City Hall Council Chamber
1515 Sixth Street, Coachella, California
(760) 398-3502 ◆ www.coachella.org

AGENDA

CITY COUNCIL CLOSED SESSION AND
REGULAR MEETING
OF THE CITY OF COACHELLA
THE COUNCIL SITTING AS THE COACHELLA SANITARY DISTRICT,
COACHELLA FIRE PROTECTION DISTRICT, COACHELLA FINANCING AUTHORITY,
COACHELLA EDUCATIONAL AND GOVERNMENTAL ACCESS CABLE CHANNEL CORPORATION,
COACHELLA WATER AUTHORITY, SUCCESSOR AGENCY TO THE COACHELLA REDEVELOPMENT AGENCY
AND COACHELLA PARKS AND RECREATION FOUNDATION

October 14, 2026
5:00 PM – CLOSED SESSION
6:00 PM – REGULAR MEETING

In-Person Meeting Location: Coachella City Hall Council Chamber 1515 Sixth Street Coachella, CA	**If you would like to attend the meeting via Zoom, here is the link:** **https://us02web.zoom.us/j/88457271898?pwd=REdzU1NoQmpVSFhWTDVaZ0VCekYxdz09** Or One tap mobile : 16699006833,,88457271898#,,,,*606140# Or Telephone: US: +1 669 900 6833 **Webinar ID: 884 5727 1898** **Passcode: 606140** **Spanish:** El idioma español está disponible en Zoom seleccionado la opción en la parte de abajo de la pantalla

- Public comments may be received **either in person, via email, or via Zoom.**
  - **In Person:**

    Anyone wishing to speak in person during the public comment period or on a particular item is required to fill out a Request to Speak Form. In order to be recognized, a Request to Speak Form must be turned in to the City Clerk prior to the start of the public comment period or before the agenda item is taken up by Council on which you wish to provide a comment.
  - **In Real Time via Zoom:**

    If participating in real time via Zoom, during the public comment period, participants must be visible on camera and use the **"raise hand"** function on Zoom.
  - **In Writing via Email:**

    If providing a written comment by email, you may submit your public comment to the City Council by emailing cityclerk@coachella.org. To comment by email, submit your comments no later than 12 p.m. on the day of the meeting by emailing your name, agenda item (if applicable), and your comment. Any correspondence received by the deadline will be forwarded to the City Council for consideration before action is taken on the matter, during the meeting and upon request one (1) hard copy of the written

public comments will be available for the public's view, and written comments will be retained for the official records. Written comments will not be read aloud at City Council meetings.

- The **live stream** of the meeting may be **viewed online** by accessing the city's website at **www.coachella.org**, and clicking on the "**Watch Council Meetings**" tab located on the home page, and then clicking on the "live" button.

CALL TO ORDER: - 5:00 P.M.

ROLL CALL:

APPROVAL OF AGENDA:

"At this time the Council/ Board/Corporation/Authority may announce any items being pulled from the Agenda or continued to another date or request the moving of an item on the agenda"

PUBLIC COMMENTS (CLOSED SESSION ITEMS):

ADJOURN TO CLOSED SESSION:

1. PUBLIC EMPLOYEE APPOINTMENT (Govt. Code Section 54957(b)(1))
   Title: City Attorney

2. CONFERENCE WITH LEGAL COUNSEL – INITIATION OF LITIGATION
   Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4)
   Two (2) Potential Cases

3. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
   Pursuant to Government Code Section 54956.9(d)(1)
   Elsa Corona v. City of Coachella
   Riverside County Superior Court, Case No. CVPS2407888

4. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
   Pursuant to Government Code Section 54956.9(d)(1)
   Coalition for Clean Air v. City of Coachella (EV Charging)
   Riverside County Superior Court, Case No. CVPS2607430

5. CONFERENCE WITH REAL PROPERTY NEGOTIATORS
   Government Code Section 54956.8
   Property: Assessor's Parcel No. 763-412-040
   Agency Negotiator: City Manager Gustavo J. Romo
   Negotiating Parties: Silvia Paz, Alianza Coachella Valley
   Under Negotiation: Price and Terms

RECONVENE REGULAR MEETING: - 6:00 P.M.

PLEDGE OF ALLEGIANCE:

CLOSED SESSION ANNOUNCEMENTS:

CITY COUNCIL CONFLICT OF INTEREST DISCLOSURE:

PUBLIC COMMENTS (NON-AGENDA ITEMS) (LIMITED TO A MAXIMUM OF 30 MINUTES. IF ADDITIONAL TIME IS REQUIRED FOR PUBLIC COMMENTS, THEY WILL BE HEARD AFTER. PUBLIC HEARING CALENDAR):

THE PUBLIC MAY ADDRESS THE CITY COUNCIL/BOARD/CORPORATION/ AUTHORITY ON ANY ITEM OF INTEREST TO THE PUBLIC THAT IS NOT ON THE AGENDA BUT IS IN THE SUBJECT MATTER JURISDICTION THEREOF. PLEASE LIMIT YOUR COMMENTS TO THREE (3) MINUTES.

PROCLAMATIONS/PRESENTATIONS:

6. Presentation of Proclamation to Lideres Campesinas Youth Group

7. Distinguished Budget Presentation Award

8. Proclamation Presented to Chuckwalla National Monument

9. Proclamation Presented to Youth Participatory Action Research (YPAR) and East Coachella Valley Pride

WRITTEN COMMUNICATIONS:

CONSENT CALENDAR:

(It is recommended that Consent Items be acted upon simultaneously unless separate discussion and/or action is requested by a Council Member.)

10. Regular City Council Meeting Minutes of September 21, 2026, of the City of Coachella, Coachella Sanitary District, Coachella Fire Protection District, Coachella Financing Authority, Coachella Educational and Governmental Access Cable Corporation, Coachella Water Authority, Successor Agency to the Coachella Redevelopment Agency and Coachella Parks and Recreation

11. Voucher Listing- EFT's/Utility Billing Refunds/FY 2026-27 Expenditures as of October 14, 2026, $2,871,462.53

12. Investment Report June 30, 2026

13. Second Reading of Ordinance No. 1232, Regulating the Sale and Distribution of Kratom Products with the City of Coachella

14. Second Reading of Ordinance No. 1233, adding Chapter 8.65 (“Smoke-Free Areas”) to Title VIII of the Coachella Municipal Code to establish smoke-free areas intended to protect public health and the environment

15. Ordinance No. 1236 on Behalf of CFD No. 2005-01 Authorizing the Levy of a Special Tax within Annexation Area No. 37 Annexed to Said District (2nd Reading)

16. Authorize a Sponsorship Agreement with the Animal Samaritans in the Amount of $20,000 for Free Pet Sterilization Services for City of Coachella Residents

17. Adopt Resolution No. 2026-61 Authorizing the City of Coachella Community Development Department to Access Cannabis State-Level Summary Criminal History Information

18. Approve Resolution 2026-57 Forgiving Certain General Fund and Debt Service Fund (Fund 4000) Interfund Loans to the Library Facilities Impact Fee Fund (Fund 2206) and the General Government Facilities Impact Fee Fund (Fund 2200), Effective Retroactive to June 30, 2026

19. Receive and File the Fiscal Year 2024-25 Development Impact Fee Annual Report Prepared Pursuant to Government Code Section 66006 (Mitigation Fee Act / AB 1600)

20. Resolution No. 2026-60 – Approval of Fiscal Year 2026/27 Salary Adjustments for Water & Sanitation/Utilities Employees

21. Determine the Dateland Park Skatepark Project, City Project P-27 to be Categorically Exempt from CEQA pursuant to State CEQA Guidelines sections 15301 (Existing Facilities) and 15302 (Replacement or Reconstruction) and authorize City Staff to File a Notice of Exemption

22. Approve a Sponsorship Request from the County of Riverside District 4 in the Amount of $4,000 to Support the 35th Annual Senior Inspiration Awards Ceremony and Approve the Nomination of Ms. Ramona Negrete as the City of Coachella Honoree

NEW BUSINESS CALENDAR (LEGISLATIVE AND ADMINISTRATIVE):

23. Approval of Three-Year Sponsorship Agreement with the SoCal Arena Company, LLC, in Connection with the Coachella Valley Lakers, with a Base Sponsorship Fee of $46,824

24. Approval of the Third Amended and Restated Joint Powers Agreement Amending the Purpose and Powers of the Joint Powers Authority for Visit Greater Palm Springs

25. Discussion of Proposed Social and Mental Health Care Coordination Services with Care Solace, Inc. Utilizing Opioid Settlement Funds

26. Urgency Ordinance No. 1239 Establishing Expedited Permitting Procedures for Electric Vehicle Charging Stations

27. Receive and File the Water and Wastewater Cost of Service and Rate Study Prepared by NewGen Strategies & Solutions and Authorize Staff to Initiate the Proposition 218 Notice and Public Hearing Process for Proposed Water and Wastewater Rates for Fiscal Years 2027 through 2031

PUBLIC HEARING CALENDAR (QUASI-JUDICIAL):

28. A Public Hearing to Consider Resolution No. 2026-59 of the City Council of the City of Coachella: Request for conditional approval of Tentative Parcel Map 39721; CUP 324 to allow commercial cannabis uses; CUP 325 to allow drive through restaurant; CUP 326 to allow service station and mini-mart; and AR 20-04 to approve site design, architecture and signage (billboard); and introduction and first reading of Ordinance No. 1237 for Change of Zone, CZ 20-01, modifying the Zoning Map from MH to MS and CG and Ordinance

1238 for DA 25-02 to approve a Development Agreement; for 43± acres of land located at the northwest corner of Airport Boulevard and SR 86 (APNs 763-330-013, 763-330-018, and 763-330-029); and Resolution No. 2026-58 certifying the Coachella Airport Business Park Development Environmental Impact Report (SCH No. 2023040106), *adopting the Mitigation Monitoring and Reporting Program, CEQA* Findings and a Statement of Overriding Considerations, in conformance with the California Environmental Quality Act. Applicant: Empire Airport LLC.

REPORTS AND REQUESTS:

Council Discussion on Future Agenda Items

Council Comments/Report of Miscellaneous Committees.

Department Director Reports

- City Clerk – November 11, 2026 Council Meeting
- Public Works Director/City Engineer – Special Events Update

City Manager's Comments.

ADJOURNMENT:

Complete Agenda Packets are available for public inspection at the City Clerk's Office at 53-462 Enterprise Way, Coachella, California, and on the City's website www.coachella.org.

Americans with Disabilities Act: The meetings are accessible to persons with disabilities. If you are an individual with a disability and need a reasonable modification or accommodation pursuant to the Americans with Disabilities Act ("ADA") please contact the office of the City Clerk at 760-398-3502 extension 102 or via email cityclerk@coachella.org. Notification 24 hours prior to the meeting will help the City make reasonable arrangements.

Closed Caption and Translation: Closed Caption and Translation are accessible through City website live-stream and Zoom Webinar audio-visual platform and accessible in real-time to all teleconference attendees. Members of the public must activate the "Show Captions" feature on their device for closed caption; and may use the "Options Arrow" to select from the list of available languages for translation.

CITY OF COACHELLA
CALIFORNIA

Proclamation

WHEREAS, domestic violence is a common, but intolerable situation in the Coachella Valley, as elsewhere; and

WHEREAS, domestic violence is one of the most under-reported crime; and

WHEREAS, domestic violence doesn't discriminate of any race, age, gender or economic status can be a victim; and

WHEREAS, education and intervention are productive tools toward the prevention of domestic violence; and

WHEREAS, Lideres Campesinas of Coachella Valley has taken a leadership role in stemming the tide of domestic violence; and

NOW THEREFORE, I, Frank Figueroa, Mayor and Council of the City of Coachella, by the power vested in us, do hereby recognize

Lideres Campesinas Youth Group

For their significant efforts and support by providing awareness and referring victims/survivors to the proper agencies.

IN WITNESS HEREOF, I have hereunto set my hand and caused the official seal of the City of Coachella, California to be affixed this 14th day of October 2026.

_____

Dr. Frank Figueroa, Mayor
City of Coachella, California

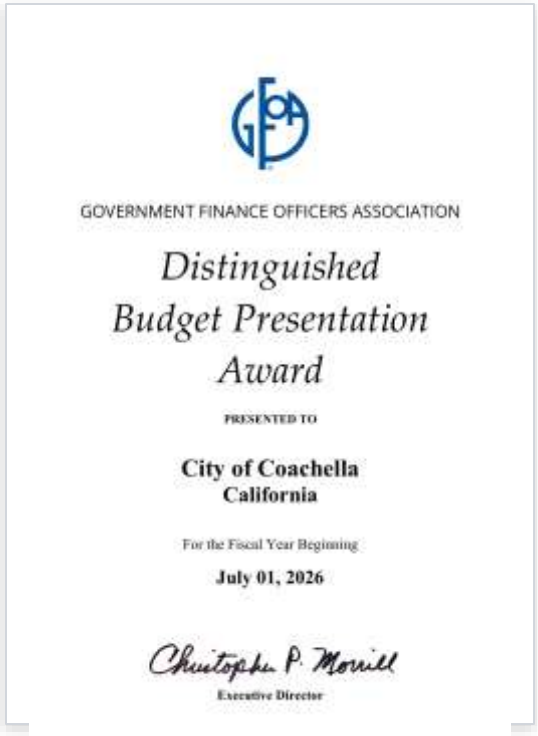
City of · COACHELLA · EST. 1946

Distinguished Budget Presentation Award

Government Finance Officers Association · FY 2026-27 Adopted Budget

Report to the City Council

Coachella earned GFOA's top budget honor



GOVERNMENT FINANCE OFFICERS ASSOCIATION

Distinguished Budget Presentation Award

PRESENTED TO

City of Coachella
California

For the Fiscal Year Beginning

July 01, 2026

Christopher P. Morrill

Executive Director

Independent reviewers judge every budget on how well it works as:

1. **A policy document**
2. **A financial plan**
3. **An operations guide**
4. **A communications device**

1,900+

governments participate in the program

25

criteria scored by three independent reviewers

Page 8

Proficient or better across the board

4 of 4

overall categories rated Proficient or better by all three reviewers

12

“Outstanding” scores across the 25 criteria

Outstanding

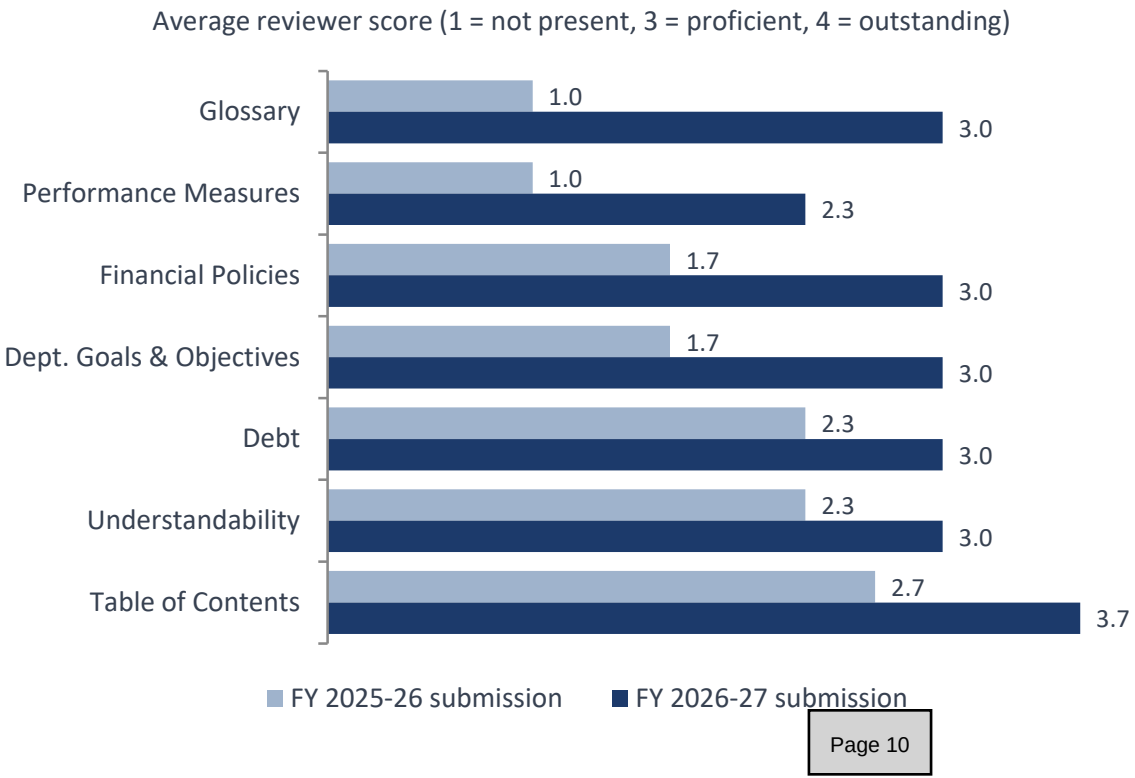
one reviewer’s rating of the budget as a communications device

What reviewers singled out

- **Priorities & Issues**
  “Detailed and discussed implications and plan to manage. Outstanding.”
- **Department/Fund Matrix**
  “The matrix makes the relationship between the funds and the departments clear.”
- **Budget in Brief**
  “An excellent way to highlight the budget.”
- **Linked Table of Contents**
  “The links are very useful in navigating the budget.”

Page 9

Scores rose sharply on last year's weakest criteria



3 of 4

mandatory criteria flagged as deficient last year are now fully proficient: Financial Policies, Debt, and Capital Program.

A new glossary, financial policies section, debt schedules, and a criteria location guide drove the gains.

One item to finish: performance measures

Awarded on a qualified basis

- Performance measures were added for every division this year, but show FY 2026-27 targets only.
- GFOA requires at least three years of data: prior-year actual, current-year estimate, and budget-year target.
- Must be corrected by the next submission, or within two budget cycles at the latest, to keep the award.

Plan for the FY 2027-28 budget

1. **Track FY 2026-27 results**
   Divisions report actuals against this year's targets.
2. **Rebuild prior-year data**
   Recover FY 2025-26 actuals for key measures from existing records.
3. **Add a long-range forecast**
   Multi-year financial plan for major funds (recommended criterion).
4. **Submit within 90 days**
   Next budget goes to GFOA within 90 days of adoption.



The Government Finance Officers Association
of the United States and Canada

presents this

CERTIFICATE OF RECOGNITION FOR BUDGET PREPARATION

to

Finance Department
City of Coachella, California

The Certificate of Recognition for Budget Preparation is presented by the Government Finance Officers Association to those individuals who have been instrumental in their government unit achieving a Distinguished Budget Presentation Award. The Distinguished Budget Presentation Award, which is the highest award in governmental budgeting, is presented to those government units whose budgets are judged to adhere to program standards.

Executive Director: Christopher P. Morrill

Date: 10/5/2026

Thank you

GFOA also presented a Certificate of Recognition for Budget Preparation to the City's Finance Department.

A commemorative plaque or medallion will arrive by mail.

Questions?

CITY OF COACHELLA
CALIFORNIA

Proclamation

WHEREAS, the Chuckwalla National Monument was established by Presidential Proclamation on January 14, 2025, protecting approximately 624,270 acres of federal public lands in Riverside and Imperial Counties; and

WHEREAS, the Monument protects significant desert landscapes, wildlife habitat, open space, and scenic, recreational, scientific, and cultural resources that are important to the City of Coachella, the Coachella Valley, and Southern California; and

WHEREAS, these lands are part of the ancestral and living cultural landscapes of the Iviatim (Cahuilla), Nüwü (Chemehuevi), Pipa Aha Macav (Mojave), Kwatsáan (Quechan), Maara'yam and Marringayam (Serrano), and other Indigenous peoples, and contain sacred sites, cultural resources, and traditional places of significance; and

WHEREAS, the Chuckwalla National Monument provides opportunities for recreation, education, scientific research, cultural connection, and appreciation of the California desert for present and future generations; and

WHEREAS, the City of Coachella recognizes the importance of preserving the region's natural and cultural heritage and responsibly stewarding the desert lands that contribute to the quality of life and well-being of our communities;

NOW THEREFORE, I, Frank Figueroa, Mayor and Council of the City of Coachella, by the power vested in us, do hereby recognize the

Chuckwalla National Monument

and urge all residents of the City of Coachella to join us in celebrating the Monument's importance to our region's natural, cultural, and recreational heritage.

IN WITNESS HEREOF, I have hereunto set my hand and caused the official seal of the City of Coachella, California to be affixed this 14th day of October 2026.

