December 9, 2014.
- 5.2 To date, the Aqua Caliente band is the only tribe that has responded.
- 5.3 For language regarding the area's history as the traditional use are of the Cahuilla's, please refer to Chapter 3, Existing Conditions, of the Draft General Plan. Additionally, Section 4.4, Cultural Resources, provides additional background on the Cahuilla's historic use of the area.
- 5.4 The City agrees with your assessment about identify resources prior to ground disturbance and has proposed several General Plan policies that would require early coordination with the Cahuilla as well as avoidance of potential resources whenever possible. Please refer to the Sustainability and Natural Environment Element of the Draft General Plan and Section 4.4 of the DEIR for more details on the City's approach to avoiding impacts to cultural resources.

- 5.5 The City agrees and requires such monitoring as a standard procedure in areas of high sensitivity. The City has entered into a tribal grading monitoring agreement with the Torres Martinez Band of Cahuilla Indians for this purpose. The City's standard conditions of approval require the following:

Should artifacts or items of potential archaeological significance be discovered during the project construction activities, all work in that area shall be halted and a qualified archaeologist shall be summoned to the site to evaluate the find. Should the resource be determined significant, a recovery and catalog program shall be pursued.

COMMENT LETTER 6

PATRICK CISNEROS, DESERT SANDS UNIFIED SCHOOL DISTRICT

- 5.1 Comment noted. The City agrees that it is critical to identify appropriate school sites as the City grows. Accordingly, the Draft General Plan Land Use + Community Character includes Policy 8.3 that specifically directs the City to work with the School District to "size, design and locate schools."
- 5.2 Comment noted and thank you for the Fee Justification Study. The City will take this study into consideration. The City acts as an agent for the DSUSD by requiring that project applicants either pay the school impact fees, or get an exemption letter prior to obtaining a building permit from the City. Their district only includes those areas north of Avenue 48. The City only have public comment opportunity with respect to the nexus studies, and generally does not oppose them.
- 5.3 Comment noted. As stated above, the City understands the importance of setting aside land for public uses during the development process. The Draft General Plan (as documented by Section 4.15 of the DEIR) contains numerous policies that provide for the coordination of development with public facilities, concurrent development of new residential and non-residential in conjunction with public facilities, joint use of facilities, and the setting aside of land and/or the payment of fees for public facilities. Additionally, as shown on page 4-63 of the Draft General Plan, the new General Plan specifies a development process that would help identify the location of public facilities for facilities and services such as schools. The process is organized around three stages: Due Diligence, Pre-Application Review, and Application Submittal. During the Pre-Application Review stage, the project proponent is directed to identify non-buildable land, which includes land for parks, schools, and other public facilities. It is at this point that the City would expect land for future schools would also be identified.
- 5.4 Comment noted. Clarifying text about the DSUSD student population projections and the DSUSD's expectations of exceeding capacity by 2035 has been added to page 4.15-29 of the DEIR.
- 5.5 Comment noted.
- 5.6 Comment noted.

COMMENT LETTER 7

MR. LES JOHNSON, CITY OF LA QUINTA

- 7.1 This paragraph provides an introduction to the comment letter, but does not provide any comments on the DEIR. No further response is necessary.
- 7.2 Thank you for your comment. Rural living and agricultural operations are very important to the City of Coachella. The urban-rural interface and the potential for land use conflicts was addressed in Section 4.2, Agricultural Resources, of the DEIR. Clarifying text has been added to Section 4.2.

Regarding the Sphere of Influence concerns, the Vista Santa Rosa (VSR) community plan is within La Quinta's Sphere of Influence, and encompasses a small portion of the current incorporated boundaries of the City of Coachella south of Avenue 50 and west of Van Buren Street. The VSR plan calls for very low density, rural, and equestrian-type development. The circulation plan for VSR does not promote walkability or bicycling, nor does it promote reduced vehicle trips for the entire community since there are no ½ mile street connections, and no conveniently-located neighborhood centers within ¼ mile distances of neighborhoods.

The City of Coachella intentionally excluded the VSR area from the General Plan study area because we do not anticipate any city-initiated annexations. We do anticipate future requests for "concurrent and contiguous" annexations of Sphere of Influence/City annexation adjustments by "developers". This trend has continued to expand the City of Coachella into the VSR area west of Van Buren Street and south of Avenue 50 and 52. The City has an extra-territorial service agreement with the Coachella Valley Water District to serve water and sewer in the VSR area north of Airport Blvd. and east of Jackson Street. However, due to the absence of immediate contemplation of annexation, this agreement has been generally frowned upon by LAFCO. Similarly, the VSR Community Council does not want Coachella to annex any more portions of their community of interest.

The City of La Quinta has a low density and golf resort urban pattern. There are very few rural or equestrian urban patterns, without a golf course, being developed in La Quinta. Similarly, La Quinta's predominance of gated communities reduces the opportunity for street connectivity at the ½ mile sections and creates a high dependency on the automobile.

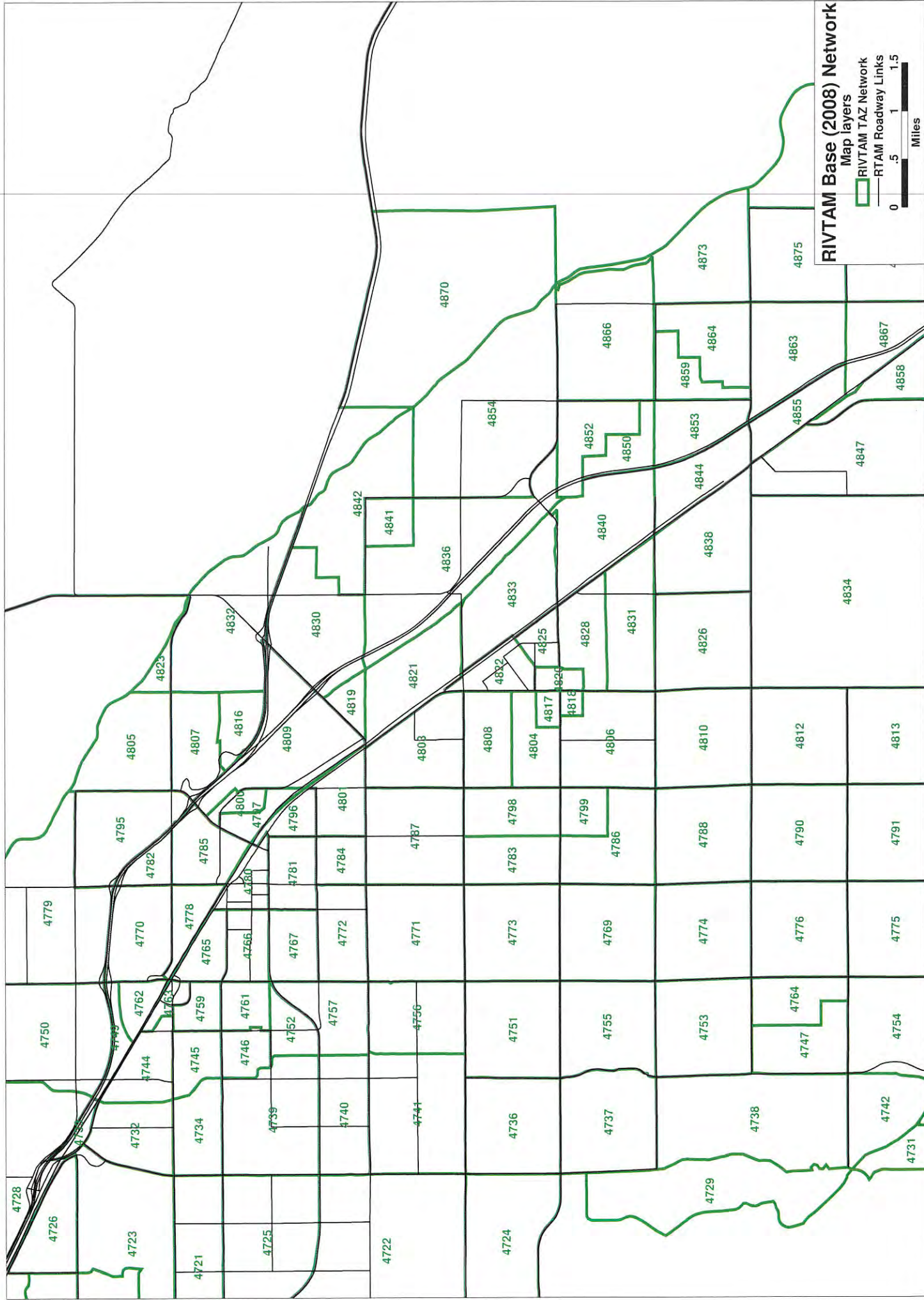
The City of Coachella's current General Plan 2020 shows regional commercial and medium density residential uses in the vicinity of Van Buren Street at Avenue 51 and Avenue 52. The change with the proposed General Plan would create higher density designations at avenue 51 and Van Buren with the neighborhood center designation. Similarly the "general neighborhood" classification is proposed north of Avenue 51 along west side of Van Buren Street which represents an increase of density from medium density to a high density pattern. Similarly, a neighborhood center classification is proposed at the northwest corner of Calhoun Street and Avenue 50. Except for these limited new areas, there are no significant changes proposed near Vista Santa Rosa.

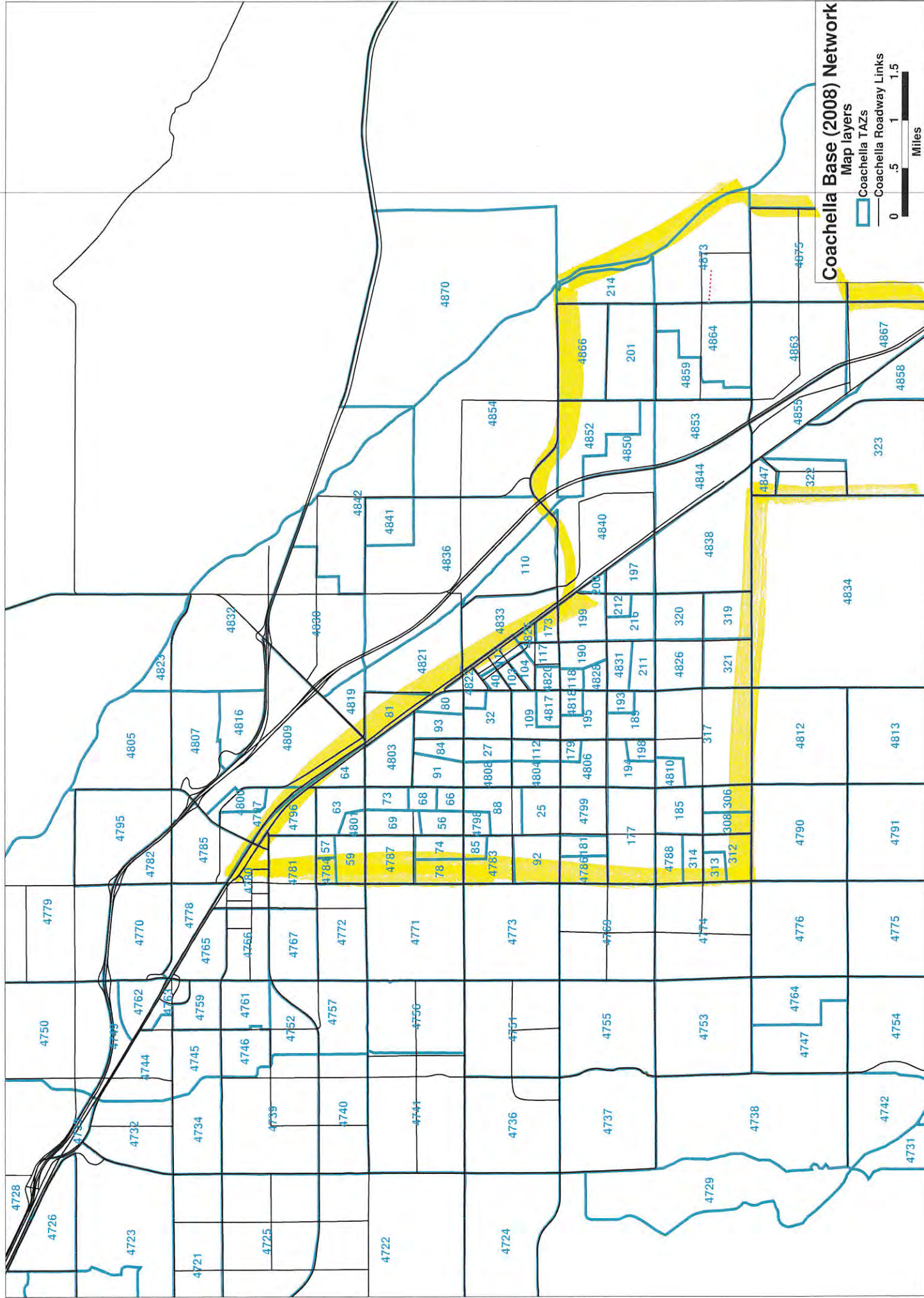
It should be noted that the City has purchased the 40 acres at the southeast corner of Avenue 50 and Calhoun and this will become a regional park site, accessible to VSR residents. Therefore, the City has actually reduced overall density by planning for this park site in that northernmost sector of the VSR community plan.