_____

Dr. Frank Figueroa, Mayor
City of Coachella, California

CITY OF COACHELLA
CALIFORNIA

Proclamation

WHEREAS, in 2016, students from Coachella Valley High School and Desert Mirage High School joined community partners in a Youth Participatory Action Research (YPAR) project to better understand the experiences, needs, and hopes of LGBTQ+ people in the Eastern Coachella Valley; and

WHEREAS, the project demonstrated the value of engaging young people directly in research and community conversations about issues affecting their peers and community; and

WHEREAS, the work initiated through YPAR helped foster lasting partnerships and community engagement that continue to support LGBTQ+ visibility and connection throughout the Eastern Coachella Valley; and

WHEREAS, over the past decade, the East Coachella Valley has continued to celebrate LGBTQ+ identity, culture, and community through the East Coachella Valley Pride Festival and other community efforts; and

WHEREAS, the City of Coachella recognizes the significance of this 10-year milestone and the lasting contributions of the youth and community partners who helped begin this work;

NOW THEREFORE, I, Frank Figueroa, Mayor and Council of the City of Coachella, by the power vested in us, do hereby recognize

Youth Participatory Action Research (YPAR) and East Coachella Valley Pride

and urge all residents of the City of Coachella to join us in celebrating the youth voices and community partnerships that have strengthened LGBTQ+ connection and visibility throughout the Eastern Coachella Valley.

IN WITNESS HEREOF, I have hereunto set my hand and caused the official seal of the City of Coachella, California to be affixed this 14th day of October 2026.

_____

Dr. Frank Figueroa, Mayor
City of Coachella, California

City Hall Council Chamber
1515 Sixth Street, Coachella, California
(760) 398-3502 ◆ www.coachella.org

MINUTES

CITY COUNCIL CLOSED SESSION AND
SPECIAL MEETING
OF THE CITY OF COACHELLA
THE COUNCIL SITTING AS THE COACHELLA SANITARY DISTRICT,
COACHELLA FIRE PROTECTION DISTRICT, COACHELLA FINANCING AUTHORITY,
COACHELLA EDUCATIONAL AND GOVERNMENTAL ACCESS CABLE CHANNEL CORPORATION,
COACHELLA WATER AUTHORITY, SUCCESSOR AGENCY TO THE COACHELLA REDEVELOPMENT AGENCY
AND COACHELLA PARKS AND RECREATION FOUNDATION

September 21, 2026
5:00 PM – CLOSED SESSION
6:00 PM – REGULAR MEETING

In-Person Meeting Location: Coachella City Hall Council Chamber 1515 Sixth Street Coachella, CA	**If you would like to attend the meeting via Zoom, here is the link:** **https://us02web.zoom.us/j/88457271898?pwd=REdzU1NoQmpVSFhWTDVaZ0VCekYxdz09** Or One tap mobile : 16699006833,,88457271898#,,,,*606140# Or Telephone: US: +1 669 900 6833 **Webinar ID: 884 5727 1898** **Passcode: 606140** **Spanish:** El idioma español está disponible en Zoom seleccionado la opción en la parte de abajo de la pantalla

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  - **In Real Time via Zoom:**

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public comments will be available for the public's view, and written comments will be retained for the official records. Written comments will not be read aloud at City Council meetings.

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CALL TO ORDER: - 5:00 P.M.

Mayor Dr. Figueroa called the City Council Closed Session and Regular Meeting of the City of Coachella to order at 5:03 p.m.

ROLL CALL:

Present: Councilmember Martinez (arrived at 5:08 p.m.), Councilmember Delgado, Councilmember Virgen (arrived at 5:44 p.m.), Mayor Pro Tem Perez, and Mayor Dr. Figueroa

Absent: City Clerk and Treasurer

APPROVAL OF AGENDA:

"At this time the Council/ Board/Corporation/Authority may announce any items being pulled from the Agenda or continued to another date or request the moving of an item on the agenda"

Motion: To approve the agenda

Made by: Mayor Pro Tem Perez,
Seconded by: Mayor Dr. Figueroa
Approved: 3-0

AYES: Councilmember Delgado, Mayor Pro Tem Perez, and Mayor Dr. Figueroa
NOES: None
ABSTAIN: None
ABSENT: Councilmember Martinez and Councilmember Virgen

PUBLIC COMMENTS (CLOSED SESSION ITEMS):

None

ADJOURN TO CLOSED SESSION:

1. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
   Pursuant to Government Code Section 54956.9(d)(1)
   Desert Valley Builders Association v. The City of Coachella, et al.
   Riverside County Superior Court, Case No. RIC1900832

RECONVENE REGULAR MEETING: - 6:00 P.M.

The City Council reconvened into open session at 6:00 p.m.

PLEDGE OF ALLEGIANCE:

Lee Espinoza led the Pledge of Allegiance.

CLOSED SESSION ANNOUNCEMENTS:

No reportable action taken.

CITY COUNCIL CONFLICT OF INTEREST DISCLOSURE:

None

PUBLIC COMMENTS (NON-AGENDA ITEMS) (LIMITED TO A MAXIMUM OF 30 MINUTES. IF ADDITIONAL TIME IS REQUIRED FOR PUBLIC COMMENTS, THEY WILL BE HEARD AFTER. PUBLIC HEARING CALENDAR):

THE PUBLIC MAY ADDRESS THE CITY COUNCIL/BOARD/CORPORATION/ AUTHORITY ON ANY ITEM OF INTEREST TO THE PUBLIC THAT IS NOT ON THE AGENDA BUT IS IN THE SUBJECT MATTER JURISDICTION THEREOF. PLEASE LIMIT YOUR COMMENTS TO THREE (3) MINUTES.

1. James Rodriguez

PROCLAMATIONS/PRESENTATIONS:

2. HeadTrip Festival Update
3. Proclamations Presented to Coachella Boxing Club Boxers
4. 2026 Legislative Session Summary — Chromium-6, State Budget, and Bills of Note
5. Presentation on the Contract Law Enforcement Services

WRITTEN COMMUNICATIONS:

None

CONSENT CALENDAR:

(It is recommended that Consent Items be acted upon simultaneously unless separate discussion and/or action is requested by a Council Member.)

6. Regular City Council Meeting Minutes of September 9, 2026, of the City of Coachella, Coachella Sanitary District, Coachella Fire Protection District, Coachella Financing Authority, Coachella Educational and Governmental Access Cable Corporation, Coachella Water Authority, Successor Agency to the Coachella Redevelopment Agency and Coachella Parks and Recreation

7. Voucher Listing- EFT's/Utility Billing Refunds/FY 2026-27 Expenditures as of September 21, 2026, $1,304,276.50

8. Amendment No. 1 with Albert A. Webb Associates to provide Professional Engineering and Landscape Architecture Services for the Coachella Active Transportation and Urban Greening Projects, City Projects P-27, P-28, P-33, ST-142 and ST-143 in an amount not-to-exceed $88,795.

9. Letter Agreement with Hemet Fence Corp. in the amount of $25,778 for the Installation of Fencing Along the South Side of Old Avenue 52 between Hernandez Street and the CV Link Trail, Project PW 2026-08

10. Amendment No. 7 to the Professional Services Agreement with Angenious Engineering Services, Inc. in the amount of $7,970,641 to provide Professional Engineering Services for the Avenue 50 Bridge over the Whitewater Channel Project, City Project ST-69.

11. Letter Agreement with Vintage Associates dba Vintage Outdoors in the Amount of $37,689.00 to Purchase Seed for the 2026 Park Turf Seed Project, Project # PW 2026-07

12. Amendment No. 3 Agreement with IDS Group to provide additional design services for the Library Annex Project, City Project F-33 in an amount not to exceed $120,000.

13. Authorize the City of Coachella's Tacos, Tequila and Chavela's Festival beer and tequila garden operation on October 17, 2026 at Veterans' Memorial Park from 4pm-8pm.

14. Adopt the First Amendment to Agreement by and Between City of Coachella and Sunline Transit Agency Concerning Advertising, Installation and Maintenance Related to Bus Shelters

Public Comment:

1. James Rodriguez on item #10

Motion: To approve the Consent Calendar

Made by: Councilmember Martinez
Seconded by: Councilmember Virgen
Approved: 5-0

AYES: Councilmember Martinez, Councilmember Delgado, Councilmember Virgen, Mayor Pro Tem Perez, and Mayor Dr. Figueroa
NOES: None
ABSTAIN: None
ABSENT: None

NEW BUSINESS CALENDAR (LEGISLATIVE AND ADMINISTRATIVE):

15. Designate a Voting Delegate and Alternates to the League of California Cities Annual Conference & Expo

Motion: To nominate Councilmember Martinez as a Voting Delegate and Mayor Dr. Figueroa and Councilmember Delgado as Alternates to the League of California Cities Annual Conference & Expo

AYES: Councilmember Martinez, Councilmember Delgado, Councilmember Virgen, Mayor Pro Tem Perez, and Mayor Dr. Figueroa
NOES: None
ABSTAIN: None
ABSENT: None

16. Discussion of Proposed Social and Mental Health Care Coordination Services with Care Solace, Inc. Utilizing Opioid Settlement Funds

Motion: To continue this item to the next Council meeting on October 14, 2026

Made by: Councilmember Virgen
Seconded by: Councilmember Martinez
Approved: 5-0

AYES: Councilmember Martinez, Councilmember Delgado, Councilmember Virgen, Mayor Pro Tem Perez, and Mayor Dr. Figueroa
NOES: None
ABSTAIN: None
ABSENT: None

17. Amendment No. 1 to the Coachella Valley Association of Governments Joint Powers Agreement to Update Membership Requirements for Alternates on the Executive Committee and Bylaws Governing Attendance by Executive Committee Members

Motion: To approve Amendment No. 1 to the Coachella Valley Association of Governments Joint Powers Agreement to Update Membership Requirements for Alternates on the Executive Committee and Bylaws Governing Attendance by Executive Committee Members

Made by: Councilmember Delgado
Seconded by: Mayor Dr. Figueroa
Approved: 5-0

AYES: Councilmember Martinez, Councilmember Delgado, Councilmember Virgen, Mayor Pro Tem Perez, and Mayor Dr. Figueroa
NOES: None
ABSTAIN: None
ABSENT: None

18. Construction Contract with Riverside Construction Company, Inc. in the Amount of $48,709,821.10 Plus 10% Contingency for the Construction of the Avenue 50 Bridge Over the Coachella Valley Stormwater Channel (CVSC), City Project No.ST-69

Public Comment:

1. James Rodriguez

Motion: To approve Construction Contract with Riverside Construction Company, Inc. in the Amount of $48,709,821.10 Plus 10% Contingency for the Construction of the Avenue 50 Bridge Over the Coachella Valley Stormwater Channel (CVSC), City Project No.ST-69

Made by: Councilmember Martinez
Seconded by: Councilmember Virgen
Approved: 5-0

AYES: Councilmember Martinez, Councilmember Delgado, Councilmember Virgen, Mayor Pro Tem Perez, and Mayor Dr. Figueroa
NOES: None
ABSTAIN: None
ABSENT: None

19. Coachella Resident Engagement Academy

Motion: To approve Coachella Resident Engagement Academy with the addition to provide a Certificate of Recognition of the program to the graduates

Made by: Mayor Dr. Figueroa
Seconded by: Mayor Pro Tem Perez
Approved: 5-0

AYES: Councilmember Martinez, Councilmember Delgado, Councilmember Virgen, Mayor Pro Tem Perez, and Mayor Dr. Figueroa
NOES: None
ABSTAIN: None
ABSENT: None

20. City of Coachella Electric Vehicle (EV) Charging Infrastructure Study Final Report

Mayor Dr. Figueroa stepped away at 7:29 p.m. and returned at 7:32 p.m.

Public Comment:

1. James Rodriguez

21. Authorize Staff to Advertise the Rancho Las Flores Park Expansion Project, City Project P-31

Mayor Pro Tem Perez excused herself from the meeting at 8:01 p.m.

Motion: To Authorize Staff to Advertise the Rancho Las Flores Park Expansion Project, City Project P-31

Made by: Councilmember Delgado
Seconded by: Mayor Dr. Figueroa
Approved: 4-0

AYES: Councilmember Martinez, Councilmember Delgado, Councilmember Virgen, and Mayor Dr. Figueroa
NOES: None
ABSTAIN: None
ABSENT: Mayor Pro Tem Perez

PUBLIC HEARING CALENDAR (QUASI-JUDICIAL):

NONE

REPORTS AND REQUESTS:

Council Discussion on Future Agenda Items

Council Comments/Report of Miscellaneous Committees.

Department Director Reports

- Utilities – Proposition 218

Councilmember Virgen stepped away at 8:13 p.m. and returned at 8:15 p.m.

City Manager's Comments.

ADJOURNMENT:

Mayor Dr. Figueroa adjourned the meeting at 8:20 p.m.

_____
Delia Granados
Deputy City Clerk

Bank : wfb WELLS FARGO BANK

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
125864	10/7/2026	56905	HERNANDEZ, LUIS ALFOI	Ref000260920	9/30/2026	UB Refund Cst #00059210	76.65	76.65
125865	10/7/2026	56908	MARTINEZ, NOE HERMIL(	Ref000260924	9/30/2026	UB Refund Cst #00062015	95.65	95.65
125866	10/7/2026	56713	MEZA NEVAREZ, JOSE M/	Ref000260921	9/30/2026	UB Refund Cst #00059938	85.22	85.22
125867	10/7/2026	56904	RANGEL, LUCIO	Ref000260919	9/30/2026	UB Refund Cst #00055356	14.19	14.19
125868	10/7/2026	56907	SANCHEZ, AURORA	Ref000260923	9/30/2026	UB Refund Cst #00061716	37.97	37.97
125869	10/7/2026	56903	SOLORIO, MARTIN	Ref000260918	9/30/2026	UB Refund Cst #00016995	11.59	11.59
125870	10/7/2026	56906	THE CARITAS CORPORA1	Ref000260922	9/30/2026	UB Refund Cst #00061051	97.88	97.88
						Sub total for WELLS FARGO BANK:		419.15

7 checks in this report.

Grand Total All Checks: 419.15

Date: **October 7, 2026**

Finance Director: Lincoln Bogard

City Manager: Gustavo Romo

City of Coachella

AP CHECK RECONCILIATION REGISTER

FOR CASH ACCOUNT: 9999-00-00-0000-101000- FOR: Cleared and Uncleared

CHECK #	CHECK DATE	TYPE	VENDOR	NAME	UNCLEARED	CLEARED	BATCH	CLEAR DATE
4081	10/07/2026	EFT	056483	ADVANCED AVANT-GARDE, INC		2,587.50		10/07/2026
4082	10/07/2026	EFT	048014	ALBERT A. WEBB ASSOCIATES		22,382.00		10/07/2026
4083	10/07/2026	EFT	052366	ALTA LANGUAGE SERVICES, I		116.00		10/07/2026
4084	10/07/2026	EFT	054859	AMAZON CAPITAL SERVICES,		819.55		10/07/2026
4085	10/07/2026	EFT	049989	ANDREAS LLC		727.16		10/07/2026
4086	10/07/2026	EFT	053291	ANGENIOUS ENGINEERING		103,462.58		10/07/2026
4087	10/07/2026	EFT	045929	BECK OIL, INC.		12,435.40		10/07/2026
4088	10/07/2026	EFT	043462	BEST BEST & KRIEGER, LLP		130,968.66		10/07/2026
4089	10/07/2026	EFT	043862	BRENNTAG PACIFIC, INC		23,076.43		10/07/2026
4090	10/07/2026	EFT	002320	CALPERS		164,561.75		10/07/2026
4091	10/07/2026	EFT	046730	CALPERS		700.00		10/07/2026
4092	10/07/2026	EFT	056271	CHARTER COMMUNICATIONS		1,812.29		10/07/2026
4093	10/07/2026	EFT	056178	CITIGUARD, INC.		31,794.00		10/07/2026
4094	10/07/2026	EFT	056233	CORONA ENVIRONMENTAL		880.00		10/07/2026
4095	10/07/2026	EFT	000749	COUNTY OF RIVERSIDE		892,693.29		10/07/2026
4096	10/07/2026	EFT	044036	DE LAGE LANDEN PUBLIC		1,229.59		10/07/2026
4097	10/07/2026	EFT	042500	DEKRA-LITE INDUSTRIES, IN		368.83		10/07/2026
4098	10/07/2026	EFT	043672	DESERT VALLEY SERVICES IN		2,947.78		10/07/2026
4099	10/07/2026	EFT	055859	ECOLOGY AUTO PARTS, INC.		1,353.52		10/07/2026
4100	10/07/2026	EFT	053799	ENTERPRISE FM TRUST		51,534.39		10/07/2026
4101	10/07/2026	EFT	044713	FARMER BROTHERS CO.		4,846.38		10/07/2026
4102	10/07/2026	EFT	000207	GRAINGER INC		5,554.94		10/07/2026
4103	10/07/2026	EFT	051892	HERC RENTALS, INC.		21,587.20		10/07/2026
4104	10/07/2026	EFT	000996	HOME DEPOT		1,755.85		10/07/2026
4105	10/07/2026	EFT	054791	HYDROPRO SOLUTIONS, INC.		35,004.62		10/07/2026
4106	10/07/2026	EFT	056340	NEWGEN STRATEGIES AND		4,300.00		10/07/2026
4107	10/07/2026	EFT	047192	O'REILLY AUTO PARTS		1,881.17		10/07/2026
4108	10/07/2026	EFT	056597	OPTIMIZED INVESTMENT PART		4,090.58		10/07/2026
4109	10/07/2026	EFT	001372	SOUTH WEST PUMP & DRILLIN		113,388.25		10/07/2026
4110	10/07/2026	EFT	048436	UNIVAR SOLUTIONS USA INC.		26,294.55		10/07/2026
4111	10/07/2026	EFT	055817	VESTIS SERVICES, LLC		6,894.19		10/07/2026
4112	10/07/2026	EFT	050629	VINTAGE ASSOCIATES, INC		3,100.00		10/07/2026
4113	10/07/2026	EFT	051697	WESTERN WATER WORKS SUPPL		14,328.14		10/07/2026
4114	10/07/2026	EFT	054433	WEX BANK		986.05		10/07/2026
4115	10/07/2026	EFT	054272	WILLDAN		24,347.50		10/07/2026
4116	10/07/2026	EFT	000384	WILLDAN FINANCIAL SERVICE		9,669.39		10/07/2026
4117	10/07/2026	EFT	054719	YUNEX LLC		11,620.40		10/07/2026
127004	10/07/2026	PRINTED	055834	4LEAF, INC.	4,722.50			
127005	10/07/2026	PRINTED	055357	ADRIAN MORENO	2,191.00			
127006	10/07/2026	PRINTED	056657	ADVANCED INTEGRATION & CO	18,000.00			
127007	10/07/2026	PRINTED	046835	AIR AND HOSE SOURCE, INC.	738.96			
127008	10/07/2026	PRINTED	055142	AKEL ENGINEERING GROUP, I	12,295.00			
127009	10/07/2026	PRINTED	044502	ALDCO AIR CONDITIONING &	6,800.00			
127010	10/07/2026	PRINTED	056044	AM CONSTRUCTION SUPPLY, I	677.49			
127011	10/07/2026	PRINTED	002200	AMERICAN WATER WORKS	2,826.00			
127012	10/07/2026	PRINTED	054881	ANAHI FERNANDEZ	301.00			
127013	10/07/2026	PRINTED	053039	AT&T	1,085.00			
127014	10/07/2026	PRINTED	048669	AUTOZONE	649.63			
127015	10/07/2026	PRINTED	054389	AVSU, INC.	2,198.13			
127016	10/07/2026	PRINTED	003650	BARBARA SINATRA CHILDREN'	256.00			
127017	10/07/2026	PRINTED	000836	BIO-TOX LABORATORIES	6,106.00			
127018	10/07/2026	PRINTED	056892	BRENDA MORALES	62.50			

Report generated: 10/05/2026 15:07
User: bayon
Program ID: apchkrcn

City of Coachella

AP CHECK RECONCILIATION REGISTER

FOR CASH ACCOUNT: 9999-00-00-0000-101000- FOR: Cleared and Uncleared

CHECK #	CHECK DATE	TYPE	VENDOR	NAME	UNCLEARED	CLEARED	BATCH	CLEAR DATE
127019	10/07/2026	PRINTED	044494	BURRTEC WASTE & RECYCLING	190.76			
127020	10/07/2026	PRINTED	046356	C.V. CONSERVATION COMMISS	17,052.75			
127021	10/07/2026	PRINTED	053426	CELL BUSINESS EQUIPMENT	680.38			
127022	10/07/2026	PRINTED	055591	CICCS/EAP	181.80			
127023	10/07/2026	PRINTED	007950	CITY OF COACHELLA	109,299.34			
127024	10/07/2026	PRINTED	056875	CIVICWELL	4,068.75			
127025	10/07/2026	PRINTED	053220	COACHELLA ACE HARDWARE	1,298.97			
127026	10/07/2026	PRINTED	008970	COACHELLA VALLEY BOXING C	7,500.00			
127027	10/07/2026	PRINTED	056845	COACHELLA VALLEY YOUTH LE	300.00			
127028	10/07/2026	PRINTED	055769	COLOSSAL STRUCTURAL STEEL	500.00			
127029	10/07/2026	PRINTED	052375	CORE & MAIN LP	19,747.03			
127030	10/07/2026	PRINTED	000214	CORONET CONCRETE PRODUCTS	669.60			
127031	10/07/2026	PRINTED	009950	CVWD	266,553.83			
127032	10/07/2026	PRINTED	002115	CWEA	259.00			
127033	10/07/2026	PRINTED	050103	D&H WATER SYSTEMS	767.45			
127034	10/07/2026	PRINTED	054135	DEL VALLE INFORMADOR INC	450.00			
127035	10/07/2026	PRINTED	012870	DEPARTMENT OF JUSTICE	196.00			
127036	10/07/2026	PRINTED	042761	RIVERSIDE COUNTY ENVIRONM	1,720.00			
127037	10/07/2026	PRINTED	001089	DESERT ELECTRIC SUPPLY	25,084.01			
127038	10/07/2026	PRINTED	047952	DESERT LIVE SCAN	100.00			
127039	10/07/2026	PRINTED	053007	DESERT PROMOTIONAL &	742.01			
127040	10/07/2026	PRINTED	055664	DESERT RECREATION FOUNDAT	2,000.00			
127041	10/07/2026	PRINTED	013700	DEWEY PEST CONTROL INC.	4,003.00			
127042	10/07/2026	PRINTED	054233	DJ2A ENTERTAINMENT	495.00			
127043	10/07/2026	PRINTED	055683	DUDEK	8,631.25			
127044	10/07/2026	PRINTED	042223	DXP ENTERPRISES, INC.	1,934.94			
127045	10/07/2026	PRINTED	014700	BABCOCK LABORATORIES, INC	8,538.00			
127046	10/07/2026	PRINTED	054924	EL TRANVIA RESTAURANT	3,250.21			
127047	10/07/2026	PRINTED	056894	SEMITORR GROUP LLC	2,718.97			
127048	10/07/2026	PRINTED	056895	ESPERANZA'S SANCTUARY INC	1,000.00			
127049	10/07/2026	PRINTED	048977	EVERON, LLC	4,716.62			
127050	10/07/2026	PRINTED	056580	FLEXTG LLC	1,289.30			
127051	10/07/2026	PRINTED	051604	FRONTIER	3,052.26			
127052	10/07/2026	PRINTED	051494	GARDA CL WEST, INC.	2,159.41			
127053	10/07/2026	PRINTED	056902	HECTOR D. LUCERO	145.00			
127054	10/07/2026	PRINTED	054740	HEPTAGON SEVEN CONSULTING	15,920.00			
127055	10/07/2026	PRINTED	056701	HERITAGE LANDSCAPE SUPPLY	2,277.95			
127056	10/07/2026	PRINTED	056731	HERITAGE POOL SUPPLY GROU	681.43			
127057	10/07/2026	PRINTED	056896	Hit The Spot	600.00			
127058	10/07/2026	PRINTED	020150	HYDRO AG SYSTEMS	22.56			
127059	10/07/2026	PRINTED	020450	IMPERIAL IRRIGATION DISTR	133,377.07			
127060	10/07/2026	PRINTED	051757	INDIO EMERGENCY MEDICAL G	620.00			
127061	10/07/2026	PRINTED	053801	INFOSEND, INC.	6,075.05			
127062	10/07/2026	PRINTED	056389	IRC BACKFLOW	675.00			
127063	10/07/2026	PRINTED	042444	JERNIGANS SPORTING GOODS,	8,506.48			
127064	10/07/2026	PRINTED	052906	JOHNSON CONTROLS SECURITY	624.92			
127065	10/07/2026	PRINTED	056220	KENDRA REIF	2,479.35			
127066	10/07/2026	PRINTED	001948	KIMBALL MIDWEST	1,564.70			
127067	10/07/2026	PRINTED	047328	KONICA MINOLTA	641.01			
127068	10/07/2026	PRINTED	045051	LAMAR COMPANIES	2,196.00			
127069	10/07/2026	PRINTED	054362	LINDE GAS & EQUIPMENT INC	49.56			
127070	10/07/2026	PRINTED	024600	LOPES HARDWARE	1,266.71			

City of Coachella

AP CHECK RECONCILIATION REGISTER

FOR CASH ACCOUNT: 9999-00-00-0000-101000- FOR: Cleared and Uncleared

CHECK #	CHECK DATE	TYPE	VENDOR	NAME	UNCLEARED	CLEARED	BATCH	CLEAR DATE
127071	10/07/2026	PRINTED	056901	LORETTA PEREZ	300.00			
127072	10/07/2026	PRINTED	049857	MANPOWER US INC.	21,737.94			
127073	10/07/2026	PRINTED	055020	MARTIN MARIETTA MATERIALS	1,422.09			
127074	10/07/2026	PRINTED	055038	MEDINA ZENDEJAS COMMUNICA	10,100.00			
127075	10/07/2026	PRINTED	025900	MEREDITH & SIMPSON CONSTR	4,341.14			
127076	10/07/2026	PRINTED	056606	MIGUEL FELIX	1,000.00			
127077	10/07/2026	PRINTED	056900	NAOMI ORTEGA	100.00			
127078	10/07/2026	PRINTED	052757	OLLIN STRATEGIES	5,000.00			
127079	10/07/2026	PRINTED	002028	PETE'S ROAD SERVICE, INC.	134.83			
127080	10/07/2026	PRINTED	052596	PLANIT PRINT WORKS	1,093.04			
127081	10/07/2026	PRINTED	053877	POWER GIRLS	1,300.00			
127082	10/07/2026	PRINTED	056322	PRIMO BRANDS	675.90			
127083	10/07/2026	PRINTED	056889	GOVERNMENT EXECUTIVE MEDI	6,000.00			
127084	10/07/2026	PRINTED	052344	QUADIENT FINANCE USA, INC	1,061.74			
127085	10/07/2026	PRINTED	052327	QUADIENT LEASING USA, INC	1,790.78			
127086	10/07/2026	PRINTED	054500	RELIABLE TRANSLATIONS COR	1,078.00			
127087	10/07/2026	PRINTED	056888	RF ENTERTAINMENT	2,500.00			
127088	10/07/2026	PRINTED	054571	RIVERSIDE COUNTY	350.00			
127089	10/07/2026	PRINTED	011080	RIVERSIDE ASSESSOR-COUNTY	3,093.75			
127090	10/07/2026	PRINTED	051785	RMC WATER AND ENVIRONMENT	16,077.50			
127091	10/07/2026	PRINTED	044161	ROBERT HALF	9,688.24			
127092	10/07/2026	PRINTED	056534	S.R. BRAY LLC	100.00			
127093	10/07/2026	PRINTED	056893	SAPPHIRE CHECK LLC	745.68			
127094	10/07/2026	PRINTED	050827	SDC SOUND COMPANY LLC	7,500.00			
127095	10/07/2026	PRINTED	055790	SILVERADO TOWING	150.00			
127096	10/07/2026	PRINTED	035430	SOUTH COAST A.Q.M.D.	17.10			
127097	10/07/2026	PRINTED	056880	SOUTHWEST LANDSCAPE & MAI	144,697.05			
127098	10/07/2026	PRINTED	055590	STANDARD INSURANCE COMPAN	9,165.58			
127099	10/07/2026	PRINTED	055590	STANDARD INSURANCE COMPAN	8,229.38			
127100	10/07/2026	PRINTED	055659	STAPLES	2,447.75			
127101	10/07/2026	PRINTED	056124	SUNBELT RENTALS, INC.	220.94			
127102	10/07/2026	PRINTED	000102	SUNLINE TRANSIT AGENCY	190.44			
127103	10/07/2026	PRINTED	051093	T-MOBILE USA, INC.	350.00			
127104	10/07/2026	PRINTED	052125	TAG/AMS, INC.	230.00			
127105	10/07/2026	PRINTED	054550	TBU INC.	57,335.67			
127106	10/07/2026	PRINTED	043837	TERRA NOVA PLANNING & RES	17,293.85			
127107	10/07/2026	PRINTED	055168	TODEC LEGAL CENTER	236.00			
127108	10/07/2026	PRINTED	038250	TOPS N BARRICADES	1,180.01			
127109	10/07/2026	PRINTED	052204	TPX COMMUNICATIONS	332.28			
127110	10/07/2026	PRINTED	045053	TYLER TECHNOLOGIES, INC.	2,400.00			
127111	10/07/2026	PRINTED	038800	UNDERGROUND SERVICE ALERT	667.36			
127112	10/07/2026	PRINTED	043751	USA BLUEBOOK	432.41			
127113	10/07/2026	PRINTED	056667	USA TODAY MEDIA CORP	7,750.04			
127114	10/07/2026	PRINTED	039645	VALLEY OFFICE EQUIPMENT,	956.25			
127115	10/07/2026	PRINTED	056414	VANESSA SANCHEZ-MEZA	301.00			
127116	10/07/2026	PRINTED	055530	VENLO RV	49.81			
127117	10/07/2026	PRINTED	055816	VERIZON	1,462.05			
127118	10/07/2026	PRINTED	044966	VERIZON WIRELESS	303.48			
127119	10/07/2026	PRINTED	044428	VISTA AIR CONDITIONING	5,175.00			
127120	10/07/2026	PRINTED	044775	VISTA PAINT CORPORATION	4,726.76			
127121	10/07/2026	PRINTED	056862	WALKER CONSULTANTS INC.	17,889.71			
127122	10/07/2026	PRINTED	049778	WEST COAST ARBORISTS, INC	4,721.00			

City of Coachella

AP CHECK RECONCILIATION REGISTER

FOR CASH ACCOUNT: 9999-00-00-0000-101000- FOR: Cleared and Uncleared

CHECK #	CHECK DATE	TYPE	VENDOR	NAME	UNCLEARED	CLEARED	BATCH	CLEAR DATE
127123	10/07/2026	PRINTED	044203	WEST COAST SAND & GRAVEL	629.06			
127124	10/07/2026	PRINTED	054464	WHITE CAP, L.P.	1,305.41			
127125	10/07/2026	PRINTED	051893	WON-DOOR CORPORATION	464.00			
127126	10/07/2026	PRINTED	048971	XPRESS GRAPHICS & PRINTIN	7,682.12			
127127	10/07/2026	PRINTED	056175	YOUTH LEADERSHIP INSTITUT	300.00			
127128	10/07/2026	PRINTED	042100	ZUMAR INDUSTRIES INC	678.67			
	162 CHECKS			CASH ACCOUNT TOTAL	1,134,943.45	1,736,099.93		

City of Coachella

AP CHECK RECONCILIATION REGISTER

		UNCLEARED	CLEARED
162 CHECKS	FINAL TOTAL	1,134,943.45	1,736,099.93

** END OF REPORT - Generated by BRENDA AYON **

Date: **October 7, 2026**

Finance Director: Lincoln Bogard

City Manager: Gustavo Romo

Report generated: 10/05/2026 15:07
User: bayon
Program ID: apchkrcn

STAFF REPORT
10/14/2026

TO: Honorable Mayor and City Council Members

FROM: Gustavo J. Romo, City Manager

PREPARED BY: Lincoln Bogard, Finance Director

SUBJECT: Investment Report June 30, 2026

STAFF RECOMMENDATION:

Staff recommends that the City Council receive and file the investment report for June 2026.

EXECUTIVE SUMMARY:

On June 12, 2024, the City of Coachella along with its component units (Sanitary District, Educational & Governmental Access Cable Corporation, Fire Protection District and Water Authority) approved and adopted the current "Statement of Investment Policy".

Pursuant to Section 16 of that policy, the City Treasurer shall provide to the City Council a monthly investment report which provides a clear picture of the status of the current investment portfolio. This report shall include, at a minimum, the following information for each type of investment held in the City's investment portfolio: the issuer; amount of investment; current market value; yield on investment; income generated from investments; dollar amount invested on all securities, investments and moneys held by the local agency; and shall additionally include a description of any of the local agency's funds, investments, or programs; and a description of unusual investment activity or developments during the month for which the report is prepared. This information shall be provided for all City and component unit pooled investments, as well as for bond accounts, which are managed by outside Fiscal Agents.

The interest rates presented are the most current rates available as of the date of these reports. The market values presented for pooled City investments are based on closing prices for the related investments as of the date of these reports. This information was obtained from the Wall Street Journal or other reliable sources of market prices.

The Market values presented for investments managed by fiscal agents are based on amounts reported by the fiscal agent on their investment statements. The purchase date and type of investment are not included for funds held by fiscal agents.

Attached is the Treasurer's Report of Investments which includes an overview on investments which provides information on investment activity, withdrawals and deposits, interest earned, payment of interest and payment of principal as of the months ended June 30, 2026. In addition, this report includes detailed information and current activity on individual investments.

All City investments are in compliance with the guidelines established for Authorized Investments as specified in the Investment Policy, Section 8.

There was no unusual investment activity to report.

The City and Districts have sufficient funds to meet their expenditure requirements for the next six months.

FISCAL IMPACT:

None, this report is to receive and file only.

City of Coachella
Bank Reconciliation - Wells Fargo Bank A/C#7100772636
June 30, 2026

	BEGINNING BALANCE	RECEIPT	DISBURSEMENT	ENDING BALANCE	
Bank Statement	7,112,802.00	20,806,285.90	20,919,087.90	7,000,000.00	1
Cleared Deposits in Transit					
Cash & Checks	34,295.14	(34,295.14)		-	2
ACH Receipt Correction In-Transit		-		-	
Credit Cards	15,480.98	(15,480.98)			
Deposits in Transit					
Cash & Checks		234,482.80		234,482.80	3
				-	
Credit Cards		23,922.44		23,922.44	4
Last Month's O/S Checks	(610,422.33)		(610,422.33)	-	
Outstanding Checks			450,386.43	(450,386.43)	5
Reconciled Bank Balance	**6,552,155.79**	**21,014,915.02**	**20,759,052.00**	**6,808,018.81**	
Book Balance	**6,552,155.79**			**6,552,155.79**	
Daily Cash Received					
Cash Receipts		8,329,308.66		8,329,308.66	6
Book Transfers In		186,837.80		186,837.80	7
Adjusting Journal Entries		0.00		0.00	8
Other Fees And Revenues Affecting Cash					
NSF/Chargeback			1,184.92	(1,184.92)	9
Merchant Fees			14,680.18	(14,680.18)	10
Client Analysis			4,801.30	(4,801.30)	11
Currency Purchase			1,188.00	(1,188.00)	12
Cash Disbursements					
Payroll transfers			1,416,829.31	(1,416,829.31)	13
Check Disbursements			9,668,371.76	(9,668,371.76)	14
Voided check(s)			(600.00)	600.00	15
WF Adjustments		130.16	171.33	(41.17)	16
AJEs for EFT Payments			8,876.26	(8,876.26)	17
Transfers to SWEEP INVESTMENT		12,498,537.23	5,617,107.51	6,881,429.72	18
Wire to LAIF			4,000,000.00	(4,000,000.00)	17
US Bank CC Pmt		-		-	8
				-	
				-	
	6,552,155.79	21,014,813.85	20,732,610.57	6,834,359.07	
DIFFERENCE (Short)Over	**-**	**(101.17)**	**(26,441.43)**	**26,340.26**	

City of Coachella
Bank Reconciliation - Wells Fargo Bank A/C#7100772636
June 30, 2026

	BEGINNING BALANCE	RECEIPT	DISBURSEMENT	ENDING BALANCE	
GL Balance - Wells Fargo Bank A/C#7100772636					
6/30/2026 GL Balance				8,517,890.65	19
In Transit Permit Refunds				3,315.60	20
STAGECOACH SWEEP Ending Balance				(519,755.53)	21
Funds Pending Redemption				181,014.32	22
TCC Grant Account				(1,353,634.73)	23
Less Payroll (WFB)				5,349.12	24
G/L Balance WF only				**6,834,179.43**	

DIFFERENCE (Short)Over **b**

Completed by: Lourdes Marron **Date:** 7/20/2026

Reviewed By: **Date:**

City of Coachella
Bank Reconciliation -Payroll Account **6197
June 30, 2026

	BEGINNING BALANCE	RECEIPT	DISBURSEMENT	ENDING BALANCE	
Bank Statement	0.00	1,416,829.31	1,416,829.31	-	25
Last Month's Outstanding Checks	(11,030.54)		(11,030.54)	-	
Current Month's Outstanding Checks			5,349.12	(5,349.12)	26
Reconciled Bank Balance	**(11,030.54)**	**1,416,829.31**	**1,411,147.89**	**(5,349.12)**	
Book Balance	(11,030.54)			(11,030.54)	
Revenue Postings (transfer amt)		1,416,829.31		1,416,829.31	13
WFB Adjustments		-	-	-	27
Rejected ACHs		-		-	28
			-	-	
Voided Checks		-	-	-	29
Total Payroll Checks			240,948.35		
Total Direct Deposits			905,890.46	(1,146,838.81)	30
AJE# 2526-04005 PERS Rounding			(0.13)	0.13	31
July Payday			264,309.21	(264,309.21)	
				-	
				-	
	(11,030.54)	**1,416,829.31**	**1,411,147.89**	**(5,349.12)**	
DIFFERENCE	-	-	-	0.00	

GL Balance - Payroll Account # 4943186197

6/30/2026 GL Balance (WF Payroll & General	8,517,890.65	
In Transit Permit Refunds	**3,315.60**	
STAGECOACH SWEEP Ending Balance	**(519,755.53)**	
Funds Pending Investment	**181,014.32**	
TCC Grant Bank Account	**(1,353,634.73)**	
	-	
G/L balance both banks	6,828,830.31	
Less WF portion	6,834,359.07	
G/L WF Payroll only	**(5,528.76)**	24
Difference (Short/Over)	**179.64**	

Completed by: Lourdes Marron **Date:** 7/14/2026

Reviewed By: **Date:**

Commercial Checking Acct Public Funds

Account number: **7100772636** ■ June 1, 2026 - June 30, 2026 ■ Page 1 of 9

CITY OF COACHELLA
GENERAL OPERATING ACCOUNT
53990 ENTERPRISE WAY
COACHELLA CA 92236-2724

Questions?

Call Global Payments & Liquidity Service
1-800-AT WELLS (1-800-289-3557)

Online: *wellsfargo.com*

Write: Wells Fargo Bank, N.A. (114)
San Francisco Wholesale
PO Box 63020
San Francisco, CA 94163

Account summary

Commercial Checking Acct Public Funds

Account number	*Beginning balance*	*Total credits*	*Total debits*	*Ending balance*
7100772636	$7,112,802.00	$20,806,285.90	-$20,919,087.90	$7,000,000.00

Credits

Deposits

Effective date	*Posted date*	*Amount*	*Transaction detail*
06/08	06/09	30.16	Reversal of Check Posted 6-08-26 Stale Date Our Ref: 6-08-26 00000000
06/17	06/18	100.00	Reversal of Check Posted 6-17-26 Reposted 6-18-26 as Serial 0000125335 Our Ref: 6-17-26 00000000
		$130.16	**Total deposits**

Electronic deposits/bank credits

Effective date	*Posted date*	*Amount*	*Transaction detail*
	06/01	64.19	ACH Origination - Citycoac - File Ebillxprss Coid 3956000693
	06/01	1,987.62	Ecs E-Box Settle Ebx Settle 060126 City of Coachel x
	06/01	2,067.63	Vb-S1 Issuer, Ll 003876/397 15704492 Rmr*Ik*ACH\
	06/01	2,105.19	ACH Origination - Citycoac - File Ebillxprss Coid 3956000693
	06/01	3,585.23	06/01Bankcard Deposit -0482213064
	06/01	4,641.24	Global Payments Global Dep 202605 8788240061822 City of Coachella Util
	06/01	5,233.42	06/01Bankcard Deposit -0482213064
	06/01	10,481.52	06/01Bankcard Deposit -0482213064
	06/01	385,565.25	Sweep Transfer From Investment
	06/02	1,743.42	ACH Origination - Citycoac - File Ebillxprss Coid 3956000693
	06/02	3,889.02	Ecs E-Box Settle Ebx Settle 060226 City of Coachel x
	06/02	6,296.25	ACH Origination - Citycoac - File Ebillxprss Coid 3956000693
	06/02	13,658.97	06/02Bankcard Deposit -0482213064
	06/02	416,828.72	Sweep Transfer From Investment
	06/03	474.17	ACH Origination - Citycoac - File Ebillxprss Coid 3956000693
	06/03	2,177.32	Ecs E-Box Settle Ebx Settle 060326 City of Coachel x
	06/03	4,260.35	ACH Origination - Citycoac - File Ebillxprss Coid 3956000693

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STAGECOACH SWEEP

WELLS FARGO BANK, N.A.