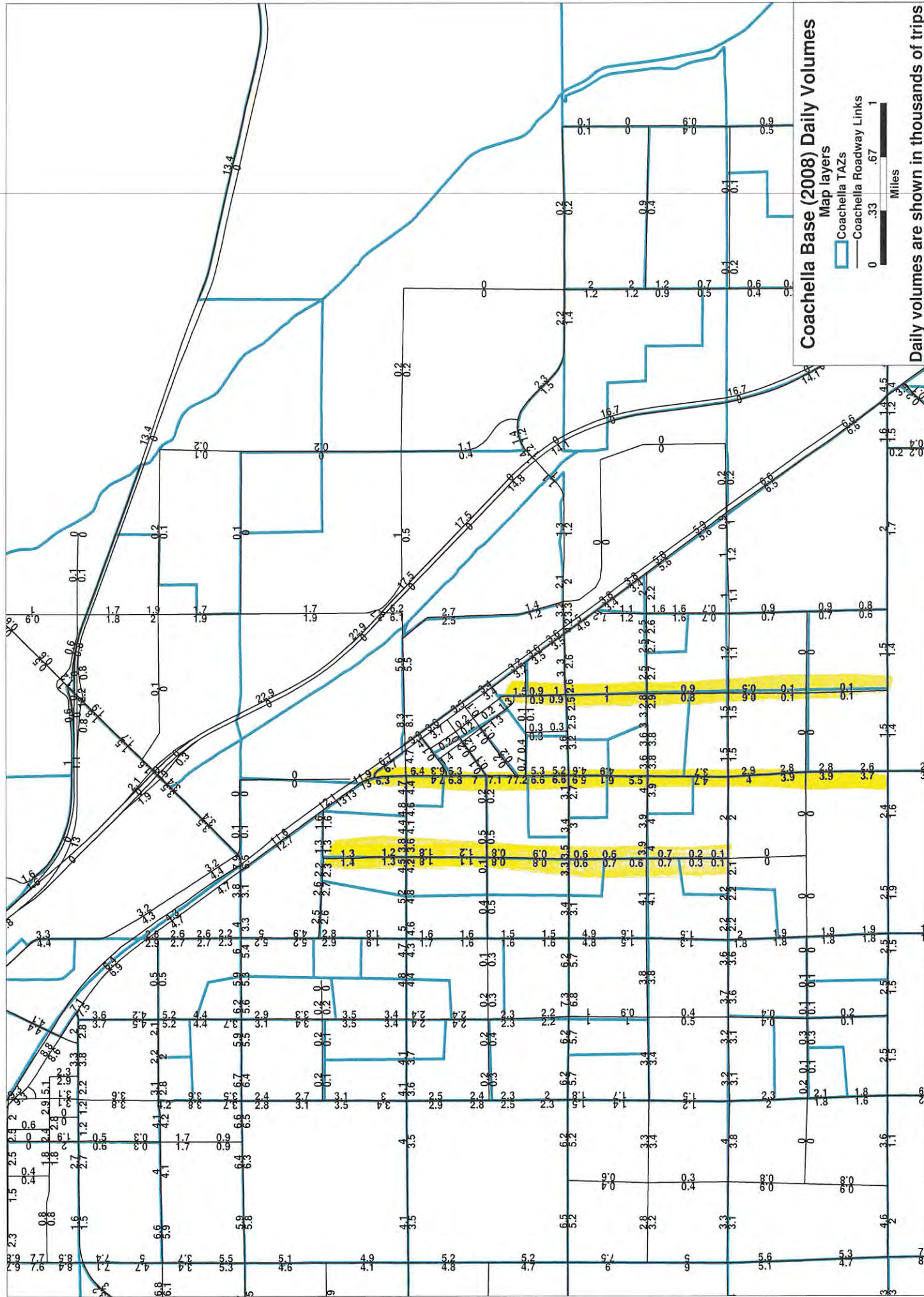
- 7.3 Please see Response 7.2. As noted in Section 4.2, the Draft General Plan would require buffers between new urban development and existing rural and residential development so as to minimize potential land use conflicts. Buffers typically include such requirements such as the provision building setbacks, landscaping, and screening so as to provide a transition between dissimilar uses and minimize potential nuisances between uses. As such, the DEIR concluded that impacts would be less than significant.
- 7.4 We are unsure where the figure of 2.8 persons per household referenced in your comment letter was sourced. The General Plan growth projections used a factor of 3.5 persons per household for single-family residential and 2.5 persons per household for multifamily residential to estimate population growth. These numbers were based on a wide variety of factors to account for the shift in household size that is expected to occur with improved economic conditions, such as new local jobs, an increase in affordable housing, and an overall increase in housing diversity and housing choices. Additionally, the Draft General Plan reflects the community's desire to reduce overcrowding as a key community health objective. As such, the existing and unacceptably high rate of 4.5 persons per household that reflects the current condition would not be an appropriate rate to use for projecting future population.
- 7.5 Please see Response 9.6 of the Lewis, Brisbois, Bisgaard, and Smith Letter.
- 7.6 This comment understates the level of analysis and planning which is reported in the Transportation Study and the EIR. While it is correct that detailed analysis was done at 19 intersections within the City, additional forecasting and operational analysis was done at over 60 directional roadway segments within the City addressing all major roadways within the City of Coachella as well as adjacent regional roadways (please refer to Section 2.1 of Appendix 11.4, Traffic Impact Study). This combination of intersection and roadway segment analysis provides a comprehensive outlook on future transportation systems within the City for the forecast year.
- 7.7 The RivTAM update performed by Fehr & Peers for the City of Coachella included a refinement of both the roadway networks and zonal structure to add additional traffic analysis zones (TAZs) within the City of Coachella. Following this update, Fehr & Peers then revalidated RivTAM for facilities within the City of Coachella prior to developing future traffic forecasts. As the additional zonal detail referenced by the commenter was already completed, the forecasts provided by this updated traffic model can be considered to be appropriate for use in the General Plan and General Plan EIR. This information was provided in the City's Travel Demand Model, which is referenced in the Traffic Impact Study (please refer to Section 2.2 of Appendix 11.4, Traffic Impact Study). Exhibits documenting the RivTAM TAZ's and roadway networks are provided as Attachments 1 and 2. As shown on Attachment 2, approximately 30 TAZ's were added to RivTAM for the City of Coachella Traffic Model. The area where this TAZ detail was added is highlighted for reference on Attachment 2.
- 7.8 The comment notes a number of instances in which the City of La Quinta Traffic Model or other documents provide different results from the City of Coachella Traffic Model. (Please refer to Sections 3-1 and 3-2 of Appendix 11.4 for details on the existing operation of Harrison Street and Sections 4-1 and 4-2 of Appendix 11.4 the projected operation of Harrison Street). There are a number of reasons for these differences:
- As noted in Response 7.6, the roadway and zonal network within the City of Coachella was expanded to provide additional detail for both the Base Year and Future Year models. This additional roadway and zonal network details will have an effect on the results noted. In several instances, Fehr & Peers modified the roadway network coding to more accurately reflect additional parallel roadways which were not included in RivTAM. As intermediate roadways are often missing in RivTAM, forecasts for major

regional facilities are often overstated as these parallel roadways are not present to provide alternative routes of travel. RivTAM then compensates by over allocating vehicles to these regional arterials. To illustrate how the City of Coachella traffic model (City model) provides more refined information about existing and future roadway volumes in the City, please see the highlighted areas of Attachments 3 and 4. Attachment 3 provides Base Year (2008) daily volumes from RivTAM, which does not contain all of the roadway network detail in the City of Coachella or updated land use data. Attachment 4 provides Base Year (2008) daily volumes from the Coachella Model. As shown on Attachment 4, the City's model includes not just Harrison Street but two parallel roadways which were not included in RivTAM. With the inclusion of these roadways, the City Model provides a more accurate estimate of traffic volumes on Harrison Street while RivTAM overstates existing and future volumes on Harrison Street. This overstatement can be seen by comparing traffic volumes on Harrison Street. For example, the 2008 traffic count on Harrison Street south of Avenue 54 was approximately 7,000 vehicles per day. The RivTAM model estimated traffic on this segment as 12,700. The City model provided an existing traffic volume of 6,700, which closely approximates the existing traffic count. Based on this information, we can conclude that the City model provides the best information regarding existing and future traffic conditions within the City of Coachella.

- The other primary reason for these differences is that the City has revisited and updated citywide growth allocations. The City has maintained regional control totals provided by agencies such as SCAG. However; the City has adjusted the geographic location where growth would occur. One significant change is that growth has been allocated to the La Entrada development, east of SR-86 South. The City made a corresponding reduction in growth in other locations throughout the City to maintain these control totals (see page 4.13-1 for a summary of SCAG's growth projections for Coachella and the surrounding Coachella Valley). As these growth allocations represent the most accurate information for the City of Coachella, the resulting traffic forecasts are considered to be the most appropriate representation of future traffic volumes. As the other sources cited by the commenter, such as the City of La Quinta Traffic Model were developed prior to these updated land use allocations, these differences in these results are to be expected.







- 7.9 This comment notes several instances in which the City of Coachella General Plan roadway classifications differ on adjacent segments. Such differences do not show that the City's analysis is unsupported by substantial evidence. In fact, it is common for adjacent cities to apply different roadway classifications or configurations on the same roadway based on the preferences and policy directions of those jurisdictions. One significant example of this change in roadway classification and condition occur on Highway 111. In portions of Cathedral City, this roadway has four travel lanes with a landscaped median. As you travel east on the roadway, the configuration changes to six lanes with a landscaped median in Rancho Mirage, which continues in that configuration through Palm Desert. In this instance, the roadway is an expression of the local community preferences, balancing vehicular travel, local property access, safety, walking/biking circulation, and other considerations. This condition occurs commonly throughout areas of Southern California in Los Angeles, San Bernardino, and Riverside Counties. The differences noted above reflect instances in which there is a difference in only one travel lane in each direction, which can often be accommodated through appropriate transitions at intersections or through other design treatments.

COMMENT LETTER 8

**MS. MICHELE HASSON, LEADERSHIP COUNSEL FOR JUSTICE & ACCOUNTABILITY,
SUGUET LOPEZ, LIDERES CAMPESINAS, AND KAREN BORJA, ICUC**

- 8.1 Comment noted. This is an introductory statement and further specific responses are provided below in response to specific comments.
- 8.2 We respectfully disagree that the DEIR does not satisfy the standard of identifying the existing setting with regards to mobile homes, unsafe drinking water and unsafe wastewater treatment, housing needs and information related to both circulation, air quality and greenhouse gases. First, we refer you to Section 4.13, Population and Housing, of the DEIR. This section includes a description of the five disadvantaged communities within the Planning Area, as defined by SB 244, and describes the infrastructure needs of each of these communities. These communities are largely comprised of mobile homes and lacking in much of the infrastructure mentioned in the comment. The existence of mobile homes is also identified in Section 4.8, Land Use and Planning. The DEIR also describes the water contamination issues in both Section 4.7, Hydrology and Water Quality, and Section 4.16, Water Supply and Wastewater. Section 4.11, Air Quality, identifies that the air basin is in non-attainment status for both federal and state air quality standards. Section 4.12, Greenhouse Gases, identifies existing greenhouse gas emissions for the City, the state, the United States, and the world. Finally, Section 4.9, Circulation, details the City's existing transportation network and operational status. Without further details on what additional information is overlooked in the DEIR, no further response is possible. Additionally, please see Policy 2.8, Mobile Home Parks, of the Community Health + Wellness Element, which provides the City with direction on balancing the need for affordable housing while protection the health and safety of mobile home residents.
- 8.3 We respectfully disagree; the 2009 Housing Element was not used as the basis for analysis. The 2013 Housing Element and the Draft General Plan were prepared in a parallel and iterative fashion so that the 2013 Housing Element would be based on the land use plan of the Draft General Plan. The current Housing Element was adopted by City Council on February 12, 2014. It was then certified by the California Department Housing and Community Development on April 12, 2014. While the Housing Element would help implement the General Plan, the policies and programs are broad strategies that would help implement the current General Plan and help address the RHNA allocations from the existing General Plan. It is because of this

independent utility that the City conducted separate environmental review on the Housing Element and the General Plan Update.