CITY OF COACHELLA
GENERAL OPERATING ACCOUNT
53990 ENTERPRISE WAY
COACHELLA CA 92236-2724

Account Number - DDA
7100772636

THIS STATEMENT COVERS 06/01/2026 THROUGH 06/30/2026

FOR QUESTIONS, PLEASE CONTACT GLOBAL PAYMENTS AND LIQUIDITY SERVICE
AT 1-800-AT-WELLS (1-800-289-3557).

ALLSPRING TREASURY PLUS MMF INST CLS

FUND SUMMARY

Dividends Earned YTD	55,296.29
Federal Withholding YTD	.00
7-Day Simple Yield	3.52659 %
Federal Withholding	.00

Beginning Balance	1,071,502.65
Prior Months Dividends Reinvested	642.30 +
Shares Purchased	11,765,133.49 +
Shares Redeemed	12,317,522.91 -
Ending Balance	519,755.53
Dividends Earned in Current Month	9,515.02
Funds Pending Redemption	181,014.32-

Transaction Detail

Date	Description	Amount
6-01-2026	Beginning Balance	1,071,502.65
6-01-2026	Next Day Sweep Purchase	6,148,025.98
6-01-2026	Reinvested Dividend	642.30
6-02-2026	Sweep Funds Return To DDA	385,565.25
6-03-2026	Sweep Funds Return To DDA	416,828.72
6-04-2026	Next Day Sweep Purchase	125,215.07
6-05-2026	Sweep Funds Return To DDA	2,798,634.57
6-08-2026	Sweep Funds Return To DDA	95,819.88
6-09-2026	Next Day Sweep Purchase	3,702,522.69
6-10-2026	Sweep Funds Return To DDA	3,025,704.06
6-11-2026	Next Day Sweep Purchase	4,154.74
6-12-2026	Next Day Sweep Purchase	154,425.64
6-15-2026	Next Day Sweep Purchase	27,631.80
6-16-2026	Sweep Funds Return To DDA	1,852,772.31
6-17-2026	Sweep Funds Return To DDA	485,334.64
6-18-2026	Next Day Sweep Purchase	295,902.38
6-22-2026	Sweep Funds Return To DDA	40,272.00
6-23-2026	Next Day Sweep Purchase	538,513.37
6-24-2026	Sweep Funds Return To DDA	2,967,605.19
6-26-2026	Next Day Sweep Purchase	619,600.43
6-29-2026	Next Day Sweep Purchase	149,141.39
6-30-2026	Sweep Funds Return To DDA	248,986.29
6-30-2026	Ending Balance	519,755.53

Daily Balance Information

Date	Investment Balance	Annualized Fund Yield	Daily Dividend Factor	Daily Accrual
06-01	7,220,170.93	3.522 %	.000096499	696.74
06-02	6,834,605.68	3.513 %	.000096271	657.97
06-03	6,417,776.96	3.511 %	.000096203	617.41
06-04	6,542,992.03	3.508 %	.000096120	628.91
06-05	3,744,357.46	3.514 %	.000096292	360.55
06-06*	3,648,537.58	3.514 %	.000096292	351.32

Commercial Chkg Acct W Int Pub Funds

Account number: **4474488020** ■ June 1, 2026 - June 30, 2026 ■ Page 1 of 2

CITY OF COACHELLA
TRANSFORMATIVE CLIMATE COMMUNITIES
53990 ENTERPRISE WAY
COACHELLA CA 92236-2724

Questions?

Call Global Payments & Liquidity Service
1-800-AT WELLS (1-800-289-3557)

Online: wellsfargo.com

Write: Wells Fargo Bank, N.A. (182)
PO Box 63020
San Francisco, CA 94163

Account summary

Commercial Chkg Acct W Int Pub Funds

Account number	*Beginning balance*	*Total credits*	*Total debits*	*Ending balance*
4474488020	$1,537,222.65	$3,249.88	-$186,837.80	$1,353,634.73

Interest summary

Annual percentage yield earned this period	0.48%
Interest earned during this period	$541.23
Year to date interest and bonuses paid	$3,886.66

Credits

Electronic deposits/bank credits

Effective date	*Posted date*	*Amount*	*Transaction detail*
	06/03	405.92	Client Analysis Srvc Chrg 260602 Rev Chge 0426 000004474488020
	06/03	431.14	Client Analysis Srvc Chrg 260602 Rev Chge 0326 000004474488020
	06/03	434.45	Client Analysis Srvc Chrg 260602 Rev Chge 0226 000004474488020
	06/03	451.10	Client Analysis Srvc Chrg 260602 Rev Chge 0126 000004474488020
	06/03	483.31	Client Analysis Srvc Chrg 260602 Rev Chge 1225 000004474488020
	06/03	502.73	Client Analysis Srvc Chrg 260602 Rev Chge 1125 000004474488020
	06/30	541.23	Interest Payment
		$3,249.88	**Total electronic deposits/bank credits**
		$3,249.88	**Total credits**

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Commercial Checking Acct Public Funds

Account number: **4943186197** ■ June 1, 2026 - June 30, 2026 ■ Page 1 of 3

CITY OF COACHELLA
PAYROLL
53990 ENTERPRISE WAY
COACHELLA CA 92236-2724

Questions?

Call Global Payments & Liquidity Service
1-800-AT WELLS (1-800-289-3557)

Online: *wellsfargo.com*

Write: Wells Fargo Bank, N.A. (182)
PO Box 63020
San Francisco, CA 94163

Account summary

Commercial Checking Acct Public Funds

Account number	*Beginning balance*	*Total credits*	*Total debits*	*Ending balance*
4943186197	$0.00	$1,416,829.31	-$1,416,829.31	$0.00

Credits

Electronic deposits/bank credits

Effective date	*Posted date*	*Amount*	*Transaction detail*
	06/01	8,730.17	ZBA Balance Account Transfer From 7100772636
	06/02	260,348.21	ZBA Balance Account Transfer From 7100772636
	06/04	7,025.00	ZBA Balance Account Transfer From 7100772636
	06/05	109,266.72	ZBA Balance Account Transfer From 7100772636
	06/08	3,174.47	ZBA Balance Account Transfer From 7100772636
	06/10	14.00	ZBA Balance Account Transfer From 7100772636
	06/11	2,907.21	ZBA Balance Account Transfer From 7100772636
	06/15	1,319.68	ZBA Balance Account Transfer From 7100772636
	06/16	383,278.34	ZBA Balance Account Transfer From 7100772636
	06/17	2,773.65	ZBA Balance Account Transfer From 7100772636
	06/18	89,422.93	ZBA Balance Account Transfer From 7100772636
	06/22	5,318.60	ZBA Balance Account Transfer From 7100772636
	06/23	57,868.81	ZBA Balance Account Transfer From 7100772636
	06/24	211,121.39	ZBA Balance Account Transfer From 7100772636
	06/25	21.00	ZBA Balance Account Transfer From 7100772636
	06/26	3,189.08	ZBA Balance Account Transfer From 7100772636
	06/29	3,748.16	ZBA Balance Account Transfer From 7100772636
	06/30	267,301.89	ZBA Balance Account Transfer From 7100772636
		$1,416,829.31	**Total electronic deposits/bank credits**
		$1,416,829.31	**Total credits**

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STAGECOACH SWEEP

WELLS FARGO BANK, N.A.

CITY OF COACHELLA
GENERAL OPERATING ACCOUNT
53990 ENTERPRISE WAY
COACHELLA CA 92236-2724

Account Number - DDA
7100772636

THIS STATEMENT COVERS 06/01/2025 THROUGH 06/30/2025

FUNDS HELD ON COMPANY'S BEHALF IN THE OMNIBUS DEPOSIT ACCOUNT AT BANK ARE DEPOSITS AND ARE ELIGIBLE FOR FDIC INSURANCE IN ACCORDANCE WITH FDIC RULES AND LIMITS. COMPANY'S MMMF SHARES HELD IN THE OMNIBUS INVESTMENT ACCOUNT IN BANK'S NAME AT THE CUSTODIAN OF THE MMMF ARE NOT DEPOSITS AND ARE NOT ELIGIBLE FOR FDIC INSURANCE. COMPANY IS THE OWNER OF ITS MMMF SHARES.

ALLSPRING TREASURY PLUS MMF INST CLS

FUND SUMMARY

Dividends Earned YTD	112,043.08
Federal Withholding YTD	.00
7-Day Simple Yield	4.18191 %
Federal Withholding	.00

Beginning Balance	6,189,538.16
Prior Months Dividends Reinvested	8,304.92 +
Shares Purchased	6,860,498.64 +
Shares Redeemed	7,305,635.60 -
Ending Balance	5,752,706.12
Dividends Earned in Current Month	23,613.84
Funds Pending Redemption	132,042.00-

Transaction Detail

Date	Description	Amount
6-01-2025	Beginning Balance	6,189,538.16
6-02-2025	Sweep Funds Return To DDA	29,770.50
6-02-2025	Reinvested Dividend	8,304.92
6-03-2025	Sweep Funds Return To DDA	658,654.21
6-04-2025	Sweep Funds Return To DDA	564,483.45
6-05-2025	Next Day Sweep Purchase	3,411,064.10
6-06-2025	Next Day Sweep Purchase	905,196.85
6-09-2025	Sweep Funds Return To DDA	28,313.64
6-10-2025	Next Day Sweep Purchase	394,058.55
6-11-2025	Sweep Funds Return To DDA	2,955,475.91
6-12-2025	Next Day Sweep Purchase	90,159.34
6-13-2025	Next Day Sweep Purchase	38,667.30
6-16-2025	Next Day Sweep Purchase	99,207.68
6-17-2025	Sweep Funds Return To DDA	39,276.66
6-18-2025	Sweep Funds Return To DDA	67,082.61
6-20-2025	Sweep Funds Return To DDA	11,827.26
6-23-2025	Next Day Sweep Purchase	361,887.88
6-24-2025	Next Day Sweep Purchase	758,203.74
6-25-2025	Sweep Funds Return To DDA	1,481,105.67
6-26-2025	Sweep Funds Return To DDA	1,469,645.69
6-27-2025	Next Day Sweep Purchase	482,438.14
6-30-2025	Next Day Sweep Purchase	319,615.06
6-30-2025	Ending Balance	5,752,706.12

Daily Balance Information

Date	Investment Balance	Annualized Fund Yield	Daily Dividend Factor	Daily Accrual
06-01*	6,168,072.58	4.180 %	.000114544	706.52
06-02	6,168,072.58	4.174 %	.000114359	705.37
06-03	5,509,418.37	4.153 %	.000113806	627.00

Local Agency Investment Fund
P.O. Box 942809
Sacramento, CA 94209-0001
(916) 653-3001

July 01, 2026

LAIF Home
PMIA Average Monthly Yields

AB3107 S/A CITY OF COACHELLA FOR

COACHELLA RDA 1998 TAB
FINANCE DIRECTOR
1515 6TH STREET
COACHELLA, CA 92236

Acct #	Beg Bal	Interest	Transfer	End Bal
11-33-001	144.25	-	-	144.25
65-33-004	2,885.77	-	-	2,885.77
98-33-171	19,428,613.12	-	4,000,000.00	23,428,613.12
Total	19,431,643.14	-		23,431,643.14

Account Number: 11-33-001

Jun 2026 Statement

Tran Type Definitions

Account Summary

Total Deposit:	0.00
Total Withdrawal:	0.00

Beginning Balances		**Ending Balances**	
Principal:	0.00	Principal:	0.00
Interest:	144.25	Interest:	144.25
		Grand Total:	144.25

Bond ID	Bond Name	Principal Balance	Next Maturity Date
9201031	1990 PROJECT AREA #4	0.00	1/1/2012
9201032	1991 PROJECT AREA #3	0.00	1/31/2012
9812231	1998 TAX ALLOCATION REFUNDING, AREA #3	0.00	1/31/2012



Local Agency Investment Fund
P.O. Box 942809
Sacramento, CA 94209-0001
(916) 653-3001

July 01, 2026

LAIF Home
PMIA Average Monthly Yields

S/A CITY OF COACHELLA FOR
COACHELLA REDEVELOPMENT AGENCY
FINANCE DIRECTOR
1515 6TH STREET
COACHELLA, CA 92236

Tran Type Definitions

Account Number: 65-33-004

June 2026 Statement

Account Summary

Total Deposit:	0.00	Beginning Balance:	2,885.77
Total Withdrawal:	0.00	Ending Balance:	2,885.77

Local Agency Investment Fund
P.O. Box 942809
Sacramento, CA 94209-0001
(916) 653-3001

July 01, 2026

LAIF Home
PMIA Average Monthly Yields

CITY OF COACHELLA

FINANCE DIRECTOR
1515 SIXTH STREET
COACHELLA, CA 92236

Tran Type Definitions

Account Number: 98-33-171

June 2026 Statement

Effective Date	Transaction Date	Tran Type	Confirm Number	Web Confirm Number	Authorized Caller	Amount
6/5/2026	6/4/2026	RD	1800843	1761544	LINCOLN BOGARD	4,000,000.00

Account Summary

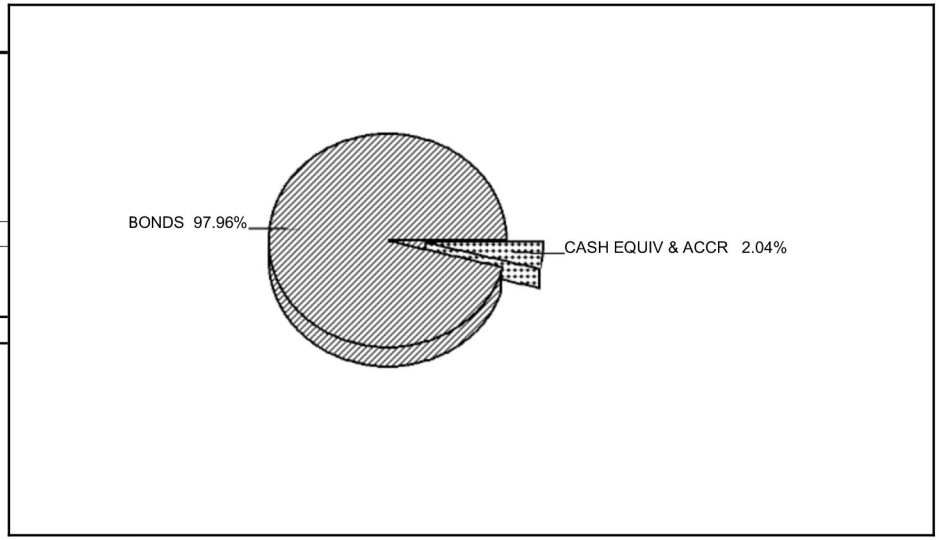
Total Deposit:	4,000,000.00	Beginning Balance:	19,428,613.12
Total Withdrawal:	0.00	Ending Balance:	23,428,613.12

00202701
34- -01-B -82 -185-01
0102 -11-04304-01

CITY OF COACHELLA
ACCOUNT 291144545

ASSET SUMMARY

ASSETS	06/30/2026 MARKET VALUE	% OF MARKET
Cash And Equivalents	548,450.13	1.35
U.S. Government Issues	23,463,414.83	57.95
Corporate Issues	16,200,524.82	40.01
Total Assets	**40,212,389.78**	**99.31**
Accrued Income	279,398.63	0.69
Grand Total	**40,491,788.41**	**100.00**



Account Name: Successor Agency To The Coachella Redevelopment Agency Subordinate Tax Allocation Bonds (Merged Project Project Areas)
2014 Series Debt Service Fund
Account Number: 6712104701

MARKET VALUE DETAIL

	Current Period 06/01/26 to 06/30/26
Beginning Market Value	**$332.04**
Asset Activity	
Taxable Dividends	0.99
Total Asset Activity	**$0.99**
Net Change In Market Value	**$0.99**
Ending Market Value	**$333.03**

Account Name: Successor Agency To The Coachella Redevelopment Agency Subordinate Tax Allocation Bonds (Merged Project Project Areas)
2014 Series Reserve Account
Account Number: 6712104704

MARKET VALUE DETAIL

	Current Period 06/01/26 to 06/30/26
Beginning Market Value	**$827,612.50**
Net Change In Market Value	**$0.00**
Ending Market Value	**$827,612.50**

MARKET VALUE DETAIL MESSAGES

No activity qualifies for this period.

Account Name: Coachella Sanitary District Wastewater Revenue Refunding Bonds, Series 2015A Bond Fund
Account Number: 6712148601

MARKET VALUE DETAIL

	Current Period 06/01/26 to 06/30/26
Beginning Market Value	**$51.95**
Asset Activity	
Taxable Dividends	0.15
Total Asset Activity	**$0.15**
Net Change In Market Value	**$0.15**
Ending Market Value	**$52.10**

MARKET VALUE DETAIL

	Current Period 06/01/26 to 06/30/26
Beginning Market Value	**$310,175.00**
Net Change In Market Value	**$0.00**
Ending Market Value	**$310,175.00**

MARKET VALUE DETAIL MESSAGES

No activity qualifies for this period.

MARKET VALUE DETAIL

	Current Period 06/01/26 to 06/30/26
Beginning Market Value	**$29,860.03**
Asset Activity	
Taxable Dividends	88.80
Total Asset Activity	**$88.80**
Net Change In Market Value	**$88.80**
Ending Market Value	**$29,948.83**

Account Name: Successor Agency To The Coachella Redevelopment Agency Subordinate Tax Allocation Bonds (Merged Project Areas) Series 2013 Debt Service Fund
Account Number: 6712071401

MARKET VALUE DETAIL

	Current Period 06/01/26 to 06/30/26
Beginning Market Value	**$76.28**
Asset Activity	
Taxable Dividends	0.23
Total Asset Activity	**$0.23**
Net Change In Market Value	**$0.23**
Ending Market Value	**$76.51**

Account Name: Successor Agency To The Coachella Redevelopment Agency Subordinate Tax Allocation Bonds (Merged Project Areas) Series 2013 Principal Account
Account Number: 6712071403

MARKET VALUE DETAIL

	Current Period 07/01/25 to 06/30/26
Beginning Market Value	**$0.00**
Disbursements	
Cash Disbursements	-340,000.00
Total Disbursements	**-$340,000.00**
Transfers	339,689.77
Asset Activity	
Taxable Dividends	310.23
Total Asset Activity	**$310.23**
Net Change In Market Value	**$0.00**
Ending Market Value	**$0.00**

Account Name: Successor Agency To The Coachella Redevelopment Agency Subordinate Tax Allocation Bonds (Merged Project Areas) Series 2013 Reserve Account
Account Number: 6712071404

MARKET VALUE DETAIL

	Current Period 06/01/26 to 06/30/26
Beginning Market Value	**$406,487.50**
Net Change In Market Value	**$0.00**
Ending Market Value	**$406,487.50**

MARKET VALUE DETAIL MESSAGES

No activity qualifies for this period.

MARKET VALUE DETAIL

	Current Period 06/01/26 to 06/30/26
Beginning Market Value	**$917.45**
Asset Activity	
Taxable Dividends	2.73
Total Asset Activity	**$2.73**
Net Change In Market Value	**$2.73**
Ending Market Value	**$920.18**

MARKET VALUE DETAIL

	Current Period 06/01/26 to 06/30/26
Beginning Market Value	**$1,960,196.02**
Net Change In Market Value	**$0.00**
Ending Market Value	**$1,960,196.02**

MARKET VALUE DETAIL MESSAGES

No activity qualifies for this period.

Account Name: Coachella Financing Authority Lease Revenue Bonds, Series 2016 Payment Fund
Account Number: 6712179801

MARKET VALUE DETAIL

	Current Period 06/01/26 to 06/30/26
Beginning Market Value	**$475,866.36**
Transfers	-475,865.63
Asset Activity	
Taxable Dividends	812.62
Total Asset Activity	**$812.62**
Net Change In Market Value	**-$475,053.01**
Ending Market Value	**$813.35**

Account Name: Coachella Financing Authority Lease Revenue Bonds, Series 2016 Interest Account of Payment Fund
Account Number: 6712179802

MARKET VALUE DETAIL

	Current Period 06/01/26 to 06/30/26
Beginning Market Value	**$0.00**
Disbursements	
Cash Disbursements	-135,865.63
Total Disbursements	**-$135,865.63**
Transfers	135,865.63
Net Change In Market Value	**$0.00**
Ending Market Value	**$0.00**

Account Name: Coachella Financing Authority Lease Revenue Bonds, Series 2016 Principal Account of Payment Fund
Account Number: 6712179803

MARKET VALUE DETAIL

	Current Period 06/01/26 to 06/30/26
Beginning Market Value	**$0.00**
Disbursements	
Cash Disbursements	-340,000.00
Total Disbursements	**-$340,000.00**
Transfers	340,000.00
Net Change In Market Value	**$0.00**
Ending Market Value	**$0.00**

MARKET VALUE DETAIL

	Current Period 06/01/26 to 06/30/26
Beginning Market Value	**$612,331.26**
Net Change In Market Value	**$0.00**
Ending Market Value	**$612,331.26**

MARKET VALUE DETAIL MESSAGES

No activity qualifies for this period.

Asset Summary

as of Jun 30, 2026

Investment Category	Cost Value	Market Value	Unrealized/Gain Loss	Accrued Income
CASH	0.00	0.00		
CASH EQUIVALENTS	93.51	93.51	0.00	0.25
TOTAL INVESTMENTS	**93.51**	**93.51**	**0.00**	**0.25**

Statement of Assets

as of Jun 01 - Jun 30, 2026

Par Value / Shares	Description	Cost Value / Unit Cost	Market Value / Unit Price	Unrealized Gain/Loss	Accrued Income
CASH EQUIVALENTS					
93.51	ALLSPRING GOVERNMENT MONEY MARKET SERVICE - #743	93.51 1.0000	93.51 1.0000	0.00	0.25
TOTAL CASH EQUIVALENTS		93.51	93.51	0.00	0.25
TOTAL INVESTMENTS		**93.51**	**93.51**	**0.00**	**0.25**

Accrued Income
The values reflected are estimated income amounts. The actual income amounts will be reflected on your next statement as Net Interest Collected.

Asset Pricing
Values reflected for publicly-traded assets are provided by unaffiliated financial industry sources believed to be reliable. Values for non-publicly traded assets may be determined from other unaffiliated sources. Assets for which a current value is unavailable may be reflected at the last reported price, at par, or may be shown as having nominal or no value. Reported values may not be the price at which an asset may be sold. Asset values are updated as pricing becomes available from external sources, and may be updated less frequently than statements are generated.

Trade Confirms
Pursuant to federal regulation, monthly or quarterly account statements that include investment transaction details may be provided in lieu of separate trade confirmations. Separate trade confirms may be obtained at no additional cost upon written request to the account manager.

Residents of Texas
For residents of Texas, except participants in qualified ERISA Plans - Your property may be transferred to the appropriate state if no activity occurs in the account within the time period specified by state law. If your state of residence allows, you may designate a representative for the purpose of receiving notice of account inactivity by providing the name and mailing or email address of a representative. The designated representative does not have any rights to your account. Please refer to your state's unclaimed property website for more information and instructions on how to designate a representative for notice.

Cash Summary

for the period of Jun 01 - Jun 30, 2026

Description	Principal Cash	Income Cash
BEGINNING BALANCE	0.00	0.00
RECEIPTS:		
NET INTEREST COLLECTED	0.00	0.25
TRANSFER RECEIPTS	215,000.25	0.00
TOTAL CASH RECEIPTS	215,000.25	0.25
DISBURSEMENTS:		
OTHER CASH DISBURSEMENTS	-215,000.00	0.00
TRANSFER DISBURSEMENTS	0.00	-0.25
CASH MANAGEMENT PURCHASES	-0.25	0.00
TOTAL CASH DISBURSEMENTS	-215,000.25	-0.25
ENDING BALANCE	**0.00**	**0.00**

Statement of Transactions

for the period of Jun 01 - Jun 30, 2026

Date	Par Value / Shares	Description	Principal Cash	Income Cash	Cost Value	Realized Gain/Loss
		BEGINNING BALANCE	0.00	0.00	93.26	
06/01/26		REMITTANCE TO HOLDER PAID TO BONDHOLDERS COACHGTRR19 PRINCIPAL PAID TO HOLDERS	-215,000.00			
06/01/26		ADDITION TO ACCOUNT TRANSFER FROM ANOTHER ACCOUNT TRANSFER TO PRINCIPAL ACCT. FOR DEBT SERVICE	215,000.00			
06/01/26		INTEREST RECEIVED ALLSPRING GOVERNMENT MM FD-SVC #743 INTEREST FROM 5/1/26 TO 5/31/26		0.25		
06/01/26		TRANSFER TO PRINCIPAL TRANSFER INCOME TO PRINCIPAL		-0.25		
06/01/26		ADDITION TO ACCOUNT TRANSFER FROM INCOME TRANSFER INCOME TO PRINCIPAL	0.25			
06/30/26	0.25	CASH SWEEP PURCHASES FOR STMT PERIOD ALLSPRING GOVERNMENT MM FD-SVC #743 1 TRANSACTION	-0.25		0.25	
		ENDING BALANCE	**0.00**	**0.00**	**93.51**	

Portfolio Valuations & Activity Summary

Category	Current Period	Year-to-Date
Opening Market Value	**$209.00**	**$0.10**
Accrued Income	0.62	205.68
Opening Market Value w/Accrued Income	**$209.62**	**$205.78**
Contributions		
Cash Receipts	1,268,511.96	1,270,511.96
Intra-Account Transfers	-	-
Other Receipts	0.62	209.52
Securities Transferred In	-	-
Tax Refunds	-	-
Total Contributions	**$1,268,512.58**	**$1,270,721.48**
Withdrawals		
Cash Disbursements	-1,268,721.58	-1,270,930.48
Intra-Account Transfers	-	-
Other Disbursements	-	-
Other Fees	-	-
Securities Transferred Out	-	-
Tax Payments	-	-
Taxes Withheld	-	-
Wilmington Trust Fees	-	-
Total Withdrawals	**-$1,268,721.58**	**-$1,270,930.48**
Net Contributions & Withdrawals	**-$209.00**	**-$209.00**
Closing Market Value	0.62	0.62
Accrued Income	228.55	228.55
Closing Market Value w/Accrued Income	**$229.17**	**$229.17**
Net Investment Change	**$228.55**	**$232.39**

Net Investment Change Detail

	Current Period	Year-to-Date
Net Investment Change	**$228.55**	**$232.39**
Income Earned		
Dividends	0.62	209.52
Net Interest	-	-
Other Income	-	-
Change in Accrual	227.93	22.87
Total Income Earned	**$228.55**	**$232.39**
Market Appreciation	-	-

Management and advisory fees charged through accounts not listed under the Market Value Summary will not be shown in this schedule. Transactions classified in Other (Receipts, Fees, and Disbursements) categories are identified in the Transaction Activity Detail.

Market Appreciation reflects your Closing Market Value w/Accrued Income, less the net of contributions, withdrawals, and income earned, less your Opening Market Value w/Accrued Income.

Portfolio Valuations & Activity Summary

Category	Current Period	Year-to-Date
Opening Market Value	**$531,698.33**	**$531,698.33**
Accrued Income	-	-
Opening Market Value w/Accrued Income	**$531,698.33**	**$531,698.33**
Contributions		
Cash Receipts	-	-
Intra-Account Transfers	-	-
Other Receipts	-	-
Securities Transferred In	-	-
Tax Refunds	-	-
Total Contributions	-	-
Withdrawals		
Cash Disbursements	-	-
Intra-Account Transfers	-	-
Other Disbursements	-	-
Other Fees	-	-
Securities Transferred Out	-	-
Tax Payments	-	-
Taxes Withheld	-	-
Wilmington Trust Fees	-	-
Total Withdrawals	-	-
Net Contributions & Withdrawals	-	-
Closing Market Value	531,698.33	531,698.33
Accrued Income	-	-
Closing Market Value w/Accrued Income	**$531,698.33**	**$531,698.33**
Net Investment Change	-	-

Net Investment Change Detail

	Current Period	Year-to-Date
Net Investment Change	-	-
Income Earned		
Dividends	-	-
Net Interest	-	-
Other Income	-	-
Change in Accrual	-	-
Total Income Earned	-	-
Market Appreciation	-	-

Management and advisory fees charged through accounts not listed under the Market Value Summary will not be shown in this schedule. Transactions classified in Other (Receipts, Fees, and Disbursements) categories are identified in the Transaction Activity Detail.

Market Appreciation reflects your Closing Market Value w/Accrued Income, less the net of contributions, withdrawals, and income earned, less your Opening Market Value w/Accrued Income.

STAFF REPORT
10/14/2026

TO: Honorable Mayor and City Council Members

FROM: Gustavo J. Romo, City Manager

PREPARED BY: Kendra Reif, Community Development Director

SUBJECT: Second Reading of Ordinance No. 1232, Regulating the Sale and Distribution of Kratom Products

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STAFF RECOMMENDATION:

Staff recommends that the City Council conduct the Second Reading of Ordinance No. 1232, thus completing the adoption of the Ordinance adding Chapter 8.70 to Title VIII of the Coachella Municipal Code to regulate the sale and distribution of Kratom Products within the City of Coachella.

EXECUTIVE SUMMARY:

On September 9, 2026, the City Council held a public hearing regarding the Introduction and First Reading of Ordinance No. 1232, which would add Chapter 8.70 to the Coachella Municipal Code to regulate the sale, distribution, furnishing, marketing, display, and possession for sale of kratom products, 7- hydroxymitragynine products, commonly known as "7-OH," and synthesized or semi-synthesized kratom alkaloid products.

The Ordinance establishes a minimum purchase age of twenty-one (21), requires age verification, prohibits products containing more than two percent (2%) 7-OH as a percentage of total kratom alkaloids, prohibits products that are attractive to children, and prohibits synthesized and semi-synthesized kratom products.

Ordinance No. 1232 is now before the City Council for second reading and adoption.

DISCUSSION/ ANALYSIS:

Ordinance No. 1232 prohibits the sale or distribution of kratom products to persons under twenty-one (21) years of age and requires age verification through valid government-issued photo identification.

The Ordinance also prohibits products containing more than two percent (2%) 7-OH of the total kratom alkaloids, products marketed or packaged in a manner attractive to children, and products containing synthesized or semi-synthesized kratom alkaloids, constituents, or derivatives.

The Ordinance establishes administrative, civil, and criminal enforcement mechanisms as authorized by the Coachella Municipal Code and applicable law.

CONCLUSION:

Staff recommends that the City Council conduct the Second Reading of Ordinance No. 1232, thus completing the adoption of the Ordinance adding Chapter 8.70 to Title VIII of the Coachella Municipal Code to regulate the sale and distribution of Kratom Products within the City of Coachella. If adopted, the Ordinance will become effective 30 days following today's action.

RECOMMENDED ALTERNATIVES:

1. Adopt Ordinance No. 1232 Adding Chapter 8.70 to Title VIII of the Coachella Municipal Code to regulate the sale and distribution of Kratom Products within the City of Coachella.

ATTACHMENTS:

1. Ordinance No. 1232 Adding Chapter 8.70 to Title VIII of the Coachella Municipal Code to regulate the sale and distribution of Kratom Products within the City of Coachella.
2. September 9, 2026 City Council Staff Report

ORDINANCE NO. 1232

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COACHELLA, CALIFORNIA, ADDING CHAPTER 8.70 TO TITLE 8 HEALTH AND SAFETY OF THE COACHELLA MUNICIPAL CODE TO REGULATE THE SALE AND DISTRIBUTION OF KRATOM PRODUCTS WITHIN THE CITY OF COACHELLA

WHEREAS, Article XI, Section 7 of the California Constitution authorizes cities to adopt and enforce ordinances and regulations to protect the public health, safety, and welfare; and

WHEREAS, the City of Coachella ("City") possesses broad police powers to regulate businesses, commercial activities, and other matters affecting the public health, safety, welfare, and the environment; and

WHEREAS, Government Code Sections 37100 and 38771 authorize the City to adopt ordinances necessary to protect the public health, safety, and welfare to declare and abate public nuisances; and

WHEREAS, kratom (Mitragyna speciosa) and products containing hydroxymitragynine (also known as 7-OH) have raised public health and public safety concerns relating to potency, dependency, youth access, impaired driving, and marketing practices attractive to children; and

WHEREAS, the City Council of the City of Coachella ("City Council") desires to protect the public safety, health, and welfare of the City's residents by adopting local regulations consistent with the regional-approach provided for under Riverside County Ordinance No. 1004; and

WHEREAS, the City Council finds that adoption of this Ordinance is a proper exercise of the City's police powers to protect the public safety, health, and welfare.

WHEREAS, the City Council further finds that adoption of this Ordinance serves the best interests of the residents of Coachella.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COACHELLA DOES ORDAIN AS FOLLOWS:

SECTION 1. INCORPORATION OF RECITALS. The City Council hereby finds that all of the foregoing recitals presented herewith are true and correct and are hereby incorporated and adopted as findings of the City Council.

SECTION 2. FINDINGS AND PURPOSE

It is the intent of the City Council to prohibit the sale, distribution, or possession for sale, marketing, labeling, display, or maintaining for sale of kratom and hydroxymitragynine (also known as 7-OH) products within the City of Coachella that contain more than 2% of 7-OH in the alkaloid fraction, recognizing the significant health risks associated with elevated concentrations of this alkaloid.

Kratom (mitragyna speciosa) is a tropical tree native to Southeast Asia, and its leaves are often consumed in powdered or extract form for their stimulant and sedative effects. The active compounds in kratom include mitragynine and 7-OH. While mitragynine is present in higher concentrations, 7-OH is more potent and is largely responsible for the stronger pain-relieving, sedative, and euphoric effects.

Research has shown 7-OH has euphoric and mood-enhancing effects, particularly at higher doses, which can increase its appeal for recreational use. Research has also shown that 7-OH binds to opioid receptors in the brain with greater affinity than morphine, making it significantly more powerful in relieving pain. This greater potency raises significant concerns about its safety profile, especially regarding the potential for addiction, overdose, and adverse physical and psychological effects, including nausea, vomiting, and potential psychosis. These risks are compounded when products contain higher concentrations of 7-OH.

Health advisories have raised concerns over the safety of kratom products, particularly those with higher concentrations of 7-OH, which may increase the potential for abuse and harm to public health. The United States Food and Drug Administration (FDA) has issued several warning letters to various companies for illegally marketing products containing enhanced levels of 7-OH culminating in a formal request to the U.S. Drug Enforcement Administration (DEA) on July 29, 2025, to place 7-OH products on the controlled substance list.

Health officials, including the FDA, have raised concerns over the safety of kratom products, particularly those with higher concentrations of 7-OH, which may increase the potential for abuse and harm to public health.

At least one county in California, and several cities in California, has recently taken steps to regulate or ban kratom products, recognizing the need to protect public safety, especially among vulnerable populations.

The City Council, in its commitment to safeguarding the health and well-being of its residents by ensuring that products available for sale do not pose undue health risks, hereby restricts the sale and distribution of kratom and 7-OH products containing more than 2% of 7-OH in the alkaloid fraction, thereby reducing potential risks to public health and safety.

SECTION 3. CHAPTER 8.70 ADDED TO TITLE 8 OF THE COACHELLA MUNICIPAL CODE.

Title 8 of the Coachella Municipal Code is hereby amended to add Chapter 8.70 to read in its entirety as follows:

CHAPTER 8.70 – REGULATION OF KRATOM PRODUCTS

8.70.010 – Intent and Purpose.

A. The purpose and expressed intent of this Chapter is to regulate within the City of Coachella the sale and distribution of kratom products and 7-OH products in order to reduce public health and safety risks associated with unregulated, high-potency, synthesized, and semi-synthesized kratom products. The City Council recognizes the health and safety risks posed by these readily accessible

products and hereby exercises its authority to regulate kratom products pursuant to Article XI, Section 7 of the California Constitution and other applicable laws authorizing the City to make and enforce within its limits all local, police, sanitary, and other ordinances and regulations not in conflict with general laws.

B. Additionally, the purpose and expressed intent of this Chapter is to establish reasonable regulations governing the sale and distribution of kratom products and 7-OH products in order to protect public health, safety, and welfare, including by restricting sales to persons under twenty-one (21) years of age, requiring age verification, limiting the concentration of 7-OH, prohibiting products that are attractive to children, and restricting products containing synthesized or semi-synthesized kratom alkaloids, constituents, or derivatives.

8.70.020 – Definitions.

As used in this Chapter, the following terms shall have the following meanings:

"7-OH product" means a product containing hydroxymitragynine.

"Attractive to children" means any of the following:

1. Use of images that are attractive to children, including, but not limited to, images of any of the following, except as part of required health warnings:

a. Cartoons, toys, or robots.

b. Any real or fictional humans.

c. Fictional animals or creatures.

d. Fruits or vegetables, except when used to accurately describe ingredients or flavors contained in a product.

2. Likeness to images, characters, or phrases that are popularly used to advertise to children.

3. Imitation of candy packaging or labeling, or other packaging and labeling of cereals, sweets, chips, or other food products typically marketed to children.

4. The terms "candy" or "candies" or variants in spelling such as "kandy" or "kandee."

5. Brand names or close imitations of brand names of candies, cereals, sweets, chips, or other food products typically marketed to children.

6. Any other image, packaging, labeling, or marketing that a reasonable person would conclude is primarily designed or likely to appeal to children, based on the totality of the packaging, labeling, and marketing context.

7. Any other packaging used that is attractive to children considering all relevant facts and circumstances.

"Kratom leaf" means the leaf of the kratom plant, also known as mitragyna speciosa, in any form.

"Kratom leaf extract" means the material obtained by extraction of kratom leaves by any means.

"Kratom product" means a product consisting of kratom leaf, kratom leaf extract, or both; any part of a leaf of the plant mitragyna speciosa in fresh, dehydrated or dried form or a kratom extract or any product that contains any kratom alkaloid or metabolite.

"Semi-synthesized" means an alkaloid, alkaloid derivative, kratom constituent, or kratom derivative that has been chemically or biosynthetically converted, altered, enhanced, concentrated, or otherwise modified from a naturally occurring kratom alkaloid or constituent, including through a process that confers a structural change in the alkaloid or constituent.

"Synthesized" means an alkaloid or alkaloid derivative that has been created by chemical synthesis or biosynthetic means (including but not limited to: fermentation, recombinant techniques, yeast derived enzymatic techniques) rather than traditional food preparation techniques such as heating or extracting. It also includes alkaloids that have been further exposed to chemicals or processes that would confer a structural change in the alkaloids contained within the extract.

"Total kratom alkaloids" means the sum of mitragynine, speciociliatine, speciogynine, paynantheine, and 7-OH in a kratom product.

8.70.030 – Prohibition on Sale and Distribution of Kratom and 7-OH Products.

A. Except as otherwise authorized by law, an individual, business, or other entity shall not sell, attempt to sell, offer for sale, provide, furnish, give away, or distribute a kratom product or 7-OH product to a person under twenty-one (21) years of age.

B. Except as otherwise authorized by law, an individual, business, or other entity shall not sell, attempt to sell, offer for sale, provide, furnish, give away, or distribute a kratom product or 7-OH product with a level of 7-OH that is greater than two percent (2%) of the total kratom alkaloids in the product.

C. Except as otherwise authorized by law, an individual, business, or other entity shall not sell, attempt to sell, offer for sale, provide, furnish, give away, or distribute a kratom product or 7-OH product that is attractive to children.

D. Any individual, business, or other entity that sells, attempts to sell, offers for sale, provides, furnishes, gives away, or distributes a kratom product or 7-OH product shall conduct age verification to ensure compliance with subsection A. Age verification shall be conducted by reviewing a valid government-issued photo identification establishing that the purchaser or recipient

is at least twenty-one (21) years of age.

E. Except as otherwise authorized by law, no individual, business, or other entity shall sell, attempt to sell, offer for sale, provide, furnish, give away, distribute, possess for sale, market, label, display, or maintain for sale any kratom product or 7-OH product that contains or is adulterated with synthesized or semi-synthesized kratom alkaloids, kratom constituents, or kratom derivatives.

F. Nothing in this Chapter shall apply to lawful medical, pharmaceutical, scientific, or research activities authorized under applicable federal or state law.

8.70.040 – Violations and Penalties.

A. Any person or entity violating any provision of this Chapter may be charged as a misdemeanor or an infraction, at the discretion of the City Attorney or other official authorized by law. In the event a misdemeanor charge is filed, the City Attorney is authorized, to the extent permitted by law, to reduce the charge to an infraction.

B. In addition to, or in lieu of, criminal enforcement, violations of this Chapter may be enforced by administrative citation, civil action, injunctive relief, nuisance abatement, or any other administrative, civil, equitable, or criminal remedy authorized by the Coachella Municipal Code or other applicable law.

C. A violation of this Chapter may be punished as a misdemeanor by a fine not exceeding one thousand dollars ($1,000.00), or by imprisonment in the County jail for a period not exceeding six (6) months, or by both such fine and imprisonment, to the extent permitted by law. A violation charged as an infraction shall be punishable as provided by law.

D. Each person or entity that violates this Chapter is guilty of a separate offense for each and every day, or portion thereof, during which the violation is committed, continued, maintained, or permitted.