- 8.4 This comment notes that there is inadequate analysis of disadvantaged communities in the General Plan and DEIR per SB 244. SB 244 requires that the General Plan identify and include an analysis of disadvantaged communities when a city's Housing Element update is conducted. Per SB 244, this analysis was conducted and five communities were determined to be disadvantaged. As part of the selection analysis, the City looked at the Thermal area and identified three disadvantaged communities: Shady Lane, Cocopah, and Thermal. The City did not analyze the areas that would historically comprise Mecca as they are outside of the City's Sphere of Influence and Planning Area and otherwise too far away to be considered. These communities, and their infrastructure needs, have been identified in Chapter 3, Existing Conditions, of the General Plan. Analysis of SB 244 communities is not required under CEQA. However, in Section 4.13, Population and Housing, the five SB 244 communities and their infrastructure needs are identified and described. Additionally, please see Policy 2.8, Mobile Home Parks, of the Community Health + Wellness Element, which provides the City with direction on balancing the need for affordable housing while protection the health and safety of mobile home residents.
- 8.5 We respectfully disagree that the DEIR inadequately assesses the displacement of housing in agricultural areas of the City or account for housing need with regards to substandard housing. Please see Impact 4.13-2 for a discussion of the displacement of housing. Additionally, please note that this analysis specifically identifies the possible impacts to disadvantaged communities in the Planning Area with implementation of the Draft General Plan. As noted above, Section 4.13 also includes the identification and of the City's disadvantaged communities and their associated needs. This is a highly unusual inclusion for a DEIR and shows the City's commitment to addressing the substandard housing needs in and around the City. Additionally, please see Policy 2.8, Mobile Home Parks, of the Community Health + Wellness Element, which provides the City with direction on balancing the need for affordable housing while protection the health and safety of mobile home residents. Also, please see Policy 2.13, Housing Displacement, of the Community Health + Wellness Element, which requires special analysis for any development which would displace existing housing.
- 8.6 We respectfully disagree that the DEIR does not identify the existing setting with regards to unsafe drinking water and unsafe wastewater treatment. As described above, we refer you to Section 4.13, Population and Housing, of the DEIR. This section includes a description of the five disadvantaged communities within the Planning Area, as defined by SB 244, and describes the infrastructure needs of each of these communities, which includes an assessment of need for clean water, wastewater treatment, and stormwater control. The DEIR describes the water contamination issues in both Section 4.7, Hydrology and Water Quality, and Section 4.16, Water Supply and Wastewater. Additionally, Figure 3-6 of the Draft General Plan identifies areas in and around the City where elevated arsenic levels have been detected. Please note that an analysis of this existing condition and its existing impact on existing residents is outside the purview of the DEIR. The purpose of the DEIR is to analyze the effects of the proposed project, the Draft General Plan, on the existing environment. In the case of these existing infrastructure and housing deficiencies, the Draft General Plan and the DEIR present policies and analysis as to how new development and infrastructure construction will provide for the eventual upgrade of public services in the City. However, to help address these concerns, the City offers the following clarifications. There are approximately 350 dwelling units on septic tanks. These are mostly trailer park dwellings, with some sporadic ranch estate lots. With the

disadvantaged communities of Thermal in the General Plan study area, there are approximately 500 more dwelling units on septic tanks in the area north of Airport Boulevard.

- 8.7 We respectfully disagree that the DEIR inadequately assesses the displacement of housing in agricultural areas of the City or on low income homes. Please see Impact 4.13-2 for a discussion of the displacement of housing. Additionally, please note that this analysis specifically identifies the possible impacts to disadvantaged communities in the Planning Area with implementation of the Draft General Plan. The DEIR acknowledges that the Draft General Plan will not result in the direct displacement of housing or people but might encourage relocation pressure. The DEIR also discusses how the proposed project includes the provision of new housing within the City. The proposed project anticipates more than 33,000 new housing units. Of these, 18,264 are expected to be multifamily residential, which is a housing type that is sorely lacking in the City. The provision of such housing will surely help alleviate the situation of families living in substandard conditions through the provision of new affordable housing options. Additionally, please see Policy 2.8, Mobile Home Parks, of the Community Health + Wellness Element, which provides the City with direction on balancing the need for affordable housing while protection the health and safety of mobile home residents. Also, please see Policy 2.13, Housing Displacement, of the Community Health + Wellness Element, which requires special analysis for any development which would displace existing housing. Finally, please note that policies 7.4 and 7.5 of the Land Use + Community Character Element address the potential incompatibility of residential and industrial uses that might create displacement pressure on existing residents such as might occur in Subarea 5. Compatibility requirements would include such requirements such as the provision building setbacks, landscaping, and screening so as to provide a transition between dissimilar uses and minimize potential nuisances between uses. As such, the DEIR concluded that impacts would be less than significant.
- 8.8 Comment noted. However, Action 2.4 of the Housing Element is not a part of this project. The 2013 Housing Element (adopted February 12, 2014) is a separate project analyzed under a separate CEQA document. The Housing Element was considered in the evaluation of environmental impacts, including cumulative considerations. Please note the Coachella General Plan 2020, of which the 2013 Housing Element is a part of until adoption of the proposed General Plan Update, is identified as one the documents incorporated by reference on page 2.0-7 of the DEIR.
- 8.9 We respectfully disagree. Please refer to response 8.7.
- 8.10 Comment noted. Please refer to the City's Certified Housing Element, which is the component of the General Plan that addresses housing affordability. Housing affordability is a critical state objective and the City's Housing Element provides an adequate analysis of housing affordability. The affordable housing numbers documented in the Housing Element are determined through a region process called the Regional Housing Needs Assessment and are provided to the City by SCAG. Table 1 of the Housing Element identifies that, under the Draft General Plan, 384 Extremely Low, 384 Very Low, and 558 Low Income housing units will be built by 2021. These 1326 affordable housing units represent an increase of nearly 15% of the City's existing 8995 households and provide more than adequate capacity should all of the residents of the City's disadvantaged communities need to find new housing. Furthermore, as identified by the City's Housing Element, only 110 housing units are currently lacking complete plumbing facilities, which can be a proxy indicator for substandard units. Thus, the Draft General Plan will provide ten times more affordable housing units than those substandard housing units without plumbing facilities found within the Planning Area. Additionally, please see Policy 2.8, Mobile Home Parks, of the Community Health + Wellness Element, which provides the City with direction on balancing the need for affordable housing while protection the health and safety of mobile home

residents. Also, please see Policy 2.13, Housing Displacement, of the Community Health + Wellness Element, which requires special analysis for any development which would displace existing housing.

- 8.11 We respectfully disagree that the DEIR fails to account for the disproportionate impact of industrial units on low-income communities. The City of Coachella's median income is nearly \$14,000 less than that of Riverside County and the vast majority of the City's communities are low income. Nonetheless, environmental justice was a very important community value that guided the development of the plan. The Sustainability and Natural Environment Element includes multiple policies under Goal 11, Air Quality, that specifically address the siting of sensitive receptors and pollution sources in close proximity to one another. The proximity of sensitive receptors to hazardous emissions sources, such as industrial uses, was analyzed under Impact 4.6-3, Hazardous Emissions. Health risks are associated with the co-location of emitting land uses, such as industrial uses, and sensitive receptors, such as residential uses. Primarily, the potential health risks are creating or exacerbating respiratory diseases. The predominant cause of these potential health risks are from diesel-powered trucks serving the industrial uses. Industrial uses are heavily regulated by the South Coast Air Quality Management District and, as a category, are relatively benign with respect to air quality emissions. The diesel-powered trucks, however, continue to be a source of health concerns. As such, the areas of greatest concern are the heavily used arterials, highways, and freeways of our communities. The best practice recommendations from the California Air Resources Board are to utilize large setbacks to separate sensitive receptors from emissions sources via large setbacks. As such, the General Plan includes policies (see Policy 6.4 of the Land Use and Community Character Element and Policy 11.3 of the Sustainability and Natural Environment Element) that direct the City to avoid locating sensitive receptors, such as residential uses, in close proximity to pollution sources, such as busy roads and industrial uses. To further ensure that health risks are not created, Policy 11.11 of the Sustainability and Natural Environment requires the development of thresholds of significance for sensitive land uses in proximity to SR86S, SR111, and I10 to prepare a Health Impact Assessment as part of the CEQA process to analyze the significance of potential health risks from highway emissions as the local highways are the greatest potential source of health concern relative hazardous emissions. Due to the requirements that restrict co-locating and additional health analysis and mitigation, the DEIR found impacts to be less than significant.
- 8.12 Comment noted. The 60 percent metric was chosen using professional planning judgment and is considered to be a good balance between the protection of property rights and preventing excessive leapfrog development. With regards to the stated concerns of impacts relative to air quality, GHG emissions, circulation, traffic congestion, and population and housing, all of these impacts except those related to regional roadway congestion would be less than significant with the 60 percent metric. Unfortunately, greater infill development will not reduce the regional traffic congestion impacts to a level of less than significant. This impact is due to the great regional imbalance between affordable housing in Coachella and jobs outside of Coachella. Infill development will not change this dynamic as it would only change the spatial distribution of uses within the City. The only way to reduce regional roadway congestion would be through the creation of more jobs within the City. This was explored in the alternatives analysis (see Section 6 of the DEIR) under the Retail/Entertainment/Commercial Rich Alternative. Under this jobs rich alternative, regional roadway impacts would be reduced, but were still found to be significant an unavoidable.
- 8.13 We respectfully disagree that the DEIR fails to sufficiently analyze resulting GHG impacts, air quality impacts or circulation impacts. The DEIR traffic, GHG, and air quality analyses take into

account the reduction in vehicle miles traveled that would be realized by the shift of trips to bicycle, pedestrian, and transit, as well as the reduction in trip length that would come from a more compact urban form and an improved jobs-housing balance. Additionally, these analyses include the assumption that many residents of Coachella will have to continue to leave the City for their jobs. This fact is demonstrated by the conclusions in Section 4.9, Circulation, of the DEIR which identify that the Draft General Plan will result in significant unavoidable impacts to regional roadways due to residents commuting out of town for jobs. As noted above, the Housing Element of the General Plan anticipates 1326 affordable housing units under the Draft General Plan. Additionally, the Draft General Plan supports affordable housing in its own right through multiple policies that support the construction of affordable housing throughout the City.

- 8.14 Thank you for your comment. The commenter does not identify what policies of the Draft General Plan the commenter believes would hinder annexation efforts in Subarea 5, or raise “Housing Fit” or “Discriminatory Annexation” issues. Additionally, it is unclear to the City how the General Plan would unfairly limit residential development. The Neighborhood Center and Urban Employment Center land use designations of Subarea 5 both allow for residential development in a multifamily, mixed-use format. Accordingly, no further response can be provided.

COMMENT LETTER 9

MS. KELLY ALHADEFF-BLACK, LEWIS BRISBOIS BISGAARD & SMITH

- 9.1 This paragraph provides an introduction to the comment letter, but does not provide any comments on the DEIR. No further response is necessary.
- 9.2 Comment noted. This language has been changed to show La Entrada is an approved Specific Plan. It DEIR did not find any inconsistencies between the La Entrada Specific Plan and the Draft General Plan. However, the General Plan is the guiding document for the City and all Specific Plans, Master Plans, Design Guidelines, and Development Standards used by the City of Coachella must be consistent with the General Plan.
- 9.3 Comment noted. The DEIR did take the La Entrada EIR findings and conclusions into consideration in the preparation of the analysis of the proposed General Plan. The General Plan team and the La Entrada Team shared data and assumptions as the plans were being developed. This is most easily demonstrated in the reflection of the La Entrada project being explicitly defined as a separate sub-area of the General Plan in accordance with the approved La Entrada Specific Plan.
- 9.4 Comment noted.
- 9.5 Comment noted. This language has been updated in the Project Description as requested.
- 9.6 The General Plan Mobility Element identified Avenues 50 and 52 as Major Arterials which allow a maximum width of up to six lanes, recognizing that not all of the roadways with that designation would be built to their ultimate configuration. The La Entrada Plan designation of those roadways as four-lane facilities would therefore be consistent with that designation. The EIR section will therefore be updated to note the proposed roadway widths and their consistency with the General Plan roadway designation.
- 9.7 The General Plan Mobility Element acknowledges this interchange by including the interchange and an extension of Avenue 50 north to I-10 on the Circulation Element future roadway map. Additionally, this proposed interchange had been included in several previous documents prepared by the Coachella Valley Association of Governments such as the 2010 Transportation Project Prioritization Study (TPPS), which included the extension of Avenue 50 and the I-

10/Avenue 50 interchange on the list of potential projects. Given the references to the interchange on the Mobility Element map and references in other planning documents prepared by other agencies, adding additional references to the interchange would be duplicative.

9.8 Comment noted. This language has been updated.

9.9 The work on the General Plan and General Plan EIR was initiated in 2011. At that time, City Staff and the EIR Consultants reviewed available data and determined how best to proceed with the analysis of existing conditions. The primary issue at that time was the significant economic downturn which the City experienced beginning in 2007, continuing through 2011. One facet of this downturn was a measurable slowing in the City's population growth rate from previous levels. There were also high levels of residential foreclosures as compared to other areas of Riverside County. Because of these economic conditions, the Project Team recommended that the City use data from prior to the recession where possible. This allowed the City to conduct analyses based on a more conservative, worse case basis. As the City had completed a citywide traffic study in 2007, these traffic counts were used in the assessment of existing conditions for the EIR. Had we taken traffic counts in 2011 before the economy had recovered, existing traffic volumes would have been lower due to the reduced economy (e.g., fewer people driving to work due to higher unemployment). These lower volumes would have then shown that the City's roads had greater relative capacity, possibly resulting in understating potential congestion impacts. While we acknowledge newer traffic data is available from selected locations which were analyzed in the La Entrada EIR, the citywide traffic study represents a comprehensive data which provide an accurate reflection of traffic conditions at the time the data was collected. As of December 2014, key economic indicators, such as unemployment, housing sales, and non-residential vacancies show that the Coachella Valley has still not fully recovered. As such, traffic counts from 2013 may still under represent demand and subsequently over represent potential capacity, which could underestimate potential traffic impacts.

9.10 The General Plan and EIR consultants, in conjunction with City Staff, extensively discussed the topic of build out projections. The General Plan and Mobility Element analyzed a 20-year growth projection for the City based on data from SCAG's 2012 Regional Transportation Plan population projections and the Riverside County Center for Demographic Research population projections, which were a key input for SCAG's 2012 Regional Transportation Plan. A key differentiator of these build out projections is that they are constrained by market demand and the rate at which new residential and commercial buildings are leased or purchased and then occupied, rather than using planned development totals as have been historically done in the Coachella Valley and other locations. Using this constrained growth projection allows the City to prioritize infrastructure improvements and also to direct growth consistent with the General Plan goals and policies. The alternative approach, using the total development potential of every approved plan, results in a growth projection that is based on the hopes, aspiration, and speculation of developers. This alternative approach would lead to the early construction of infrastructure built to sustain a greater future population that would be realized within the lifespan of the infrastructure, leading to an excessive maintenance burden to be borne by the current residents. As this approach is fully supported by substantial evidence in the record and has been used in other General Plans and EIR's, no additional analysis of total build out is required or necessary.

9.11 Page 4.9-39 of the Draft EIR contains the following statements:

Regional roadways are expected to experience significant and unavoidable congestion impacts from the CGPU and regional growth in the Coachella Valley. These facilities are impacted by both by the proposed General Plan land uses and also by the growth

in areas outside of Coachella since these roadways are regional facilities that serve both local and regional traffic. As such, the impact to these facilities cannot be fully mitigated and the impact remains significant and unavoidable.

Additionally, with the development of the General Plan and development in areas outside of the City, I-10 will operate at LOS E and F and SR-86 South will operate at LOS F based on future traffic conditions, generating significant congestion impacts within the Planning Area. However, mitigation measures are beyond the City of Coachella's jurisdictional power, and as such, significant and unavoidable impacts to occur on a regional scale.

Please note that it is also beyond the City's financial power to update these regional roads. As noted above, the City's operating budget is approximately \$13.5 million, \$15 million for enterprise entities, and another \$15 million in annual capital improvement projects. Widening SR-86 or SR-111 would cost approximately \$2.4 million per mile. The associated grade separations would cost between \$28-33 million each, as evidenced by the Avenue 52 grade separation project.

As we have already noted that improving these facilities is beyond the control of the City of Coachella, no additional clarification is necessary.

- 9.12 The DEIR is a compilation and summary of several technical studies, including a detailed Transportation Study which was included (Appendix 11.4). Detailed information regarding the methodology, approach, and tools used for the future traffic analysis is provided in this appendix. Specific items noted in the Transportation Study include:
- A discussion regarding the development and application of a local traffic model for the City of Coachella, derived from the Countywide RIVTAM Travel Demand Model (Page 1)
 - A documentation of peak hour traffic volumes for the AM and PM Peak Hours (Figures 3-4 and 3-5, Table 3-2, Appendix A)
 - Calculation sheets for the intersection LOS results (Appendix B)

As this detailed information is provided in the Transportation Study, it would be duplicative to also provide this information in the EIR as well.

- 9.13 The X within the LOS designations is a typographic error. The LOS results should read "F, E, D, and E." Table 4.9-6 will be updated to remove the incorrect information. There is no change to the results or conclusion of the Transportation Study or the EIR.
- 9.14 Comment noted. The La Entrada EIR was reviewed by the City prior to certification of the EIR. With certification of the La Entrada EIR, the City approved the La Entrada WSA. The City keeps the WSA on file for reference.

COMMENT LETTER 10

MR. PAUL DEPALATIS, MSA CONSULTING, INC.

- 10.1 This paragraph provides an introduction to the comment letter, but does not provide any comments on the DEIR. No further response is necessary.
- 10.2 Correct, the DEIR does not analyze the physical impacts of new business under the Draft General Plan on existing businesses with respect to blight. Economic impacts, and presumably resulting physical blight, are not standard issues for review under CEQA. The General Plan and Mobility Element analyzed a 20-year growth projection for the City based on data from SCAG and other sources. In addition to using this information to inform the growth projections, the Draft General Plan growth projections are also based on balancing both jobs-housing and retail jobs-housing in the City of Coachella. The 2035 growth projection anticipates a jobs-housing ratio of 0.73 and a retail jobs-housing ratio. While both of these ratios are notable improvements for the City of Coachella, they also indicate the City of Coachella in 2035 would still have a relatively low square-footage of non-residential, and specifically retail, for a population of 135,000. Given that these numbers indicate Coachella will still be very much a bedroom community in 2035, the City found no indication that planning for new retail would result in an economic impact on new businesses such that blight would occur. Additionally, this DEIR is a programmatic document analyzing a long-range plan. It is within the City's means to plan for additional retail development, but it is not within the City's means to create new retail development. New retail development will not occur until new homes are built in Coachella and the population increases to a point such that there will be a greater market to support new retail development. The City understands this market dynamic and patiently anticipates a future when the population will support new retail opportunities.
- 10.3 Thank you for your comment. However, the City respectfully disagrees. Per the parameters spelled out in the Draft General Plan, the Shadow View Specific Plan would be considered an auto-oriented suburban development pattern. Characteristics such as large blocks, a tiered roadway system, and the separation of residential and commercial areas. This pattern does not exhibit the level of connectivity and walkability envisioned by the community, even for the suburban residential development anticipated by the Draft General Plan.
- 10.4 The City respectfully disagrees. The General Plan is the guiding document for all future development and tools such as Specific Plans, zoning codes, and subdivision ordinances are implementing mechanisms of the General Plan. It is a regular occurrence for a City to update its Specific Plans, zoning codes, and other implementation tools following a General Plan update to bring those tools into conformance with a new General Plan. In cases where an entitlement was vested, the City would have fewer legal options to change a Specific Plan. However, in the case of the Shadow View Specific Plan, the Development Agreement was terminated by the City Council on January 23, 2013 (Ordinance 1049). Further, the Low Density Residential planning areas of the Shadow View Specific Plan are not consistent with the General Plan 2035 document.
- 10.5 Thank you for your comment. The City finds that the approach to allocating land use by subarea in terms of a range of potential uses is an appropriate methodology for planning for several decades of future development. The DEIR is a programmatic environmental analysis of a long-term policy document and it is entirely reasonable to build flexibility into the plan so as to realize a resilient plan that can adjust to market shifts. The traffic analysis that informs the DEIR is predicated upon multiple reasonable assumptions about growth in the City over the next 20 years. As such, the traffic analysis provides a reasonable presentation of the potential traffic impacts that could be expected by 2035. Additionally, the traffic analysis, like all traffic

modeling activities, assesses traffic generation based on Traffic Analysis Zones, or TAZs, which typically cover large geographic areas when conducting analyses for areas as big as the City of Coachella. The City has no guarantee that growth will occur as anticipated by traffic analysis and, as such, it is unreasonable to assume that the traffic analysis would be the guiding document for how and when development would occur in the City. Should a development proposal be made to the City in the future that is substantively different from the assumptions of the Draft General Plan and DEIR, it will be for the City and/or the applicant to determine whether a subsequent project-level environmental analysis is merited to fully explore the potential and differing traffic impacts of the proposed project.

- 10.6 The DEIR does not analyze the roadway network of the Shadow View Specific Plan because it is the intent of the Draft General Plan to realize a different for that area of the City. Thus, the DEIR analyzes the City's preferred roadway network. As your letter notes, the potential inconsistency of the Shadow View Specific Plan and the Draft General Plan are addressed in the Land Use section of the DEIR.
- 10.7 Comment noted. However, the City will not amend the General Plan land use map at this time.

COMMENT LETTER 11

MR. CHIP LESLIE, RBF CONSULTING

- 11.1 Thank you for your comments. This paragraph provides an introduction to the comment letter, but does not provide any comments on the DEIR. No further response is necessary.
- 11.2 Thank you for request. As detailed in Response 10.4, the City desires to see the Shadow View Specific Plan be revised to be more consistent with the General Plan Update.
- 11.3 Comment noted. The City confirms its awareness of the status of the approved subdivision maps of the Shadow View Specific Plan. As this comment does not address the DEIR, no further response is necessary.
- 11.4 Thank you for your comment on the preferred flexibility of the General Plan Update. The City feels the General Plan Update provides a great deal of flexibility by providing a variety of land use designations with a broad range of densities and character types. As this comment does not address the DEIR, no further response is necessary.
- 11.5 The City acknowledges SVM's interests and willingness to work with other owners of the Shadow View Specific Plan properties. As this comment does not address the DEIR, no further response is necessary.
- 11.6 Comment noted. As discussed in Section 6.0, Alternatives, of the DEIR, the City finds the current mix of uses to be an ideal balance of jobs and housing. As this comment does not address the DEIR, no further response is necessary.
- 11.7 Comment noted. The City appreciates your input on commercial/retail real estate trends. As this comment does not address the DEIR, no further response is necessary.
- 11.8 Thank you for your request. The City will not make this change to the land uses, as requested. As this comment does not address the DEIR, no further response is necessary.
- 11.9 Thank you for your request. The City will not make the requested policy language deletions. As this comment does not address the DEIR, no further response is necessary.
- 11.10 Thank you for your request. The City will not make the requested policy language deletions. As this comment does not address the DEIR, no further response is necessary.

- 11.11 Thank you for your request. The City will not make the requested changes to the General Plan Land Use Map. As this comment does not address the DEIR, no further response is necessary.
- 11.12 Thank you for your request. The City will not make the requested policy language changes. As this comment does not address the DEIR, no further response is necessary.
- 11.13 Comment noted. The Draft General Plan growth projections for Subarea 11, of which the Shadow View Specific Plan is a part of, anticipate the development of approximately 2,100 single-family homes, 4,700 multifamily homes, 2,700,000 square feet of retail/commercial development, and 700,000 square feet of office development by 2035. In conformance with the broader vision of the General Plan, Subarea 11 is envisioned to be a more walkable, more urban place than originally anticipated by the previous General Plan or the Shadow View Specific Plan. While it is reasonable to consider that less intense development in Subarea 11 might be environmentally superior than the Draft General Plan, this area has been planned with increased intensity in a more urban pattern so as to realize the environmental and public health benefits that can be achieved by shifting from auto-oriented suburban development patterns such as those that would occur under the development scenario of the Shadow View Specific Plan.