E. The remedies provided in this Chapter are cumulative and not exclusive, and nothing in this Chapter shall preclude the City from pursuing any other remedy or penalty authorized by the Coachella Municipal Code or applicable law.

8.70.050 – Product Seizure, Evidence, and Disposal.

A. Any kratom product, 7-OH product, synthesized or semi-synthesized kratom alkaloid product, package, container, advertisement, record, document, or other item that is sold, offered for sale, provided, furnished, distributed, possessed for sale, marketed, labeled, displayed, or maintained in violation of this Chapter may be seized, impounded, held as evidence, or otherwise handled in accordance with applicable law.

B. Any administrative citation, seizure, impoundment, disposal, business license action, cost recovery determination, or other administrative enforcement action taken under this Chapter shall be subject to the notice, hearing, appeal, and judicial review procedures set forth in Chapter 3.28 of this Code governing administrative appeals, unless a different procedure is required by this Code or applicable law.

C. Before any seized product or item is destroyed or otherwise disposed of, the City shall provide notice and an opportunity for administrative review in accordance with Chapter 3.28 of this Code governing administrative appeals, unless the product or item is contraband, evidence in a criminal matter, subject to a court order, abandoned, or otherwise authorized for disposal under applicable law.

D. Any item seized pursuant to this Chapter shall be handled in accordance with applicable law enforcement, code enforcement, evidentiary, administrative, and due process requirements.

E. Upon a final administrative, civil, or criminal determination that a seized product or item violates this Chapter, or upon other lawful authorization, such product or item may be destroyed or otherwise disposed of in a manner approved by the Chief of Police or designee and consistent with applicable law.

F. Nothing in this section limits the authority of a peace officer, code enforcement officer, or other authorized enforcement official to seize contraband, evidence, or other property pursuant to any other applicable law.

8.70.060 – Business License and Permit Remedies.

A. A violation of this Chapter may constitute grounds for denial, suspension, revocation, or nonrenewal of any City business license, business tax certificate, permit, entitlement, approval, or other City authorization held by or requested by the violator, to the extent authorized by this Code and applicable law.

B. The City may withhold issuance or renewal of a City business license, business tax certificate, permit, entitlement, approval, or other City authorization for any business or property where violations of this Chapter have occurred until all violations are corrected and all final penalties, fines, and recoverable administrative costs have been paid, to the extent authorized by this Code and applicable law.

C. The remedies set forth in this section are cumulative and shall not limit the City's authority to impose any other administrative, civil, criminal, licensing, permitting, or nuisance abatement remedy available under this Code or applicable law.

8.70.070 – Cost Recovery.

A. The City may recover all costs incurred in investigating, enforcing, prosecuting, and abating violations of this Chapter, including, but not limited to, staff time, inspection costs, attorneys' fees where authorized by law, administrative costs, abatement costs, storage costs, testing costs, disposal costs, and any other costs recoverable under this Code or applicable law.

B. Cost recovery under this section may be pursued by administrative process, civil action, collection action, nuisance abatement proceeding, lien, special assessment, or any other method authorized by this Code or applicable law.

SECTION 4. CEQA DETERMINATION.

The City Council finds that this Ordinance is exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Sections 15061(b)(3) and 15060(c)(2), as applicable because the regulation of Kratom product sales will not result in a direct or reasonably foreseeable physical change in the environment.

SECTION 5. SEVERABILITY.

If any section, subsection, subdivision, sentence, or clause or phrase in this Ordinance or any part thereof is for any reason held to be unconstitutional, invalid or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this Ordinance or any part thereof. The City Council hereby declares that it would have adopted each section irrespective of the fact that any one or more subsections, subdivisions, sentences, clauses, or phrases are declared unconstitutional, invalid, or ineffective.

SECTION 6. EFFECTIVE DATE.

This Ordinance shall take effect thirty (30) days after adoption.

SECTION 7. PUBLICATION.

The City Clerk shall certify to the adoption of this Ordinance and cause it, or a summary of it, to be published in a newspaper of general circulation printed and published within the City of Coachella, pursuant to all legal requirements.

SECTION 8. CERTIFICATION.

The City Clerk shall certify to the adoption of this Ordinance and shall cause it to be published in accordance with California Government Code Section 36933.

PASSED, APPROVED and **ADOPTED** this 14th day of October 2026.

_____
Dr. Frank Figueroa
Mayor

ATTEST:

_____
Angela M. Zepeda
City Clerk

APPROVED AS TO FORM:

BEST, BEST & KRIEGER

_____
City Attorney

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF COACHELLA)

I HEREBY CERTIFY that the foregoing Ordinance No. 1232 was duly and regularly introduced, as a first reading, by the Council of the City of Coachella at a regular meeting thereof, held on 9th day of September and that thereafter the said Ordinance was duly passed and adopted at a regular meeting of the City Council on the 14th day of October, 2026.

AYES:

NOES:

ABSENT:

ABSTAIN:

_____

Delia Granados
Deputy City Clerk

STAFF REPORT
10/14/2026

TO: Honorable Mayor and City Council Members

FROM: Kendra Reif, Community Development Director

PREPARED BY: Kendra Reif, Community Development Director

SUBJECT: Second Reading of Ordinance No. 1233, adding Chapter 8.65 ("Smoke-Free Areas") to Title VIII of the Coachella Municipal Code to establish smoke-free areas intended to protect public health and the environment.

STAFF RECOMMENDATION:

Staff recommends that the City Council conduct the Second Reading of Ordinance No. 1233, thus completing the adoption of the Ordinance adding Chapter 8.65 ("Smoke-Free Areas") to Title VIII of the Coachella Municipal Code to establish smoke-free areas intended to protect public health and the environment.

EXECUTIVE SUMMARY:

On September 9, 2026, the City Council introduced Ordinance No. 1233 for first reading. The Ordinance establishes smoke-free regulations applicable to designated public places, City property, sensitive receptors, public events, and multi-unit residences.

The Ordinance also establishes distance requirements, signage standards, property owner and operator responsibilities, enforcement provisions, and limited exemptions.

Ordinance No. 1233 is now before the City Council for second reading and adoption.

DISCUSSION/ ANALYSIS:

Ordinance No. 1233 establishes smoke-free requirements for designated public and recreational areas, City-owned or operated property, sensitive receptors, public events, and multi-unit residences.

The Ordinance generally establishes a twenty-five (25) foot smoke-free buffer around regulated locations, with additional protections of one hundred (100) feet from schools, preschools, licensed daycare centers, and youth recreational facilities and fifty (50) feet from certain health care facilities, senior facilities, and places of worship during services or organized activities.

The Ordinance also establishes smoke-free requirements for multi-unit residences, requires appropriate signage, and provides limited exemptions as specified in Chapter 8.65.

RECOMMENDED ALTERNATIVE:

1. Adopt Ordinance Non. 1233, adding Chapter 8.65 ("Smoke-Free Areas") to Title VIII of the Coachella Municipal Code to establish smoke-free areas intended to protect public health and the environment.

ATTACHMENTS:

1. Ordinance No. 1233 Adding Chapter 8.65 to Title VIII of the Coachella Municipal Code to establish smoke-free areas intended to protect public health and the environment.
2. September 9, 2026 City Council Staff Report

STAFF REPORT
9/9/2026

TO: Honorable Mayor and City Council Members

FROM: Kendra Reif, Community Development Director

PREPARED BY: Kendra Reif, Community Development Director

SUBJECT: Introduction and First Reading of Ordinance No. 1233, adding Chapter 8.65 ("Smoke-Free Areas") to Title VIII of the Coachella Municipal Code to establish smoke-free areas intended to protect public health and the environment.

STAFF RECOMMENDATION:

Staff recommends that the City Council introduce for first reading, by title only, and waive further reading of Ordinance No. 1233 of the City Council of the City of Coachella, California, adding Chapter 8.65 ("Smoke-Free Areas") to Title VIII of the Coachella Municipal Code to establish smoke-free areas intended to protect public health and the environment.

FISCAL IMPACT:

Implementation of the ordinance is anticipated to be accomplished using existing staff resources. Any enforcement costs would be absorbed within existing departmental budgets to the extent feasible. Administrative citation revenues may partially offset future enforcement costs.

EXECUTIVE SUMMARY:

The proposed draft Ordinance would add Chapter 8.65 ("Smoke-Free Areas") to Title VIII of the Coachella Municipal Code, and bans smoking (including vape and cannabis) and the use of any tobacco product or cannabis product in designated areas, including but not limited to: sidewalks, plazas, parks, playgrounds, service lines, hospitals, health care and child care facilities, restaurants, business buildings, theaters and event spaces, and within 25 feet of entrances, air intakes, and operable windows. Multi-unit residential leases must include smoke-free provisions beginning January 1, 2027. The ordinance separately prohibits smoking on essentially all City-owned, leased, occupied, or operated property, including City Hall, community centers, libraries, senior centers, parking lots, plazas, and adjacent sidewalks. Exemptions cover private residences not open to the public, private moving vehicles, traditional indigenous ceremonies, private smoking events, smoking on golf courses, and within specially designated smoking areas under certain circumstances. The measure protects public health, reduces litter and fire hazards, and improves air quality.

BACKGROUND:

The City has prepared the proposed ordinance establishing smoke-free regulations intended to protect public health, reduce exposure to secondhand smoke, and address environmental impacts associated with smoking-related waste. The proposed ordinance would add Chapter 8.65 ("Smoke-Free Areas") to Title VIII of the Coachella Municipal Code.

The proposed ordinance is intended to expand protections in public spaces and multi-unit residential settings by regulating smoking, tobacco products, cannabis products, and electronic smoking devices in designated locations throughout the City.

The proposed ordinance was developed in response to continuing public health concerns associated with secondhand smoke exposure, smoking-related litter, and fire hazards, while also providing clear operational standards and enforcement mechanisms.

Under Health & Safety Code § 104495 and Government Code § 36900 et seq., the City may adopt stricter smoke-free rules than state law. The U.S. Surgeon General confirms no safe level of secondhand-smoke exposure, and tobacco waste harms the environment. City Attorney Ryan Guiboa prepared the final ordinance text to ensure legal consistency and enforceability.

DISCUSSION:

The draft ordinance includes proposed regulations and standards addressing the following:

- Prohibiting smoking and the use of tobacco, cannabis products, and electronic smoking devices in designated public places and recreational areas;
- Establishing smoke-free requirements for multi-unit residential properties;
- Prohibiting smoking within specified distances from entrances, exits, windows, and ventilation systems;
- Regulating smoking during public events and in service areas;
- Requiring property owners and operators to post signage in both English and Spanish, and maintain compliance;
- Establishing enforcement procedures and administrative authority; and
- Providing limited exemptions for specific circumstances, including ceremonial Indigenous uses and certain private smoking events.

The ordinance is intended to provide consistent regulations that promote public health and environmental protections while balancing operational considerations for residents, businesses, property owners, and event organizers.

ENVIRONMENTAL REVIEW:

The City Council finds that this Ordinance is not subject to the California Environmental Quality

Act ("CEQA") pursuant to CEQA Guidelines Section 15060(c)(2) because it is not a "project" as defined in CEQA Guidelines Section 15378. The Ordinance establishes public health regulations governing smoking, vaping, and the use of tobacco and cannabis products in specified locations throughout the City and does not authorize or result in any direct or reasonably foreseeable physical change to the environment.

In the alternative, if the Ordinance were determined to constitute a "project" under CEQA, it is exempt pursuant to CEQA Guidelines Section 15061(b)(3), the common sense exemption, because it can be seen with certainty that there is no possibility that adoption of this Ordinance may have a significant effect on the environment. The Ordinance establishes operational regulations intended to protect public health, improve air quality, reduce smoking-related litter, and decrease fire hazards and does not authorize any physical development or expansion of existing uses.

ALTERNATIVES:

1. Introduce for first reading, by title only, and waive further reading of Ordinance No. 1233 adding Chapter 8.65 (“Smoke-Free Areas”) to Title VIII of the Coachella Municipal Code to establish smoke-free areas intended to protect public health and the environment.

2. Direct staff to revise the proposed ordinance based on City Council direction and return the ordinance for first reading at a future meeting.

3. Continue the item and direct staff to obtain additional information, conduct further stakeholder outreach, or evaluate alternative regulatory approaches before returning with a revised ordinance for City Council consideration.

4. Decline to introduce the proposed ordinance.

RECOMMENDED ALTERNATIVE(S):

Staff recommends Alternative No. 1.

ORDINANCE NO. 1233

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COACHELLA, CALIFORNIA, ADDING CHAPTER 8.65 ("SMOKE-FREE AREAS") TO TITLE VIII OF THE COACHELLA MUNICIPAL CODE AND ESTABLISHING SMOKE-FREE AREAS TO PROTECT PUBLIC HEALTH AND THE ENVIRONMENT, AND DETERMINING THAT THE PROPOSED IS EXEMPT FROM CEQA PURSUANT TO CEQA GUIDELINES SECTION 15378

WHEREAS, use of tobacco products causes death and disease and continues to be an urgent public health challenge; and

WHEREAS, the United States Surgeon General has determined there is no safe level of exposure to secondhand smoke; and

WHEREAS, secondhand smoke contains more than 7,000 chemicals, including hundreds that are toxic and approximately 70 that cause cancer; and

WHEREAS, secondhand-smoke exposure can reach hazardous levels in outdoor areas depending on proximity, wind direction, and the presence of barriers or enclosures; and

WHEREAS, California Health and Safety Code section 104495 authorizes cities to enact restrictions on smoking that are more stringent than state law; and

WHEREAS, discarded cigarette and cigar butts are non-biodegradable litter, toxic to wildlife, and a common cause of outdoor fires; and

WHEREAS, electronic smoking devices are not a safe alternative to smoking because they also contain high levels of toxic chemicals; and

WHEREAS, prohibiting the use of electronic smoking devices in designated areas also provides an identifiable public health benefit; and

WHEREAS, laws restricting smoking and the use of tobacco products, including electronic smoking devices, have recognizable benefits to public health; and

WHEREAS, this ordinance is exempt from the California Environmental Quality Act ("CEQA") under CEQA Guidelines Section 15061(b)(3), because it has no potential for resulting in physical changes to the environment, directly or indirectly; and

WHEREAS, the City of Coachella City Council finds and determines that regulating smoking and the use of tobacco products, including electronic smoking devices, is necessary to protect the health, safety, and welfare of residents, workers, and visitors.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COACHELLA, CALIFORNIA, DOES ORDAIN AS FOLLOWS:

SECTION 1. INCORPORATION OF RECITALS. The City Council hereby finds that all of the foregoing recitals presented herewith are true and correct and are hereby incorporated and adopted as findings of the City Council.

SECTION 2. CHAPTER 8.65 ADDED TO COACHELLA MUNICIPAL CODE TITLE VIII.

Title VIII of the Coachella Municipal Code is amended to add Chapter 8.65 to read in its entirety as follows:

CHAPTER 8.65

8.65.010 – Purpose

The purpose of this chapter is to safeguard the public health, comfort, and environment by regulating smoking, and reducing exposure to secondhand smoke, in public places and multi-unit residences.

8.65.020 – Definitions

A. "Administrator" means the City Manager or their designee.
B. "Cannabis " means all parts of the plant Cannabis sativa Linnaeus, cannabis indica, or cannabis ruderalis, whether growing or not; the seeds thereof; the resin, whether crude or purified, extracted from any part of the plant; and every compound, manufacture, salt, derivative, mixture, or preparation of the plant, its seeds, or resin. "Cannabis" also means the separated resin, whether crude or purified, obtained from Cannabis. "Cannabis" also means marijuana as defined by Section 11018 of the California Health and Safety Code. "Cannabis" does not include the mature stalks of the plant, fiber produced from the stalks, oil or cake made from the seeds of the plant, any other compound, manufacture, salt, derivative, mixture, or preparation of the mature stalks (except the resin extracted therefrom), fiber, oil, or cake, or the sterilized seed of the plant which is incapable of germination. For the purpose of this chapter, "Cannabis" does not mean industrial hemp as that term is defined by Section 81000 of the California Food and Agricultural Code or Section 11018.5 of the California Health and Safety Code."
C. "Cannabis product" means any product containing, made of, or derived from cannabis, natural or synthetic, that is intended for human consumption, whether smoked, heated, chewed, absorbed, dissolved, inhaled, snorted, sniffed, or ingested by any other means, and any component or accessory of such a product.
D. "Electronic smoking device" means any device that can be used to aerosolize, vaporize, or otherwise deliver nicotine or any other substance to the person inhaling from the device, including, but not limited to, an e-cigarette, vape pen, or electronic cigar, and any component, part, or accessory of such a device.

E. “Enclosed area” means an area in which outside air cannot circulate freely to all parts of the area, and includes an area that has either
    1. any type of overhead cover whether or not that cover includes vents or other openings and at least three (3) walls or other vertical constraint to airflow including, but not limited to, vegetation of any height, whether or not those boundaries include vents or other openings; or
    2. four (4) walls or other vertical constraints to airflow including, but not limited to, vegetation that exceed six (6) feet in height, whether or not those boundaries include vents or other openings.
F. “Multi-unit residence” means a property containing two or more residential units, including apartments, condominiums, townhomes, senior-living facilities, and long-term-care homes, regardless of ownership pattern.
G. "Place of Worship" means any church, synagogue, mosque, temple, chapel, or other building or site regularly used for religious services or activities.
H. “Public place” means any place, public or private, that is open and accessible to the general public, including but not limited to streets, sidewalks, plazas, parks, recreational areas, outdoor dining areas, public buildings, public event venues, and service areas.
I. “Recreational area” means any park, playground, sports field, trail, recreational facilities, athletic fields, sports courts, skate parks, splash pads, dog parks, community gardens, picnic areas, open space preserves, trails, trailheads, swimming pool or similar facility open to the public for recreational purposes; provided, however, that golf-course grounds are excluded from this definition for purposes of this chapter.
J. “Service area” means any area where a service is offered or where one or more persons wait to obtain a service, whether or not such service includes the exchange of money, including but not limited to bus stops, rideshare pick-up zones, cab stands, ATM lines, and ticket or retail queues.
K. “Smoking” means inhaling, exhaling, burning, or carrying any lighted or heated tobacco, cannabis, or other plant product intended for inhalation, whether natural or synthetic, and whether in cigarettes, cigars, pipes, hookahs, or any other form. “Smoking” includes the use of an electronic smoking device.
L. “Tobacco product” means any product containing, made of, or derived from tobacco or nicotine, natural or synthetic, that is intended for human consumption, whether smoked, heated, chewed, absorbed, dissolved, inhaled, snorted, sniffed, or ingested by any other means, and any component or accessory of such a product.
M. “Unenclosed area” means any area that is not an enclosed area.
N. "Youth Recreational Facility" means any recreational area primarily intended for use by persons under eighteen (18) years of age.

8.65.030 – Prohibitions

Smoking and the use of any tobacco product or cannabis product are prohibited in the following locations and within twenty-five (25) feet thereof unless a greater distance is required by this chapter or state law:

A. All recreational areas and all adjacent public rights of way, parking lots, sidewalks, plazas, restrooms, concession areas, spectator seating areas, and other public amenities located within or serving such facilities.
B. Any public place during a City-permitted special event or assembly.
C. All health care facilities and hospitals, as defined in Section 1250 of the California Health and Safety Code, including waiting rooms, public hallways and lobbies, smoking is prohibited, excluding any specially designated smoking areas.
D. All child care facilities, including those in private homes, during operating hours in rooms where children are present.
E. All public meeting rooms, hearing rooms, conference rooms, chambers and places of public assembly in which public business is conducted, when the public business requires or provides direct participation or observation by the general public.
F. All theaters, auditoriums, or other enclosed facilities which are open to the public for the primary purpose of exhibiting any motion picture, stage drama, musical recital, athletic events or any other performance or event, excluding any specially designated smoking areas.
G. All eating establishments, excluding any specially designated smoking areas.
H. All buildings and structures intended for use by business entities for professional services, excluding any specially designated smoking areas.
I. Any entrance, exit, operable window, or air-intake vent of any building, including a multi-unit residence.
J. Any multi-unit residence in accordance with Section 8.65.060.
K. Any other unenclosed area that the Administrator designates as smoke-free to protect the public health.
L. Any transit stop.
M. All government-owned building.
N. Any outdoor public gathering area.
O. Within one hundred (100) feet of any public or private elementary school, middle school, high school, preschool, licensed daycare center, or youth recreational facility.
P. Within fifty (50) feet of any hospital, medical clinic, urgent care center, senior center, assisted living facility, nursing home, or place of worship while services or organized activities are occurring.
Q.