Draft EIR Errata

3

3 | DEIR ERRATA

OVERVIEW

During the environmental review process of the Coachella General Plan 2035 Update, the Draft Environmental Impact Report (DEIR) was released for public review in July 2014. During the circulation process a number of comments were received by the City of Coachella and have resulted in an errata to the DEIR. Such changes include policy text, additional information, and content changes based on comments, discussion, and community input from the public review draft.

All content highlighted in blue represents new text to the DEIR. Text that is ~~blue~~ with a strike running through it represents text that was deleted from the DEIR. All other text has not been changed since the public review DEIR was released.

EXECUTIVE SUMMARY

Page 1.0-10, the first row:

Prior to adoption of the Final EIR and CGPU, update CGPU to add policy in Chapter 7 that states: In areas where there is a high chance that human remains may be present (areas along the Whitewater Rivers/CVSC, on Tribal lands, on areas with previously undisturbed soil, in the washes and canyons found in the eastern areas of the Planning Area, and areas of historic settlement), require proposed projects to conduct survey to establish occurrence of human remains, if any. If human remains are discovered on proposed project sites, the project must implement mitigation measures to prevent impacts to human remains in order to receive permit approval.

A Cultural/Paleontological Records Search and a Phase I Archaeological Study shall be performed for all future non-exempt CEQA projects which are (1) proposed on vacant land, agricultural land, or undeveloped portions of existing lots and (2) involve new construction, installation of infrastructure, and/or other ground-disturbing site improvements. (This further reduces already insignificant impacts)

Page 1.0-22, the first row:

a) 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.)	Significant and unavoidable for aesthetics, agriculture, and circulation.	No additional mitigation feasible for aesthetics or agriculture. For traffic, see Line IX (a) above.
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2 INTRODUCTION AND PURPOSE

Page 2.0-3, the first paragraph:

~~On March 14, 2013, the City of Coachella held a public scoping meeting at the City Hall Council Chambers (1515 Sixth Street, Coachella CA, 92236) to receive public comments on the Initial Study and Notice of Preparation (NOP/IS) for the intended Draft EIR. The Notice of Preparation was released and circulated for a 30-day comment period from March 14, 2013 to April 15, 2013. At the end of the 30-day period, the Lead Agency and consultants assembled this Draft Environmental Impact Report (DEIR) along with consideration of comments during the NOP circulation period. This DEIR will be circulated for review and comment from the general public, public agencies, interested parties, and any other applicable government organization.~~

3 PROJECT DESCRIPTION

Pag3 3.0-1, last paragraph:

The proposed project is located in the City of Coachella, centrally located Riverside County Figure 3.0-1. The Planning Area for the proposed project includes the City limits as well as the City’ s additional Sphere of Influence that covers the land to east of the City limits. It is within these areas that data, maps, plans, analyses, and other documentation will focus on, including this Environmental Impact Report (EIR). The ~~total area of land within the~~ Planning Area ~~is 45,300 acres. This~~ includes 34,322 acres within the City Limits, roughly 40,000 residents, and around 9,000 occupied housing units. At the time this plan was prepared, 18,530 acres of the City was developed, leaving 27,000 undeveloped. Of that undeveloped land, approximately 10 percent of it has been entitled for future development. A detailed description of the existing conditions for each environmental resource can be found in Chapter 4

Page 3.0-10 under Specific Plan Description:

La Entrada ~~(Proposed)~~

Located east of the Coachella Canal, covering Subarea 14 of the CGPU land designations, the adopted La Entrada Specific Plan will add 7,800 residential units, over 2,200 acres of the Planning Area. This plan also proposes 135 acres of mixed-use, four schools, ~~343.8~~ 344.7 acres of parks, multipurpose trails, and 556.9 acres of open space.

Page 3.0-15, first paragraph:

The City of Coachella is largely underdeveloped, with a current population of 40,000. The City limits encompasses 18,564 acres of land. The City's Planning Area ~~of 45,300 acres~~, which includes the City of Coachella Boundaries, some areas not within the City's jurisdiction, and the Sphere of Influence, is only partially developed, with nearly 27,000 acres undeveloped. Interstate 10 runs through Coachella connecting the City to the rest of Southern California, along with State Routes 86 and 111.

Page 3.0-21, footnote addition:

² Note that the General Plan's ultimate build out for Avenue 50 anticipates a six-lane boulevard while the La Entrada Specific Plan designates this roadway as a four-lane boulevard through the Subarea. The General Plan designation road identifies that Avenue 50 would have a maximum size of six lanes and recognizes that not all of its roadways would have to be built to their ultimate configuration. Thus, the La Entrada roadways are considered to be consistent with the General Plan's vision for ultimate roadway widths.

4.2 AGRICULTURAL RESOURCES

On Page 4.2-16, within the Indirect Impacts or Conversation of Farmland:

Implementation of the proposed project would result in the development of urban uses adjacent to farmland ~~and rural residential~~ throughout the central portion of the City. One of the most effective ways to address such indirect impacts is through the provision of buffers and right-to-farm policies that protect agricultural operations from urban impacts.

As discussed under Impact 4.2-1, the proposed CGPU presents numerous goals and policies that would help to minimize direct and indirect impacts to agricultural resources. Specifically, policies 4.5, 10.8 and 10.9 in the Sustainability and Natural Resources Element address the issue of indirect impacts:

- 4.5 Rural residential. Allow rural residential with homes on lots of up to 2.5 acres in size in limited areas of the City. These areas shall serve as buffers between more urban development and permanently undeveloped areas of the City. The Rural areas may serve as part of the City's greenbelt.

- 10.8 Buffers between agriculture and urban uses. Require new developments, whether they are new urban or new agricultural uses, in which urban and agriculture uses would be adjacent to maintain a protective buffer that ensures land use conflicts do not occur.
- 10.9 Right to Farm. Support the right of existing farms to continue operations.

Policy 4.5 identifies the use of rural residential as a buffer between urban uses and agricultural uses as rural residential serves as good buffer between urban uses and large-scale rural and agricultural land uses. Additionally, these same policies would be used by the City to review and condition urban development within the City limits that might occur adjacent to rural land uses outside of the City limits.

4.3 BIOLOGICAL RESOURCES

Page 4.3-1, the first paragraph:

This section identifies sensitive plant, wildlife, and habitat resources within the Coachella General Plan Update (CGPU) Planning Area. Resources used in the preparation of this report include the Final Recirculated Coachella Valley Multiple Species Conservation Plan (MSHCP) EIR (MSHCP, 2007), the City of Coachella General Plan 2020 EIR (City of Coachella, 1997), the California Department of Fish and ~~Game-Wildlife (CDFG)~~ (CDFW) California Natural Diversity Database (CNDDB) (CDFG, 2011), and publicly available documents for projects within or adjacent to the Planning Area.

Page 4.3-1, the last paragraph:

The Planning Area ranges in elevation from 1,000 feet in the Mecca Hills to the east, to about 160 feet below sea level north of Thermal. Most of the Planning Area is relatively flat, sloping gently from northwest to southeast. Key geographic features in the area include the Santa Rosa Mountains to the west and south; the Mecca Hills to the east; and the Indio Hills to the north beyond which are the Little San Bernardino Mountains in the distance. The City of Coachella (City) is bisected by the ~~Whitewater River~~ Coachella Valley Stormwater Channel (CVSC) and Coachella Canal, both of which traverse generally northwest to southeast. The character of the Planning Area outside the urban core of the City itself is primarily agricultural with few stands of undisturbed and disturbed Sonoran Creosote Bush Scrub and Colorado Saltbush Scrub (Holland, 1986).

Page 4.3-11, under Plants:

Plants

California ditaxis (*Ditaxis californica*) is a CNPS List 2 species with no State or Federal status. This perennial shrub grows within Sonoran Creosote Bush Scrub habitat and is infrequently found on in sandy washes and canyon floors. The California Department of Fish and ~~Game Wildlife~~ have described four extant populations roughly eight miles west of the Planning Area in Deep Canyon, some 2 to 3 miles west of La Quinta. No other populations are described within 10 miles of the Planning Area (CDFG, 2008).

Page 4.3-19, first paragraph title:

California Department of Fish and ~~Wildlife~~ ~~Game~~

Under Sections 1600–1616 of California Fish and Game Code, the ~~CDFG~~ CDFW regulates activities that would substantially divert, obstruct the natural flow, or substantially change of rivers, streams and lakes. The jurisdictional limits of ~~CDFG~~ CDFW are defined in Section 1602 of the California Fish and Game Code as, “bed, channel, or bank of any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake....” The ~~CDFG~~ CDFW requires a Lake and Streambed Alteration Agreement for activities within its jurisdictional area. Impacts to the ~~CDFG~~ CDFW jurisdictional areas of would be considered potentially “significant.

Page 4.3-23, Under Significance Criteria:

SIGNIFICANCE CRITERIA

The following thresholds for determining the significance of impacts related to biological resources are contained in the environmental checklist form contained in Appendix G of the most recent update of the California Environmental Quality Act (CEQA) Guidelines, and will be used in the Environmental Impact Report. Impacts related to biological resources are considered significant if implementation of the General Plan would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and ~~Game~~ Wildlife or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and ~~Game~~ Wildlife or U.S. Fish and Wildlife Service;

Page 4.3-23, within the Sensitive Species Impact Analysis:

SENSITIVE SPECIES

Impact 4.3-1: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and ~~Game~~-Wildlife or U.S. Fish and Wildlife Service?

Significance: Less than significant with mitigation.

Sensitive species are determined by State and Federal organizations to have less than sufficient species counts or habitat area to properly thrive in natural landscapes, and could potentially be at risk of extinction without proper conservation of certain species. Human development and activities create a number of environmental effects that can harm sensitive species and their habitat, and can lead to decreased species counts or habitat areas. Some factors include air quality degradation, increased nighttime glare, noise, land use changes, physical development, and infrastructure construction.

A number of sensitive plant and wildlife species recognized by the California Department of Fish and Wildlife Game or U.S. Fish and Wildlife Service are identified earlier in this Section 4.3 on page 4.3-4. These species are considered threatened by federal, state, or local organizations, due to low density or decreasing population of wildlife and habitat. Development or implementation of the Coachella General Plan Update (CGPU) could cause a direct or indirect decrease in land that supports sensitive species and would conflict with the existing efforts to preserve or restore the sensitive species.

Page 4.3-26, under the Impact Statement:

RIPARIAN HABITAT OR OTHER SENSITIVE HABITAT

Impact 4.3-2: Would the Project Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations; or by the California Department of Fish and Wildlife Game or U.S. Fish and Wildlife Service?

Page 4.3-26, under Wetlands Impact portion of the Riparian Habitat or Other Sensitive Habitat impact analysis, Paragraph 2:

Within the Planning Area, Riparian habitat occurs in very limited amounts north of the City along the Whitewater River. There are currently no other sensitive habitats within the Planning Area. Based on environmental analysis, the Riparian Habitat in the Planning Area is too dispersed to support any species and very limited to areas surrounding the Whitewater River/CVSC corridor. Due to the low occurrence of Riparian Habitat and the inability to support sensitive species, implementation of the CGPU would not substantially affect any Riparian Habitat in the Planning Area. Impacts on riparian habitat or other sensitive habitats are considered less than significant.

Page 4.3-27, Under Wetlands Impact portion of the Riparian Habitat or Other Sensitive Habitat impact analysis:

Wetlands

The CVSC ~~Whitewater River~~, its tributary washes, and channels located east of the Coachella Canal make up the existing waterways and wetlands in the Planning Area. The CVSC ~~Whitewater River~~ runs between planning subareas 1, 5, 6, 7, 9, 10, and 11. These subarea's current uses range from agriculture land, open space, tribal land, and some residential neighborhoods. Throughout the lifespan of the CGPU, the area around the Whitewater River will experience increased residential density, downtown expansion, development of an employment center and an industrial district. Waters in the eastern portion of the Planning Area are located where development would be low density or restricted under the implementation of the CGPU.

Page 4.3-27, the policy list under the third:

- 10.2 Whitewater ~~river~~ River/Coachella Valley Stormwater Channel corridor. Preserve a public open space corridor of trails and wildlife habitat along the Whitewater River/Coachella Valley Stormwater Channel.

Page 4.3-30, the policy list under the second paragraph:

- 10.2 Whitewater ~~river~~ River/Coachella Valley Stormwater Channel corridor. Preserve a public open space corridor of trails and wildlife habitat along the Whitewater River/Coachella Valley Stormwater Channel.