8.65.031 – Smoke-Free City Facilities

Smoking and the use of any tobacco product or cannabis product shall be prohibited on all property owned, leased, occupied, or operated by the City, including but not limited to:

A. City Hall;
B. Police facilities;
C. Fire stations;
D. Public works facilities;
E. Community centers;
F. Libraries;
G. Senior centers;
H. Maintenance yards;

I. Parking lots;
J. Public plazas;
K. Public sidewalks immediately adjacent to City buildings;
L. Any other City-owned or City-controlled property not specifically exempted by this chapter.

8.65.033 – Fire Hazard Areas

Smoking and the use of any tobacco product or cannabis product shall be prohibited in any public open space, landscaped area, wash, drainage corridor, natural preserve, trail, or other location designated by the Fire Chief or City Manager as presenting an elevated wildfire or fire hazard.

8.65.034 – City-Sponsored Events

Smoking and the use of any tobacco product or cannabis product shall be prohibited at all City-sponsored, City-sponsored in partnership, City-funded, or City-permitted public events, including but not limited to:
A. Festivals;
B. Concerts;
C. Farmers markets;
D. Holiday celebrations;
E. Sporting events;
F. Parades;
G. Community fairs;
H. Youth programs;
I. Public ceremonies; and
J. Any other event conducted on public property or pursuant to a City-issued special event permit.

Event organizers shall provide smoke-free signage at all public entrances and include notice of the smoke-free requirements in promotional materials, vendor agreements, and event permits where feasible.

8.65.040 – Smoking Waste

No person shall discard any tobacco product, cannabis product, ash, electronic smoking device, or other smoking waste in any public place or on any private property not the person's own except in a non-combustible, closed receptacle designed for that purpose.

8.65.050 – Exemptions

The prohibitions specified in this chapter shall not apply under the following circumstances:

A. Unenclosed areas of single-family detached residences when such areas are not open to the public or being used for a business purpose.
B. A moving private passenger vehicle that is not parked or idling in a service area, and does not contain a passenger who is a minor.
C. The ceremonial use of tobacco or other plant products by Indigenous persons as

part of their traditional spiritual or cultural practices.

D. Outdoor areas of golf courses while the course is in use for the game of golf, provided that smoking waste is disposed of in non-combustible receptacles and no other smoking prohibition under state law applies.
E. Smoking lounges otherwise authorized pursuant to this Code.
F. Private Smoking Events. Smoking may occur solely within the boundaries of a private smoking event when all of the following requirements are satisfied. This exemption is self-effectuating and applies only if each condition is met at all times during the event.
    1. Private, Invitation-Only Attendance. The event is not open to the general public. Attendance is by invitation or pre-registration only, with controlled access at all entry points.
    2. Age Restrictions.
        a) Cigar/Tobacco Events: All attendees must be at least eighteen (18) years of age, unless a higher minimum applies under state law.
        b) Cannabis Events: All attendees, workers, and vendors must be twenty-one (21) years of age or older.
    3. Location, Enclosure, and Visibility.
        a) Smoking shall occur only within an enclosed or clearly barricaded event area delineated by temporary fencing, stanchions, walls, or equivalent barriers, with monitored entry points.
        b) Smoking shall not be visible from any public place or non-participant area at ground level.
    4. Odor, Ventilation, and Setbacks. The organizer shall implement measures sufficient to prevent detectable smoke or odor at the property line and to protect occupants of adjacent properties.

8.65.060 – Smoke-Free Multi-Unit Residences

A. All leases for units in multi-unit residences entered into on and after January 1, 2027 must contain the prohibitions set forth in this section.
B. Smoking and the use of any tobacco product or cannabis product is prohibited in every unit of a multi-unit residence, whether the unit is rented or owned.
C. Smoking and the use of any tobacco product or cannabis product is prohibited in all indoor and outdoor common areas of a multi-unit residence, including but not limited to hallways, lobbies, laundry rooms, parking areas, recreation rooms, pools, courtyards, balconies, patios, and porches.
D. Smoking and the use of any tobacco product or cannabis product is prohibited within twenty-five (25) feet of any doorway, window, opening, or vent of a multi-unit residence.

8.65.070 – Property Owner and Operator Responsibilities

A. Every property owner or manager, event organizer, business operator, or controlling agent shall ensure compliance with this chapter on any premise, subject to the prohibitions specified in Section 8.65.030, under their control.

B. Required measures include, but are not limited to:
    1. Removing all ashtrays and other smoking paraphernalia from any area where smoking is prohibited;
    2. Conspicuously posting "No Smoking" or "Smoke-Free Area" signs in places under their control where smoking and the use of any tobacco product or cannabis product is prohibited.
        a) Signs shall contain the international no-smoking symbol and language substantially stating: “Smoke-Free Area: Smoking, vaping, chewing tobacco, and the use of cannabis products are prohibited pursuant to Chapter 8.65 of the Coachella Municipal Code.”
        b) Signs shall:
            i. Be written in both English and Spanish;
            ii. Be weather resistant;
            iii. Be a minimum of eight (8) inches by ten (10) inches in size;
            iv. Be placed where they are unobstructed and clearly visible to the public;
            v. Be posted at every primary entrance and in sufficient number to give reasonable notice; and
            vi. Remain legible at all times;
        c) Signs shall be posted
        d) Damaged or missing signs shall be replaced within thirty (30) days after discovery.
    3. Providing tenants, employees, guests, visitors, and event patrons with written notice of the prohibitions.
        a) The City shall post reasonable signage at City-owned recreation areas.

C. A property owner or manager, event organizer, business operator, or controlling agent may request the Administrator's written approval of a designated smoking area at a large outdoor venue, subject to conditions necessary to protect public health and prevent litter.

8.65.080 – Enforcement; Penalties

A. This chapter shall be enforced by any code enforcement officer or other authorized enforcement agent.
B. It is unlawful and a public nuisance for any person to violate any provision or fail to comply with any requirement of this chapter. Any person violating any provision of this chapter or failing to comply with any requirement is deemed guilty of an infraction in accordance with Chapter 1.08 of this Code.
C. The Administrator may adopt rules and regulations and approve forms to implement and enforce this chapter.
D. Unless otherwise provided by this Code, violations of this chapter shall be subject to the following administrative fines, issued pursuant to Title 3 of this code:
    1. First Violation: One hundred dollars ($100.00);

2. Second Violation of the same provision within twelve (12) months: Two hundred dollars ($200.00);
3. Third Violation of the same provision within twelve (12) months: Five hundred dollars ($500.00);
4. Each additional violation of the same provision within twelve (12) months: One thousand dollars ($1,000.00).

E. Each separate violation of this chapter may be cited independently. A person who violates more than one provision of this chapter during the same occurrence may be cited for each separate violation. Each day that a violation continues shall constitute a separate and distinct offense.
F. Any person violating the same provision of this section four or more times is guilty of a criminal infraction in accordance with Chapter 3.44 of this Code and may be charged with a misdemeanor.
G. The administrative remedies provided herein are cumulative and are in addition to any other remedies available under federal law, state law, or this Code.
H. Nothing in this chapter shall prevent the City from seeking civil, criminal, or equitable relief where authorized by law.
I. The Administrator, or designee, may suspend or revoke any Special Event Permit, issued pursuant to this Code, upon finding that the permittee knowingly or repeatedly allowed violations of this chapter after receiving notice from City staff or law enforcement.

8.65.085 – Public Education
The Administrator may prepare educational materials, conduct public outreach, and develop informational programs to assist residents, businesses, and visitors in complying with this chapter.

8.65.090 – Non-Retaliation

No person shall discharge, refuse to hire, or in any manner retaliate against any individual who exercises any right under this chapter or who seeks to enforce its provisions.

8.65.095 – Appeals
Any person aggrieved by the requirements of this chapter may appeal a determination pursuant to Title 3 of this Code.

8.65.100 – Severability

If any provision of this chapter or the application thereof to any person or circumstance is held invalid, the remainder of the chapter and the application of such provision to other persons and circumstances shall not be affected thereby.

SECTION 3. CEQA DETERMINATION. The City Council finds that this Ordinance is

not subject to the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15060(c)(2) because it is not a "project" as defined in CEQA Guidelines Section 15378. The Ordinance establishes public health regulations governing smoking, vaping, and the use of tobacco and cannabis products in specified locations throughout the City and does not authorize or result in any direct or reasonably foreseeable physical change to the environment.

In the alternative, if the Ordinance were determined to constitute a "project" under CEQA, it is exempt pursuant to CEQA Guidelines Section 15061(b)(3), the common sense exemption, because it can be seen with certainty that there is no possibility that adoption of this Ordinance may have a significant effect on the environment. The Ordinance establishes operational regulations intended to protect public health, improve air quality, reduce smoking-related litter, and decrease fire hazards and does not authorize any physical development or expansion of existing uses.

SECTION 4. SEVERABILITY. If any section, subsection, subdivision, sentence, or clause or phrase in this Ordinance or any part thereof is for any reason held to be unconstitutional, invalid or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this Ordinance or any part thereof. The City Council hereby declares that it would have adopted each section irrespective of the fact that any one or more subsections, subdivisions, sentences, clauses, or phrases are declared unconstitutional, invalid, or ineffective.

SECTION 5. EFFECTIVE DATE. This Ordinance shall become effective thirty

(30) days from its adoption.

SECTION 6. PUBLICATION. The City Clerk shall certify to the adoption of this Ordinance and cause it, or a summary of it, to be published in a newspaper of general circulation printed and published within the City of Coachella, pursuant to all legal requirements.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Coachella on the 14th day of October, 2026.

Dr. Frank Figueroa
Mayor

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ATTEST:

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Angela M. Zepeda
City Clelrk

APPROVED AS TO FORM:

BEST, BEST & KRIEGER

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RYAN GUIBOA
CITY ATTORNEY

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STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF COACHELLA)

I HEREBY CERTIFY that the foregoing Ordinance No. 1233 was duly and regularly introduced, as a first reading, by the Council of the City Coachella at a regular meeting thereof, held on the 9th day of September, 2026, and that thereafter the said ordinance was duly passed and adopted at a regular meeting of the City Council on the 14th day of October, 2026.

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Delia Granados
Deputy City Clerk

STAFF REPORT
10/14/2026

TO: Honorable Mayor and City Council Members

FROM: Gustavo Romo, City Manager

PREPARED BY: Kendra Reif, Community Development Director

Anahi Fernandez, Management Analyst

SUBJECT: Ordinance No. 1236 on Behalf of CFD No. 2005-01 Authorizing the Levy of a Special Tax within Annexation Area No. 37 Annexed to Said District (2nd Reading)

STAFF RECOMMENDATION:

Staff recommends that the City Council conduct the Second Reading of Ordinance No. 1236 authorizing the Levy of a Special Tax within Annexation Area No. 37 Annexed to CFD No. 2005-01.

BACKGROUND:

On September 14, 2005 the City Council adopted Resolution No. 2005-93 establishing the City of Coachella Community Facilities District No. 2005-01 (Law Enforcement, Fire and Paramedic Services) pursuant to the Mello-Roos Community Facilities Act of 1982, as amended. The District and several annexations of territory have been established in the City of Coachella over the past 19 years. The annexation areas consist of new residential subdivisions and multi-family residential development projects.

On July 22, 2026, the City Council adopted Resolution No. 2026-45 stating its intention to annex certain property (APNs# 778-113-001 and 778-113-002), consisting of the Casa Sienna Project (formerly known as Sixth Street) ("Annexation Area No. 37") into the District pursuant to the Act. A copy of Resolution No. 2026-45 which includes a description and map of Annexation Area No. 37, and the rate and method of apportionment and manner of collection of the special tax are on file with the City Clerk.

DISCUSSION/ANALYSIS

Pursuant to the conditions of approval imposed on the Casa Sienna Project which includes construction of a new 53-unit senior multi-family residential community on 0.86 acres generally

located south-east of 6th Street and north-east of Tripoli Avenue, the project site must be annexed into the City-wide Community Facilities District (CFD No. 2005-01).

The City Council took the first step in this process by adopting a resolution of intention on July 22, 2026 (Resolution No. 2026-45). The City Council canvassed the results of the special election on September 9, 2026 and the property owner voted in favor of annexing into the CFD 2005-1 and therefore approved Ordinance No. 1236 on first reading to authorize the levy of the special tax for Annexation Area No. 37. The City Council must take action to adopt Ordinance No. 1236 by second reading in order to levy the special tax within Annexation 37.

FISCAL IMPACT:

The ordinance action would pave the way to annex the Casa Sienna site (Annexation No. 37) into the City-wide CFD which would collect an annual special tax that pays for Law Enforcement, Fire and Paramedic Services. The current rate and apportionment method would collect $1,607.23 plus CPI per every dwelling unit that is constructed within the developed single-family residential project. Ultimately, these funds will be used to augment the operating costs for police, fire, and paramedic services in the City of Coachella.

CONCLUSION:

Staff recommends that the City Council conduct the Second Reading of Ordinance No. 1236, thus completing the adoption of the Ordinance authorizing the Levy of a Special Tax within Annexation Area No. 37 Annexed to CFD No. 2005-01.

RECOMMENDED ALTERNATIVE(S):

1. Adopt Ordinance 1236 authorizing the Levy of a Special Tax within Annexation Area No. 37 Annexed to CFD No. 2005-01.

Attachments:

1. Ordinance No. 1236 (2nd Reading)
   Exhibit A- Rate and Method (CFD 2005-01)
   Exhibit B - CFD Annexation Map 37

ORDINANCE NO. 1236

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COACHELLA ACTING AS THE LEGISLATIVE BODY OF CITY OF COACHELLA COMMUNITY FACILITIES DISTRICT NO. 2005-1 (LAW ENFORCEMENT, FIRE AND PARAMEDIC SERVICES) AUTHORIZING THE LEVY OF A SPECIAL TAX WITHIN ANNEXATION AREA NO. 37 ANNEXED TO SAID DISTRICT

WHEREAS, on July 22, 2026 the City Council (the "Council") of the City of Coachella, California (the "City"), adopted Resolution No. 2026-45 stating its intention to annex certain properties, consisting of Casa Sienna ("Annexation Area No. 37"), into City of Coachella Community Facilities District No. 2005-1 (Law Enforcement, Fire and Paramedic Services) (the "District") pursuant to the Mello-Roos Community Facilities Act of 1982, as amended, (the "Act"); and

WHEREAS, notice was published as required by law relative to the intention of the Council to annex Annexation Area No. 37 into the District; and

WHEREAS, on September 9, 2026 this Council held a noticed public hearing as required by law relative to the determination to proceed with the annexation of Annexation Area No. 37 into the District and the rate and method of apportionment and manner of collection of the special tax to be levied within Annexation Area No. 37 to finance certain public services; and

WHEREAS, at said hearing all persons desiring to be heard on all matters pertaining to the annexation of Annexation Area No. 37 were heard and a full and fair hearing was held; and

WHEREAS, the Council subsequent to said hearing adopted Resolution No. 2026-53 determining the validity of prior proceedings relative to the annexation of Annexation Area No. 37 into the District and authorized the levy of a special tax within Annexation Area No. 37; and

WHEREAS, the Council subsequent to said hearing adopted Resolution No. 2026-55 which called an election within Annexation Area No. 37, for September 9, 2026 on the proposition of levying a special tax; and

WHEREAS, on September 9, 2026 an election was held within Annexation Area No. 37, in which the eligible electors approved by more than two-thirds vote the proposition of levying a special tax;

NOW, THEREFORE, BE IT ORDAINED, BY THE CITY COUNCIL OF THE CITY OF COACHELLA AS FOLLOWS:

Section 1. A special tax is levied within the boundaries of Annexation Area No. 37 Exhibit "B", pursuant to the formula set forth in Exhibit "A" attached hereto and incorporated by reference in an amount necessary to finance a portion of the cost of providing law enforcement, fire and paramedic services that are in addition to those provided in the territory within Annexation Area No. 37, prior to the annexation of Annexation Area No. 37, respectively, into the District.

Section 2. This legislative body is hereby further authorized each year, by resolution adopted as provided in section 53340 of the Act, to determine the specific special tax rate and amount to be levied for the next fiscal year, except that the special tax rate to be levied shall not exceed the maximum rate set forth in Exhibit "A."

Section 3. All of the collections of the special tax shall be used as provided for in the Act and Resolution No. 2026-53 of the Council.

Section 4. The above authorized special tax shall be collected in the same manner as ordinary ad valorem taxes are collected and shall be subject to the same penalties and the same procedure and sale in cases of delinquency and provided for ad valorem taxes.

Section 5. The Mayor shall sign this ordinance and the City Clerk shall attest to such signature. The City Clerk is directed to cause the title and summary or text of the this ordinance, together with the vote thereon, to be published within fifteen (15) days after its passage at least once in a newspaper of general circulation published and circulated within the territorial jurisdiction of the City, and to post at the main office of the City a certified copy of the full text of the adopted ordinance along with the names of the Council Members voting for and against the ordinance.

Section 6. This ordinance relating to the levy of the special tax takes effect and shall be in force from and after 30 days from the date of final passage. A copy of this ordinance shall be transmitted to the Clerk of the Board of Supervisors of Riverside County, the Assessor and the Treasurer-Tax Collector of Riverside County.

PASSED, APPROVED AND ADOPTED this 14th day of October, 2026.

_____
Dr. Frank Figueroa
Mayor

ATTEST:

_____
Angela M. Zepeda, City Clerk

APPROVED AS TO FORM:

BEST, BEST & KRIEGER

_____
City Attorney

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) SS
CITY OF COACHELLA)

I HEREBY CERTIFY that the foregoing Ordinance No. 1236 was duly and regularly introduced, as a first reading, by the Council of the City of Coachella at a regular meeting thereof, held on 9th day of September and that thereafter the said Ordinance was duly passed and adopted at a regular meeting of the City of Council on the 14th day of October, 2026.

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Delia Granados
Deputy City Clerk

EXHIBIT "A"

**RATE AND METHOD OF APPORTIONMENT FOR
CITY OF COACHELLA COMMUNITY FACILITIES DISTRICT NO. 2005-1
(LAW ENFORCEMENT, FIRE AND PARAMEDIC SERVICES)**

A Special Tax as hereinafter defined shall be levied on all Assessor's Parcels in Community Facilities District No. 2005-1 of the City of Coachella (the "CFD") and collected each Fiscal Year commencing in Fiscal Year 2006-07, in an amount determined by the City Council of the City of Coachella, through the application of the Rate Method of Apportionment as described below. All of the real property in the CFD, unless exempted by law or by the provisions hereof, shall be taxed for the purposes, to the extent and in the manner herein provided.

A. DEFINITIONS

The terms hereinafter set forth have the following meanings:

"Act" means the Mello-Roos Community Facilities Act of 1982, as amended, being Chapter 2.5, Division 2 of Title 5 of the Government Code of the State of California.

"Assessor's Parcel" means a lot or parcel shown in an Assessor's Parcel Map with an assigned Assessor's parcel number.

"Assessor's Parcel Map" means an official map of the County Assessor of the County designating parcels by Assessor's parcel number.

"CFD Administration" means an official of the City, or designee thereof, responsible for providing for the levy and collection of the Special Taxes.

"CDF" means City of Coachella Community Facilities District No. 2005-1 (Law Enforcement, Fire and Paramedic Services).

"City" means the City of Coachella.

"City Council" means the City Council of the City.

"Commercial or Industrial Property" means for each Fiscal Year, property for which a building permit for new construction of a commercial or industrial use building has been issued.

"County" means the County of Riverside.

"Developed Multi-Family Residential Property" means for each Fiscal Year, all Taxable Property for which a building permit for new construction of a multi-family dwelling with four or more units was issued prior to June 30 of the prior Fiscal Year, exclusive of property for which the property owner pays Transient Occupancy Taxes or the property owner has entered into an agreement with the City pursuant to which such property owner pays Transient Occupancy Taxes.

"Developed Property" means for each Fiscal Year, all Developed Multi-Family Residential Property and Developed Single-Family Residential Property.

"Developed Single-Family Residential Property" means for each Fiscal Year, all Taxable Property for which a building permit new construction of a single-family dwelling unit was issued prior to June 30 of the prior Fiscal Year.

"Fiscal Year" means the period starting July 1 and ending on the following June 30.

"Resolution of Formation" means the resolution adopted by the City as authorized by Section 53325.1 of the California Government Code.

"Special Tax" means the special tax to be levied in each Fiscal Year on each Assessor's Parcel Taxable Property.

"State" means the State of California.

"Taxable Property" means all the Assessor's Parcels within the boundaries of the CFD which are not exempt from the Special Tax pursuant to law or Section E below.

"Transient Occupancy Taxes" means those transient occupancy taxes payable to the City pursuant to Ordinance.

"Undeveloped Property" means, for each Fiscal Year, all Assessor's Parcels not classified as Developed Property or Commercial or Industrial Property.

B. ASSIGNMENT TO LAND USE CLASSES

Each Fiscal Year, all Taxable Property within the CFD classified as Developed Single-Family Residential Property or Developed Multi-Family Residential Property shall be subject to Special Taxes in accordance with the rate and method of apportionment determined pursuant to Sections C and D below.