4.4 CULTURAL RESOURCES

Page 4.4-1, Figure 4.4-1 replaced with:

Figure 4.4-1 is on file with the City of Coachella.

Page 4.4-6, second paragraph under Sensitivity for Archaeological Resources:

~~Certain areas are more likely to contain particular types of archaeological resources.~~ The eastern portion of the Planning Area, including the Mecca Hills, Thermal Canyon, and the hills and washes just north of Thermal Canyon, contain numerous historic and prehistoric trails, mining sites, historic survey markers, and isolated prehistoric lithic and ceramic scatters.

Page 4.4-6, first paragraph under Historic Resources:

Historic resources are standing structures ~~or properties~~ of historic or aesthetic significance that are generally 50 years of age or older (i.e., anything built in the year 1958 or before) ~~as defined by California Public Resources Code 5024-1.~~ Additionally, resources listed on registers of historic resources could also be eligible. In California, historic resources considered for protection tend to focus on architectural sites dating from the Spanish Period (1529-1822) through the early years of the Depression (1929-1930). Historic resources are often associated with archaeological deposits of the same age.

Page 4.4-12, under Tribal Resources:

Additionally, Cabazon Tribal Land is located northwest of the Planning Area boundary in the City of Indio and is generally bordered by 44th Avenue to the north, Jackson Street to the west, 48th Avenue to the south, and Harrison Street to the east. ~~The entire Coachella Valley and City of Coachella Planning Area is included in the Cahuilla Indian Traditional Use Area.~~

Page 4.4-13, under State:

The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the State's jurisdictions. ~~With regards to Tribal Resources, the~~

Tribal Historic Preservation Officers at Agua Caliente Band of Cahuilla Indians and Twenty-Nine Palms Band of Mission Indians serve in an equivalent function to the SHPO.

Page 4.4-14, add at the end of the bullet list:

- Resources on file with CHRIS information center at UC Riverside.

Page 4.4-23, under Mitigation Measures:

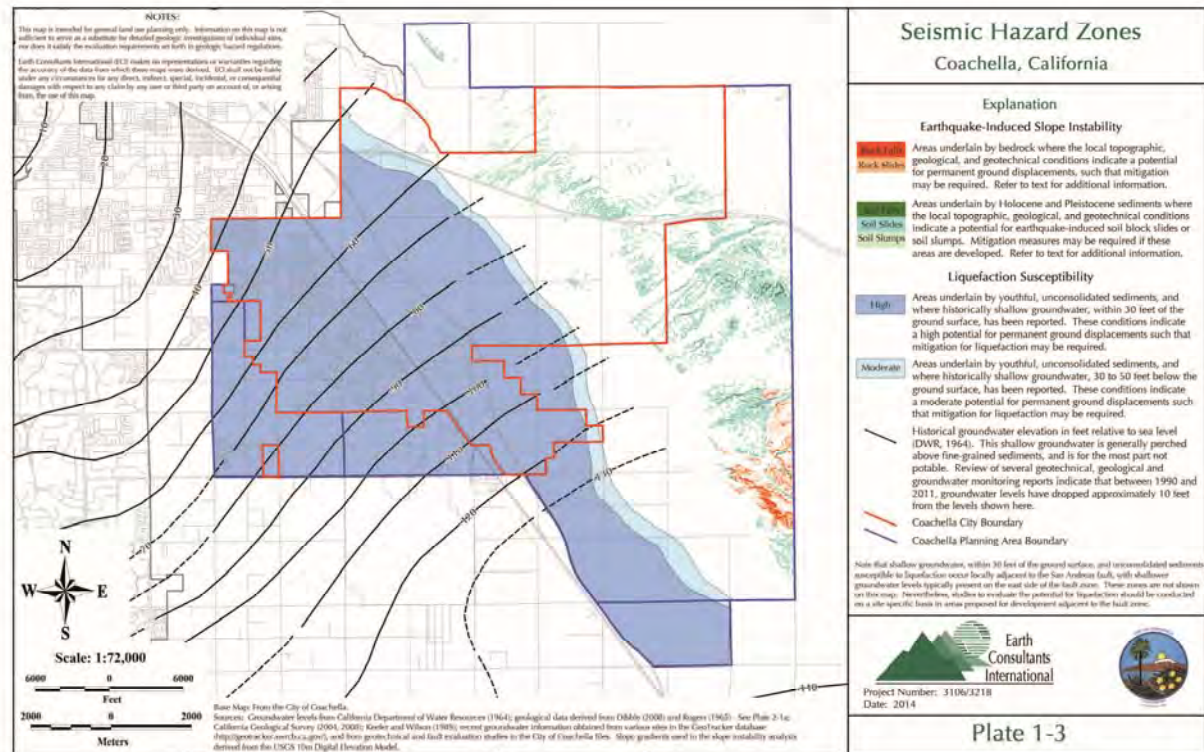
Prior to adoption of the Final EIR and CGPU, update CGPU add policy the following policy to Chapter 7: In areas where there is a high chance that human remains may be present (areas along the Whitewater River/CVSC, on Tribal lands, on areas with previously undisturbed soil, in the washes and canyons found in the eastern areas of the Planning Area, and areas of historic settlement), require proposed projects to conduct survey to establish occurrence of human remains, if any. If human remains are discovered on proposed project sites, the project must implement mitigation measures to prevent impacts to human remains in order to receive permit approval.

As identified in the Draft EIR, all impacts to cultural resources would be less than significant with the existing mitigation measure. However, to further reduce these already insignificant impacts and at the request of the Agua Caliente Band of Cahuilla Indians, the City is imposing yet another mitigation measure on the Project as follows:

A Cultural/Paleontological Records Search and a Phase I Archaeological Study shall be performed for all future non-exempt CEQA projects which are (1) proposed on vacant land, agricultural land, or undeveloped portions of existing lots and (2) involve new construction, installation of infrastructure, and/or other ground-disturbing site improvements.

4.5 GEOLOGY AND SOILS

Page 4.5-10, Figure 4.5-5: Liquefaction Risk, was replaced with the following figure:



4.6 HAZARDOUS MATERIALS

Page 4.6-15, after Policy 7:

The airport influence area boundary (defined by the boundary of the airport's FAR Part 77 Conical Surface) extends well into Coachella's city limits. It reaches its furthest point west at around Jackson Street between Airport Boulevard and Avenue 58. From there, the boundary runs towards the northeast into Coachella, to reach its furthest point north at around Avenue 52 between Tyler and Polk. From there, it extends in a semi-circle to the southeast, to reach its furthest point east at around Pierce and Airport Boulevard. Future expansions of the airport could result in a larger area with development restrictions.

Within the airport influence area, there are several categories that define which uses are compatible with the airport. These categories are the standard, federally defined compatibility categories A through E. New development should adhere to these categories. Compatibility requirements are different for residential and non-residential development and detailed within the County's Airport Land Use Plan, but

essentially limit residential and non-residential density as development moves closer to the airport. A class E compatibility zone already covers a large portion of built area in the south part of Coachella, and some built area in the south of the city is covered by a Class D compatibility zone. Class B and C zones extend into Coachella's Sphere of Influence and City Limits. The Class C zone that extends to Avenue 52 between Tyler and Polk Street may be most likely to restrict certain types of industrial and/or residential development in the future. These airport compatibility zones have been incorporated into the General Plan land use diagram, as shown by Figure 3-23 of the Draft General Plan.

As development occurs in the Planning Area under the CGPU, the proposed policies would reduce impacts on people working or residing close to the Jacqueline Cochran Regional Airport by limiting the density of people near the airport and limiting the construction of uses that might affect airport operations. Policy 10.4 of the Land Use and Community Character Element explicitly requires that new development within the vicinity of the airport comply with the Airport Land Use Plan. Zone A, the runway protection zone, prohibits all structures except those with an airport function, the assemblage of people, objects that exceed FAR Part 77 height limits, and storage of hazardous materials. The only area of the Planning Area covered by Zone A not on airport land is a small strip of land immediately north of Airport Boulevard. This area is currently within the City's Sphere of Influence and has been given a land use designation of Industrial District. Should the land develop and seek annexation to the City, this area of would have to comply with the above restrictions.

Zone B1, the inner approach/departure zone, and Zone B2, runway adjacent areas, restrict buildings to two stories, and prohibit children's schools, day care centers, libraries, hospitals, nursing homes, and places of worship. These zones also specify limits on residential densities and population densities. In accordance with the Airport Land Use Plan, the General Plan has limited the land covered by Zones B1 and B2 within the Planning Area to Industrial District so as to prohibit residential development and reduce population density and meet the intent of the Airport Land Use Plan's restrictions.

Zone C, the extended approach/departure zone, similarly restricts buildings to three stories, and prohibits children's schools, day care centers, libraries, hospitals, and nursing homes. This zone also specify limits on residential densities and population densities. In accordance with the Airport Land Use Plan, the General Plan has limited the land covered by Zone C within the Planning Area to Industrial District and Urban Employment District so as to prohibit residential development and reduce population density and meet the intent of the Airport Land Use Plan's restrictions.

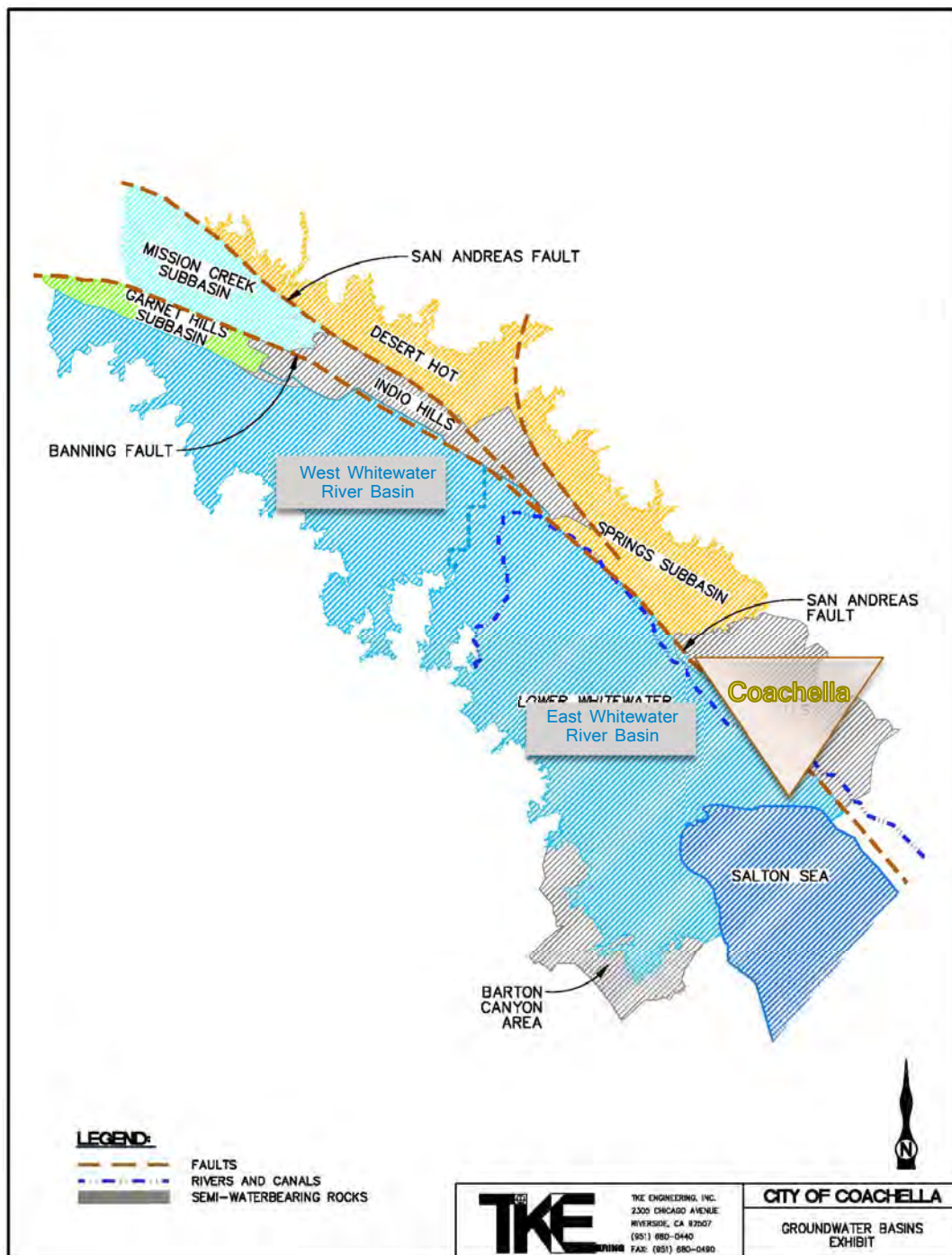
Zone D, the runway buffer area, restricts highly noise-sensitive outdoor non-residential uses and hazards to flight with the zone. This zone also specify limits on residential densities and population densities. In accordance with the Airport Land Use Plan, the General Plan has limited the undeveloped land covered by Zone D within the Planning Area to Industrial District, Urban Employment District, and Suburban Retail District so as to prevent further residential development and reduce population density and meet the intent of the Airport Land Use Plan's restrictions.

Zone E, other airport environs, restricts any uses that would be a hazard to flight. Any future development within this zone would have to demonstrate that no hazards to flight would be created.

Based on the existing regulations and policies outline by the CGPU and the specification of land use designations that restrict residential development and overall population density within the airport compatibility zones, environmental impacts on populations residing or working within 2 miles of a public airport are considered less than significant.

4.7 HYDROLOGY AND WATER

Page 4.7-4, Figure 4.7-1: Regional Surface Water Features, retitled Upper Whitewater River Basin to West Whitewater River Basin and Lower Whitewater Rivers Basin to East Whitewater River Basin as shown below:



Page 4.7-4, the fourth paragraph:

In addition to regional flood issues, the City of Coachella also experiences periodic localized flooding. In particular, minor flooding has occurred approximately once every two years on downtown streets. The City has developed engineering plans and is seeking funding to construct facilities that will alleviate this condition. Areas of periodic localized flooding also occur within the unincorporated area south of Coachella. ~~However, due to the rural/agricultural character of this area and the fact that flooding serves to complement agricultural irrigation, no known master plans to accommodate urbanization have been developed to date.~~

The majority of the Coachella General Plan Update area lies within the boundaries of the Eastern Coachella Valley Master Stormwater Planning Project, which will provide flood protection to the communities of Thermal, Vista Santa Rosa, Oasis, Mecca and North Shore. CVWD is in the early stages of this planning effort.

CVWD has performed a detailed hydraulic analysis of the levees of the CVSC from Monroe Street Bridge to the Salton Sea. The levees are not currently accredited by the Federal Emergency Management Agency (FEMA) to provide flood protection during the 100-Year Flood (FEMA's standard). Adjacent areas could be impacted from inundation from a levee breach or overtopping during the 100-Year Flood and Standard Project Flood (CVWD standard). The flooding areas are mainly from upstream of Airport Boulevard to the Salton Sea.

FEMA and CVWD are working closely with local communities impacted by the proposed inundation of the CVSC, and have created a CVSC Local Levee Partnership Team (LLPT). The LLPT will provide local input to FEMA on the levee reaches and the procedures to be used for analyzing and mapping of the inundation areas.

Page 4.7-4, the last paragraph:

Standard Project Flood (SPF) Hazards

Within the Planning Area, the west or south side of the ~~Whitewater River Channel has been lined with concrete norther of Avenue 50 and extending south to about 1,000 feet past Avenue 52 on the west bank. It has been designated to handle 82,000 cfs or the Standard Project Flood (SPF), which is defined as the largest flood that can occur within a given area. The Standard Project Flood is determined using meteorological data, hydrological data and historical records and is almost twice the amount of flow associated with a 100-year storm event (42,000 cfs). Channel improvements to the Coachella Valley Stormwater Channel, which is designed to carry the Standard Project Flood (82,000 cfs), make it likely that no flood hazard currently exists. CVSC has concrete slope protection upstream (north) of Avenue 54. The Standard Project Storm (SPS) represents the most severe flood-producing storm that is considered reasonably characteristic of the region. The rainfall depth from the 6-hour Indio storm of September 24, 1939 is considered the SPS for the area. The Standard Project Flood with a peak flow of 82,000 cubic-feet per second is the design standard for the channel, as calculated by the U.S. Army Corps of Engineers. Flood zones for the Planning Area can be found in Figure 4.7-2.~~

Page 4.7-4, the footnote:

~~4 — Smith, Peroni & Fox Planning Consultants, Environmental Impact Analysis Coachella General Plan EIR.~~

Page 4.7-6, Third Paragraph under Surface Water Quality:

The Coachella Valley Stormwater Channel is a segment of the Whitewater River that has been lined with concrete to improve flood protection. The Coachella Valley Stormwater Channel drains to the Salton Sea; both the Coachella Valley Stormwater Channel and the Salton Sea have been identified as impaired water bodies by the Colorado River RWQCB. Impaired water bodies do not meet federal or state water quality standards. ~~With regards to the Coachella Valley Stormwater Channel, all the impairments except for pathogens are limited to the last 2-mile segment above the Salton Sea. The pathogen impairment is limited to the segment of the CVSC containing perennial flows from Dillon Road to the Salton Sea.~~ These impairments are further discussed in the Regulatory Framework section below.

Page 4.7-9, second and third paragraph under Groundwater Recharge:

Supplementing these natural processes, artificial recharge serves as a further source of groundwater replenishment. The Desert Water Agency (DWA) and CVWD manage replenishment programs. In the early 1970s, the Coachella Valley Water District and the DWA began managing overdraft in the ~~upper west~~ Coachella Valley Groundwater Basin via a well monitoring and replenishment fee program. The ~~upper west~~ and ~~upper east~~ portions ~~are northern and southern parts~~ of the groundwater basin, ~~are~~ roughly divided at Washington Street. The replenishment program recharges imported water at spreading facilities located near Windy Point north of Palm Springs. The water is imported through the State Water Project (SWP) via the Metropolitan Water District (MWD) aqueduct. The CVWD and MWD are State Water Contractors and have a total allocation of 194,000 acre-feet.

The imported water is delivered to a turnout point on the Whitewater River and flows through the natural channel of the river to the spreading basins. Currently, this program results in direct recharge ~~only to the upper basin while the lower basin benefits indirectly through underground seepage from the upper basin to both the west and east basins.~~ The CVWD has been operating a pilot recharge facility at Dike 4 since the mid 1990's and its operating capacity has been expanded to 40,000 af per year (afy). ~~Additionally, since 2009, the east basin has also directly benefited from the recharge at the Thomas E. Levy Groundwater Replenishment Facility.~~

Page 4.7-19, under impacts to Groundwater Supplies:

Significance: Less than significant.

Loss of aquifer volumes or lowering of groundwater tables occurs from pumping more water from the supply than is replenished in any given year. Continuing to overdraft, or ~~pull-pump~~ more water from groundwater than what will be replenished, ~~creates would create~~ a net deficit groundwater supply within the basin. Negative environmental impacts from net groundwater deficit include poor water quality and saltwater intrusion to remaining water supply, reduced water in lakes and streams, land subsidence, lower water table levels, and higher cost of water. All potential impacts can be significant and irreversible without proper mitigation or strategic development.

The Planning Area ground water supply comes from the Whitewater River Basin, ~~and currently holds 9,116 AF~~ which has a capacity of approximately 28,800,000 AF¹¹. The ~~Lower East~~ Whitewater River Basin water is ~~pulled~~ pumped by the Coachella Valley Water District and ~~allocated~~ delivered to various jurisdictions including Coachella.

As the Planning Area ~~pulls pumps~~ from a groundwater source, the potential for water overdraft and significant groundwater ~~depletion is possible occurs~~. Water overdraft, without equivalent recharge, could create long term impacts on regional water supply. In recent years, groundwater overdraft has caused a consistent decrease in ground water supply level. 1999 ~~Lower East~~ Whitewater River Basin levels ~~showed were~~ approximately 168,300 AF¹⁰, and 2011 levels dropped to approximately 145,000⁽³⁾ AF. The Coachella Valley Urban Water Management Plan (CVUWMP) 2010 has planned strategies to conserve water and incorporate ground water recharge efforts to maintain and increase water supply within the basin.

Page 4.7-19, add the following footnote:

11 http://www.cvwd.org/news/publicinfo/2014_04_08_EngineeringReport-EastWhitewaterRiver.pdf accessed on October 18, 2014.

Page 4.7-21, under Impact Analysis:

- 2.19 Groundwater Replenishment. Cooperate with CVWD and other agencies to develop groundwater replenishment programs which will ensure viability of the groundwater aquifer in the ~~lower-east~~ Whitewater basin.

Page 4.7-21, last paragraph:

The potential environmental impacts from the project place a high demand on water supply. The CGPU addresses these potential impacts through a suite of proposed policies including grey water use, groundwater recharge, and designing water conscious buildings and landscapes, as well as the Coachella Urban Water Management Plan.

4.8 LAND USE AND PLANNING

Page 4.8-1, under the Planning Area:

The Planning Area ~~covers 45,300 acres, includes~~ 18,530 acres of which is the incorporated City of Coachella. The combined unincorporated and City land is largely comprised of urban settlement, agriculture land, open space, and undeveloped land. The Planning Area population is expected to increase its 2010 population of 40,704, to 135,000 by 2035, transforming the area from a small town to a mid-sized city. The expected population is expected to reach 135,000 by 2035. This growth could have an effect on existing land uses, and environmental impacts could occur from this significant growth potential.

Page 4.8-7, under Specific Plans:

La Entrada ~~(Proposed)~~

Located east of the Coachella Canal, covering Subarea 14 of the CGPU land designations, the adopted La Entrada Specific Plan will add 7,800 residential units, over 2,200 acres of the Planning Area. This plan also proposes 135 acres of commercial and mixed-use development, four schools, ~~343.8~~ 344.7 acres of parks, multipurpose trails, and 556.9 acres of open space.

4.9 CIRCULATION

Page 4.9-7, Table 4.9-6:

Table 4.9-6 2035 Roadway Segment LOS							
Road	From	Classification	Lanes	Forecasted Volume	Capacity	V/C	LOS
Harrison St	North of Airport	Major Arterial	6	30,110	56,000	0.54	C or Better
Harrison St	South of Airport	Major Arterial	6	33,510	56,000	0.60	C or Better
Jackson St	South of Ave 50	Primary Arterial	4	23,790	37,400	0.64	C or Better
Jackson St	North of Ave 56	Primary Arterial	4	26,590	37,400	0.71	C or Better
Van Buren St	North of Ave 52	Primary Arterial	4	27,520	37,400	0.74	C or Better
Van Buren St	North of Ave 50	Primary Arterial	4	27,420	37,400	0.73	C or Better
Van Buren St	North of Ave 54	Major Arterial	6	35,490	56,000	0.63	C or Better
Van Buren St	North of Ave 56	Major Arterial	6	41,200	56,000	0.74	C or Better
Van Buren St	South of Ave 56	Major Arterial	6	43,600	56,000	0.78	C or Better
SR-86	North of Airport Blvd - NB	Freeway	2	39,590	40,100	0.99	E
SR-86	North of Airport Blvd - SB	Freeway	2	42,080	40,100	1.05	F
SR-86	South of Airport Blvd - NB	Freeway	2	38,890	40,100	0.97	E
SR-86	South of Airport Blvd - SB	Freeway	2	44,520	40,100	1.11	F
I-10	West of Dillon Road - WB	Freeway	2	43,240	42,000	1.03	FX
I-10	West of Dillon Road - EB	Freeway	2	41,170	42,000	0.98	EX
I-10	East of Dillon Road - WB	Freeway	2	36,760	42,000	0.88	DX
I-10	East of Dillon Road - EB	Freeway	2	38,500	42,000	0.92	XE
Source: Fehr & Peers, 2014							

4.11 AIR QUALITY

Page 4.11-22, first full paragraph:

Even though the CGPU would generate more vehicle trips than under existing conditions, additional traffic would not degrade conditions at intersections to such an extent that mobile-source emissions might exceed the 1-hour or 8-hour ambient air quality standards for CO. Therefore, all impacts to air quality would be less than significant under this threshold.

As discussed in Section 4.8, *Circulation*, a number of mitigation measures are proposed to provide additional capacity at these intersections and to reduce the impacts to LOS. Additional mitigation is provided by policy language in the General Plan which is oriented towards reducing vehicle usage through increases in density, provision of mixed use, improving the design of development, and the provision of alternative mode facilities. The potential traffic impacts at impacted intersections would be less than significant after incorporation of mitigation measures and implementation of CGPU policies. Consequently, even though the CGPU would generate more vehicle trips than under existing conditions, additional traffic would not degrade conditions at intersections to the extent that mobile-source emissions exceed the 1-hour or 8-hour ambient air quality standards for CO.

Mitigation Measures

No mitigation measures are necessary. With implementation of the proposed mitigation measures for intersections projected to operate at LOS E or LOS F, as discussed in Section 4.8, *Circulation*, impacts related to CO hotspots would be less than significant, and no additional mitigation is required.

4.15 PUBLIC SERVICES

Page 4.15-8, under Law Enforcement Baseline Settings:

City of Coachella Police Department

The City of Coachella Police Department operates ~~a substation~~ from the Riverside County Sheriff's Department¹⁴ ~~Thermal Station and is located at 82-695 Doctor Carreon Boulevard 86625 Airport Boulevard, Thermal.~~ This Department operates out of a single facility with response times ~~about three of thereunder~~ under five minutes for emergency calls. The Department currently has ~~36-35~~ sworn officers ~~and two non-sworn personnel for a total of 38 positions.~~¹⁵ According to the Department, ~~24~~ 19 of these positions are dedicated to the patrol division with the remaining deputies dedicated to special assignments such as the Community Action Team (C.A.T.), a School Resource Officer, along with Gang and Narcotics Enforcement.¹⁶ To provide police services, the Coachella Police Department divides the city into three geographical patrol districts (beats). The Patrol Division of the Department covers an area of over 30 square miles. For the year ~~2008~~ 2013, the Coachella Police Department responded to over 21,000 calls for service, or approximately ~~57~~ 59 calls for service daily.¹⁷

Page 4.15-8, second paragraph under Riverside County Sheriff's Department:

The ~~Indio Thermal~~ Sheriff Station is located at ~~82-695 Doctor Carreon Boulevard~~ 86625 Airport Boulevard, Thermal. The Riverside County Sheriff's Department provides limited service to the unincorporated portions of the Planning Area. The ~~Indio Thermal~~ Station services the eastern half of the Coachella Valley including Arabia, Bermuda Dunes, Desert Beach, Indio Hills, Thermal and portions of the Coachella among other areas including various incorporated cities.²⁰ ~~The Indio Station is located approximately 0.5 miles northwest of the Coachella City limits in the City of Indio.~~ The Thermal Station's area of service is divided into "beat areas" and operates on a 24 hour per day basis for response to service calls. Currently, the ~~Indio Thermal~~ Station is staffed with 49 Deputy Sheriffs, six Investigators, eight Sergeants, two Lieutenants, one Captain, seven Forensic Technicians, eight Sheriff Service Officers, two Office Assistants, one Accounting Technician, and one Crime Analyst.

Page 4.15-9, third paragraph:

~~Plans are underway to construct a new Sheriff's Station at 87-200 Airport Boulevard (approximately 0.5 miles south of the Coachella City limits) in the unincorporated community of Thermal. This new station is anticipated to open in mid-2009. All personnel assigned to serve Coachella would use this new facility, with the expectation of the Community Action Team, Traffic Enforcement, and other personnel already assigned to the Coachella Sub-station. The Riverside County Sheriff's Department anticipates the new Sheriff's Station will be able to serve the needs of the Department's current service areas, including the City of Coachella, for 15 years or more.~~

Page 4.15-9, under Law Enforcement Staffing:

LAW ENFORCEMENT STAFFING

The Riverside County Sheriff's Department reviews law enforcement service levels each year in order to find the best balance of need and available revenue. Currently, the Department recommends a service level of 1.2 staff per 1,000 in population. The 1998 adopted Coachella *General Plan 2020* calls for an even higher level of staffing of 1.3 sworn officers per 1,000 residents. As of July ~~2011~~ 2013, the contract between the Sheriff's Department and the City of Coachella requires the following staffing:

90 patrol service hours per day, which is equivalent to 19 Deputy Sheriff positions at 1,780 annual productive hours per position.

- ~~2~~ 3 Investigators
- 1 Deputy assigned to the Coachella Valley Narcotics Task Force
- 1 Deputy assigned to the Coachella Valley Violent Crime/Gang Task Force
- 1 Sergeant dedicated to the City
- 2 Deputies - Community Action Team.

The staff positions listed above equate to ~~26~~ 35 sworn positions ~~and 5 non-sworn support staff.~~ Supervision and investigative support are factored into the rate charged for the deputies and patrol hours. The City of Coachella had a population of ~~40,704~~ 42,784 in ~~2013~~ 2010 and an anticipated growth rate of 3-4 percent.²² The current staffing level equates to ~~0.64~~ 0.82 sworn officers per 1,000

population.²³ As such, the current service levels do not meet the Sheriff's Department recommendation of ~~1.3~~ 1.2 staff per 1,000 residents²⁴.

Page 4.15-10, second paragraph:

Patrol officers serving the Coachella Planning Area are deployed one officer per patrol vehicle. The patrol vehicles utilized are owned by the Riverside County Sheriff's Department, but are marked as the Coachella Police Department. These vehicles are maintained by Riverside County Fleet Services at a cost of ~~\$0.85~~ \$0.92 per mile of actual use, which is charged to the City.

Page 4.15-10, third paragraph:

Table 4.15-2, *City of Coachella Response Times* ~~(2002-2007)~~ (2011-2013), list the average response times for Priority 1, 2, and 3 service calls to the City of Coachella for years ~~2002~~ 2011 through ~~2007~~ 2013.

Page 4.15-11, Table 4.15-1: City of Coachella Response Times (2002-2007)

Year	Priority	Total Calls	Delay Time	Response Time	Total Time
2002 2011	1	25 313	0.9	4.3 5.1	5.2
	2	3,493 5,130	4.1	6.1 10.5	10.2
	3	4,100 4,814	9.1	9.5 20.43	18.6
2003 2012	1	252 318	1.7	4.3 4.7	6.0
	2	3,733 4,946	4.2	6.2 11.3	10.5
	3	4,506 4,542	11.3	9.8 21.0	21.2
2004 2013	1	319	1.3	4.8 4.9	6.1
	2	5,150	4.6	6.9 11.4	11.5
	3	6,099	11.1	9.8 21.7	21.6
2005	1	269	1.0	4.1	5.2
	2	4,578	4.5	7.6	12.2
	3	4,848	9.9	12.2	22.1
2006	1	321	1.3	5.0	6.3
	2	4,923	5.2	8.2	13.4
	3	5,117	12.2	13.2	25.4
2007	1	279	1	4.6	5.6
	2	5,167	4.6	7.5	12.2
	3	5,160	10.7	11.3	22

SOURCE: Riverside County Sheriff's Department, computer systems data

Page 4.15-12, Table 4.15-2: Crime Comparison: City of Coachella (2005-2010)

Table 4.15-3: Crime Comparison: City of Coachella (2005-2010)

CRIME	2005	2006	2007	2008	2009	2010	2011	2012 ²⁵
Murder	1	5	2	4	4	2	1	5
Rape	13	11	2	6	9	3	5	9
Robbery	51	88	73	59	64	74	51	67
Assaults (Aggravated)	90	151	225	144 144	178	114	194	184
Burglary	342	392	380	454	479	551	467	424
Auto Theft	324	474	750	397	297	405	258	343
Larceny-Theft	727	783	430	800	578	667	972	780
Arson	8	43 18	8	12	10	11	6	10
TOTAL	1,556	4,917 1,922	1,870	1,846 1,876	1,619	1,827	1954	1822

SOURCE: Department of Justice, Federal Bureau of Investigation, Criminal Justice Information Services Division, 2012.

Page 4.15, new footnote:

25 Riverside County Sheriff's Department personal communication, July 21, 2014.

Page 4.15-13, Table 4.15-4: Yearly Service Calls:

Table 4.25-4: Yearly Service Calls

	2008	2009	2010
Priority 1	5.05	4.81	5.68
Number	297	280	293
Priority 2	10.3	8.99	11.51
Number	5,109	5,250	5,106
Priority 3	20.93	15.99	23.16
Number	4,967	4,813	4,784
Total Calls for Service	21,606	21,303	19,029

Page 4.15-13, under Traffic Calls:

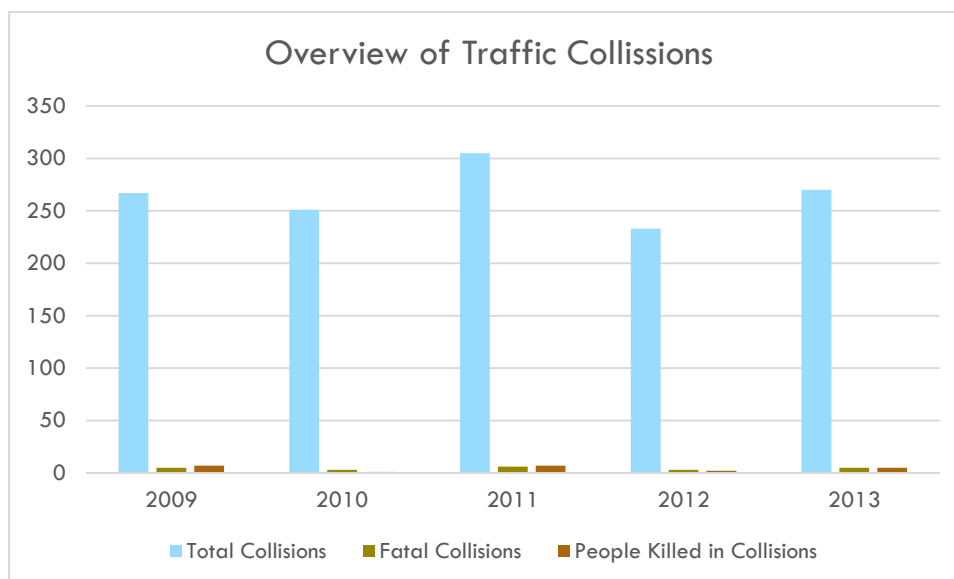
~~All traffic calls are included in the total service calls listed in Figure 4.15-4, Yearly Service Calls, above.~~ During 2013, the City of Coachella had a total of 5 Fatal Collisions. Two of the collisions were DUI related and the other two were Hit and Run. The third primary collision factor for the third collision was under investigation at the time of this report. The Coachella Police Officers responded to 264 collisions in 2013. Additionally, ~~Figure 4.15-5~~ 4.15-4, *Overview of Traffic Collisions*, has been provided to identify the amount and types of traffic incidents that have occurred within the City of Coachella from years 2002 to 2007. As indicated in the table below, overall traffic collisions within the city have increased by approximately 11 percent. Property damage collisions increased by approximately 27 percent and injury collisions decreased by approximately 22 percent. Fatal collisions decreased by approximately 71 percent.

Page 4.15-13, footnote:

~~28 Personal Communication with Clay Hubbard, Riverside County Sheriff's Department, July 12, 2011.~~

Page 4.15-14, replace figure and correct the title figure:

Figure 4.15-~~24~~: Overview of Traffic Collisions



Page 4.15-15, under Law Enforcement Agreements:

- One Deputy assigned to Coachella Valley High School
- One Deputy assigned to Desert Mirage High School ~~(responsibility also includes Tere Canyon Middle and Las Palmitas Elementary)~~
- One Deputy assigned to Bobby Duke Middle School

Page 4.15-29, first paragraph:

As such, presently none of these schools exceed capacity and there is space for 858 new students. However, according to the DSUSD February 27, 2014 Fee Justification Study, the DSUSD projects 3,790 additional students in excess of its existing capacity to be accommodated by 2035. Table 4.15-10 below identifies the existing enrollment and capacity of each school within the DSUSD that serves the Planning Area.

7 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

On Page 7.0-1, the last paragraph:

Energy consumption, and the permanent infrastructure needed for maintaining the Planning Area's built environment as proposed by the CGPU would require extensive commitment from non-renewable energy sources including, natural gas, coal, and some electricity sources. The long-term uses and implications of the energy resource consumption could create negative ~~and significant~~ environmental impacts, and would be irreversible upon implementation of the project. However, while the use of these non-renewable energy sources would be irreversible, energy use would be a less than significant impact (refer to Impact 4.14-2 for more information).

On Page 7.0-2, the last paragraph:

Though these environmental impacts are temporary, the magnitude of the CGPU growth ~~would~~ could cause significant irreversible impacts on short-term construction and implementation of the proposed project. ~~Greenhouse gas~~ Each of these topics have been discussed throughout Chapter 4, Environmental Impact Analysis, and found significant unavoidable impacts would only occur to the existing visual character of the area, agricultural lands, and regional roadways. Please refer to Chapter 4 for more information.

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