C. MAXIMUM SPECIAL TAX

1. Developed Single-Family Residential Property

a. Maximum Special Tax
The Maximum Special Tax for each Assessor's Parcel classified as Developed Single-Family Residential Property shall be $846.76 for Police Services and $511.34 for Fire/Paramedic Services.

b. Increase in the Maximum Special Tax
On each July 1, commencing on July 1, 2015, the Maximum Special Tax shall be increased by an amount equal to the percentage increase in the U.S. Department of Labor Statistics,

Consumer Price Index, for Los Angeles-Riverside-Orange County, California, for the 12 month period ending the preceding December 31, of the amount in effect for the previous Fiscal Year.

2. Developed Multi-Family Residential Property

a. Maximum Special Tax
The Maximum Special Tax for each Assessor's Parcel classified as Developed Multi-Family Residential Property shall be $846.76 for Police Services and $511.34 for Fire/Paramedic Services multiplied by the number of separate dwelling units applicable to such Assessor's Parcel.

b. Increase in the Maximum Special Tax
On each July 1, commencing on July 1, 2015, the Maximum Special Tax shall be increased by an amount equal to the percentage increase in the U.S. Department of Labor Statistics, Consumer Price Index, for Los Angeles-Riverside-Orange County, California, for the 12 month period ending the preceding December 31, of the amount in effect for the previous Fiscal Year.

D. METHOD OF APPORTIONMENT OF THE SPECIAL TAX

Commencing with Fiscal Year 2005-06 and for each following Fiscal Year, the City Council shall levy the Special Tax at the Maximum Special Tax on all Developed Single-Family Residential Property and Developed Multi-Family Residential Property.

E. EXEMPTIONS: EXCLUSIONS

No Special Tax shall be levied on Undeveloped Property, Commercial or Industrial Property or for Developed Property developed as part of a development with less than 4 units. In the event that a Developed Multi-Family Residential Property that has been excluded from a levy of the Special Tax by reason of the payment by the property owner of Transient Occupancy Tax, and should that payment be terminated, such Assessor Parcel shall not longer be excluded from Developed Multi-Family Residential Property and will be subject to the Special Tax.

F. APPEALS AND INTERPRETATIONS

Any taxpayer may file a written appeal of the Special Tax on his/her property with the CFD Administrator, provided that the appellant is current in his/her payments of Special Taxes. During the pendency of an appeal, all Special Taxes previously levied must be paid on or before the payment date established when the levy was made. The appeal must specify the reasons why the appellant claims the calculation of the Special Tax is in error. The CFD Administrator shall review the appeal, meet with the appellant if the CFD Administrator deems necessary, and advise the appellant of its determination. If the CFD Administrator agrees with the appellant, the CFD Administrator shall eliminate or reduce the Special Tax on the appellant's property and/or provide a refund to the appellant. If the CFD Administrator disagrees with the appellant and the appellant is dissatisfied with the determination, the appellant then has 30 days in which to appeal to the

Board by filing a written notice of appeal with the Board Secretary, provided that the appellant is current in his/her payments of Special Taxes. The second appeal must specify the reasons for its disagreement with the CFD Administrator's determination.

G. MANNER OF COLLECTION

The Special Tax will be collected in the same manner and at the same time as ordinary *ad valorem* property taxes; provided, however, that the CFD may directly bill the Special Tax, may collect Special Taxes at different time or in a different manner if necessary to meets its financial obligations, and may covenant to foreclose and may actually foreclose on delinquent Assessor's Parcels as permitted by the Act.

H. PREPAYMENT OF THE SPECIAL TAX

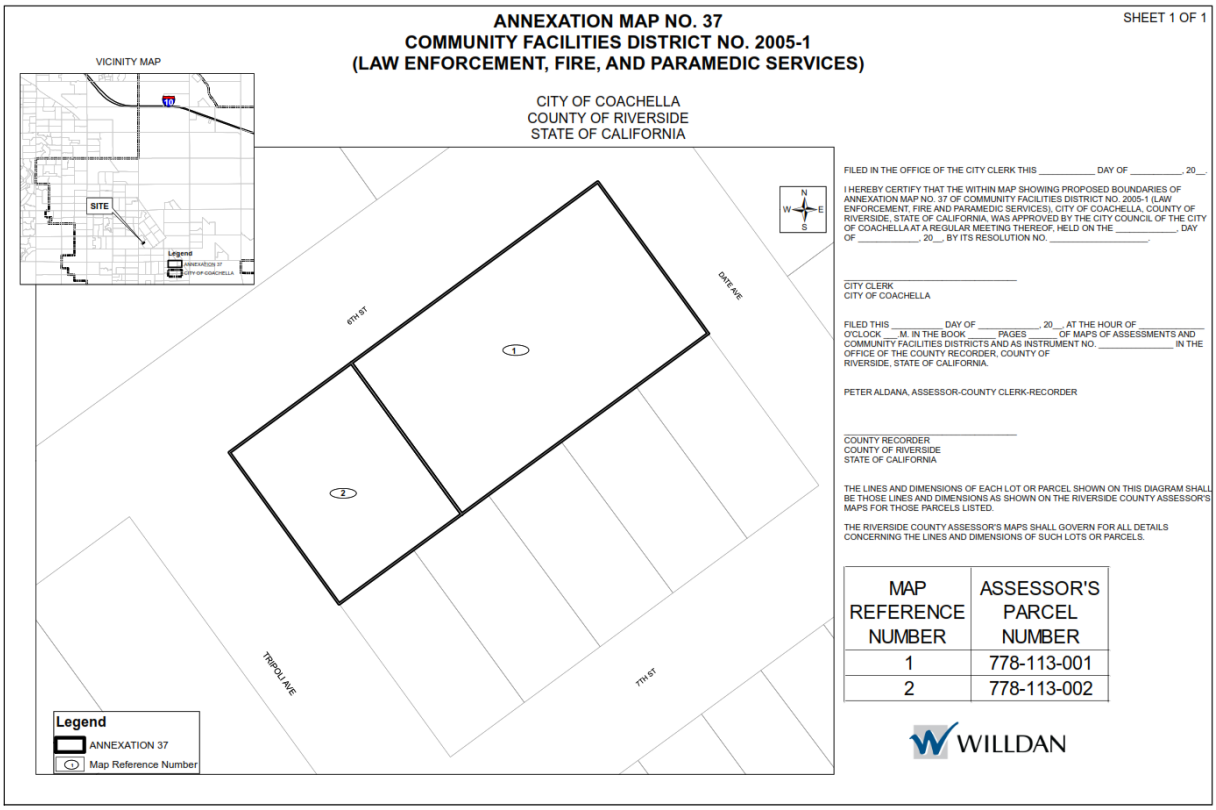
The Special Tax may not be prepaid.

I. TERM OF THE SPECIAL TAX

The Annual Maximum Special Tax shall be levied in perpetuity or unit Law Enforcement, Fire and Paramedic Services are no longer being provided by the City within the CFD, whichever is earlier.

EXHIBIT "B"

CFD ANNEXATION MAP 37



NOTICE OF ADOPTION OF ORDINANCE NO. 1236

NOTICE IS HEREBY GIVEN that on September 9, 2026, the City Council of the City of Coachella, in its capacity as the legislative body of the City of Coachella Community Facilities District No. 2005-1 (Law Enforcement, Fire and Paramedic Services), held a public hearing and adopted Ordinance No. 1236. A summary of Ordinance No. 1236 follows and is marked as Exhibit "A". At said time and place the testimony of all interested persons or taxpayers for or against said ordinance was heard.

Ordinance No. 1236 was adopted by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Delia Granados
Deputy City Clerk

Dated: September 9, 2026

EXHIBIT "A"

BEFORE THE CITY COUNCIL OF THE CITY OF COACHELLA IN ITS CAPACITY AS THE LEGISLATIVE BODY OF THE CITY OF COACHELLA COMMUNITY FACILITIES DISTRICT NO. 2005-1 (LAW ENFORCEMENT, FIRE AND PARAMEDIC SERVICES)

IN THE MATTER OF Authorizing the Levy of a Special Tax Within Annexation Area No. 37 Annexed to City of Coachella Community Facilities District No. 2005-1 (Law Enforcement, Fire and Paramedic Services)	))))))	**ORDINANCE NO. 1236 SUMMARY**

The ordinance authorizes the levy of an annual special tax within Annexation Area No. 37 annexed to City of Coachella Community Facilities District No. 2005-1 (Law Enforcement, Fire and Paramedic Services) (the "District"), collected in the same manner as ordinary ad valorem taxes, in an amount necessary to finance a portion of the cost of providing law enforcement, fire and paramedic services that are in addition to those provided in the territory within Annexation Area No. 37, prior to the annexation of Annexation Area No. 37, respectively, to the District, which is necessary to meet increased demands placed upon the City as a result of development or rehabilitation occurring within Annexation Area No. 37.

_____
Delia Granados
Deputy City Clerk

Dated: September 9, 2026

STAFF REPORT
10/14/2026

TO: Honorable Mayor and City Council Members

FROM: Celina Jimenez, Director of Economic Development

PREPARED BY: Mary Rodriguez, Grants Manager

SUBJECT: Authorize a Sponsorship Agreement with the Animal Samaritans in the Amount of $20,000 for Free Pet Sterilization Services for City of Coachella Residents

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PROJECT DESCRIPTION:

Establish a voucher-based partnership with Animal Samaritans to provide free pet sterilization services for dogs and cats owned by City of Coachella residents. The City's $20,000 sponsorship is expected to fund approximately 90 procedures. Animal Samaritans has offered approximately $10,000 in additional services, which could support about 45 more procedures and bring the total estimated program value to $30,000.

STAFF RECOMMENDATION:

1. City Council consider authorizing a sponsorship agreement with the Animal Samaritans in the amount of $20,000 for free pet sterilization services for City of Coachella residents; and
2. Authorize an appropriation of $20,000 from unallocated General Fund reserves to the appropriate expenditure account; and
3. Authorize the City Manager to execute the agreement and any non-substantive amendments, subject to approval as to form by the City Attorney.

FISCAL IMPACT:

Approval will result in a General Fund expenditure not to exceed $20,000. An appropriation from unallocated General Fund reserves will be required. Based on Animal Samaritans' estimated average program cost of approximately $223 per procedure, the City contribution is expected to serve about 90 animals.

Animal Samaritans has offered approximately $10,000 in additional services, with an estimated value of about 45 procedures. The combined estimated program value is therefore $30,000 and approximately 135 procedures. The final number may vary based on the animals served and the terms established in the agreement; the City's obligation will remain capped at $20,000.

EXECUTIVE SUMMARY:

At the September 9, 2026 City Council meeting, Animal Samaritans presented a proposal to partner with the City on free spay and neuter services for Coachella residents. Following the presentation and Council discussion, the City Council directed staff to return with a $20,000 funding item for consideration. Council members expressed particular interest in improving access for owners of large dogs, which may be difficult to accommodate through some mobile clinic programs.

The proposed program would use City-issued or City-verified vouchers rather than limit residents to a single clinic date. After residency is confirmed, residents would schedule directly with Animal Samaritans on an available appointment date. The model is intended to reduce cost and scheduling barriers while providing access to clinic-based follow-up care. Staff recommends approval, subject to an agreement that defines eligibility, covered services, documentation, reporting, and the organization's $10,000 service contribution.

BACKGROUND:

Animal Samaritans is a nonprofit animal welfare organization that has served the Coachella Valley since 1978. Its services include nonprofit veterinary care, spay and neuter procedures, vaccinations, microchipping, animal rescue, adoption, humane education, and pet therapy programs.

During its presentation, Animal Samaritans explained that private-market spay and neuter costs can vary substantially by species, sex, size, and medical needs. The organization cited costs ranging from approximately $400 for a male cat to as much as $1,500 for a large female dog. Animal Samaritans estimated its average program cost at approximately $223 per procedure, including veterinary staff, supplies, and medication.

The City has previously supported free or reduced-cost spay and neuter services. A sponsorship in 2024 supported five mobile clinics and 146 surgeries. The Animal Samaritans proposal would use a different service model: eligible residents would receive vouchers and schedule appointments directly with a clinic rather than attend only on designated mobile clinic dates.

Animal Samaritans presented its proposal as Item 5 under Proclamations and Presentations at the September 9, 2026 City Council meeting. Council discussed the cost of veterinary care, the need for services that can accommodate larger dogs, licensing costs for unaltered animals, and the separate issue of community cat populations. Council then directed staff to bring back an item with a proposed $20,000 City contribution and recognition of Animal Samaritans' offered $10,000 contribution in services.

DISCUSSION/ANALYSIS:

Service model. The program would provide no-cost spay and neuter services for owned dogs and cats of Coachella residents. Animal Samaritans stated that its clinics can serve dogs of all sizes and breeds, although certain flat-faced breeds may be scheduled during cooler weather for safety. Residents would not be limited to one clinic date and could schedule directly with Animal Samaritans after receiving an approved voucher.

Included care. Animal Samaritans stated that the procedure includes veterinary staffing, surgical supplies, medication, post-operative pain medication, and a protective cone when needed. The organization also provides free rechecks for concerns related to recovery and indicated that microchipping may be provided when needed. The final agreement should identify every service included in the voucher so residents and staff have a clear, consistent understanding of the benefit.

Eligibility and administration. The City would verify residency before issuing or approving a voucher. Acceptable documents may include a government-issued identification card, current utility bill, credit card statement, or rental or lease agreement showing a Coachella address. Animal Samaritans indicated that comparable programs may allow up to four animals per household when consistent with local limits. The final agreement should establish the household limit, voucher expiration period, appointment process, and procedures for lost or unused vouchers.

Accountability. Because the program will use public funds, the agreement should cap the City's obligation at $20,000 and require uniquely numbered vouchers or an equivalent tracking method. Animal Samaritans should submit invoices and a final report showing the number of vouchers issued and redeemed, the number of dogs and cats served, City residency verification, the value of services provided, and documentation of the organization's $10,000 contribution. The agreement should also state how unused City funds will be handled.

Program benefits and limits. The proposal is intended to reduce the financial barrier to spaying and neutering, expand access for large dogs and other pets that may not be served by some mobile clinics, and give residents access to post-operative follow-up. Spaying and neutering can also help reduce unwanted litters and may lower animal licensing costs for residents. As presented, the voucher program is intended for owned pets and would not by itself establish a trap-neuter-return program for unowned community cats.

ALTERNATIVES:

1. Approve the staff recommendation.
2. Approve a different sponsorship amount or modify the proposed program terms and direct staff to revise the agreement accordingly.
3. Do not approve the sponsorship request.
4. Direct staff to obtain additional information or negotiate different terms and return to the City Council at a future meeting.

RECOMMENDED ALTERNATIVE(S):

Alternative No. 1.

STAFF REPORT
10/14/2026

TO: Honorable Mayor and City Council Members

FROM: Kendra Reif, Community Development Director

PREPARED BY: Anahi Fernandez, Management Analyst

SUBJECT: Adopt Resolution No. 2026-61 Authorizing the City of Coachella Community Development Department to Access State-Level Summary Criminal History Information.

STAFF RECOMMENDATION:

Staff recommends that the City Council adopt Resolution No. 2026-61 authorizing the City of Coachella Community Development Department to access state-level summary criminal history information.

BACKGROUND:

On October 22, 2025, the City Council adopted Ordinance No. 1226 and Resolution No. 2025-50, amending Coachella Municipal Code Chapters 5.68 and 5.69 pertaining to cannabis business regulatory permits and authoring the use of live scan technology to assist the City in implementing its Cannabis Regulatory Permit regulations.

Ordinance No. 1226 clarified definitions within the C.M.C. Chapters 5.68 and 5.69 to avoid ambiguous and overly broad language and to align with Department of Justice (DOJ) requirements for conducting fingerprint-based criminal history background checks.

DISCUSSION/ANALYSIS:

The FBI has initiated a temporary suspension of California legislative reviews and is not currently approving new submissions for federal background checks. At this time, the DOJ is offering state-level criminal history background check services for the City of Coachella's cannabis business regulatory permit process. To initiate state-level background check services, the DOJ requires an updated City Council resolution authorizing the City to access state-level criminal history information. Adoption of Resolution No. 2026-61 will allow the Community Development Department to strengthen and streamline the City's background check procedures.

FISCAL IMPACT:

There is no significant fiscal impact anticipated from the adoption of this resolution. Costs associated with criminal history background checks will be covered by applicants through the Cannabis Regulatory Permit application process.

ALTERNATIVES:

1. Adopt Resolution No. 2026-61.
2. Take no action.
3. Continue this item and provide staff with direction.

RECOMMENDED ALTERNATIVE(S):

Staff recommends alternative #1.

Attachments:

1. Ordinance No. 1226
2. Resolution No. 2026-61

ORDINANCE NO. 1226

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COACHELLA, CALIFORNIA, AMENDING CHAPTERS 5.68 AND 5.69 OF THE COACHELLA MUNICIPAL CODE TO UPDATE THE CITY'S CANNABIS BUSINESS REGULATORY PERMIT REGULATIONS AND MAKING FINDINGS UNDER CEQA.

WHEREAS, City of Coachella ("City") recognizes the need to update and clarify regulations pertaining to commercial and retail cannabis business operations to ensure compliance with state laws and to promote public safety, health, and welfare; and

WHEREAS, the definitions and background check process for cannabis business within Chapters 5.68 and 5.69 of the Coachella Municipal Code require updating to reflect current practices and state regulatory standards to ensure clarity and consistency in the application of the City's cannabis laws; and

WHEREAS, this Ordinance is consistent with the City's commitment to regulatory compliance and the promotion of a safe, legal cannabis market; and

WHEREAS, this ordinance is exempt from the California Environmental Quality Act ("CEQA") under CEQA Guidelines Section 15061(b)(3), because it has no potential for resulting in physical changes to the environment, directly or indirectly; and

WHEREAS, the City of Coachella City Council held a duly noticed public hearing to consider the introduction of this ordinance on October 22, 2025; and

WHEREAS, the introduction of this ordinance was approved by a 5-0 vote as specific in the meeting minutes from October 22, 2025.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COACHELLA, CALIFORNIA, DOES ORDAIN AS FOLLOWS:

SECTION 1. INCORPORATION OF RECITALS. The City Council hereby finds that all of the foregoing recitals presented herewith are true and correct and are hereby incorporated and adopted as findings of the City Council.

SECTION 2. AMENDMENT TO MUNICIPAL CODE. Section 5.68.020 *Definitions* of Chapter 5.68 *Commercial Cannabis Regulatory Permit* of Title 5 *Business Licenses and Regulations* of the Coachella Municipal Code is amended to read as follows:

"**5.68.020 - Definitions.**

For the purposes of this chapter, the following definitions shall apply, unless the context clearly indicates otherwise. If a word is not explicitly defined in this chapter, the common and ordinary meaning of the word shall apply.

"Applicant" means an owner applying for a commercial cannabis regulatory permit under this chapter. An "applicant" includes all representatives, agents, parent entities, or subsidiary entities of the applicant.

"Business" means an entity, sole proprietorship, partnership, or corporation operating legally in the State of California, that sells, leases, distributes, creates, or otherwise offers products or services to customers.

"Cannabis" has the same definition as in Business and Professions Code Section 26001(f), as amended.

"Cannabis products" has the same definition as in Business and Professions Code Section 26001(k), as amended; however, when the term "cannabis" is used in this chapter, it shall include "cannabis products."

"City" means the City of Coachella.

"City manager" means the city manager of the city of Coachella or designee. "Commercial

cannabis activity" includes the cultivation, possession, manufacture, distribution, processing, storing, laboratory testing, packaging, labeling, and transportation of cannabis and cannabis products as provided in this chapter. Pursuant to this chapter, "commercial cannabis activity" includes a non-retail microbusiness.

"Commercial cannabis business" means a business that engages in one or more commercial cannabis activities.

"Commercial cannabis regulatory permit" or "regulatory permit" means a regulatory permit issued by the City pursuant to this chapter, to a commercial cannabis business and is required before any commercial cannabis activity may be conducted in the City. The initial permit and annual renewal of a permit is made expressly contingent upon the business' ongoing compliance with all of the requirements of this chapter and any regulations adopted by the City governing the commercial cannabis activity at issue.

"Corporation" has the same definition as in California Corporations Code section 162, as amended.

"Cultivate" or "cultivation" means any commercial activity involving the planting, growing, harvesting, drying, curing, grading, or trimming of cannabis. A cannabis nursery is considered a "cultivation" use.

"Customer" means a natural person twenty-one (21) years of age or older or a natural person eighteen (18) years of age or older who possesses a physician's recommendation, or a primary caregiver.

"Delivery" means the commercial transfer of cannabis or cannabis products to a customer.

"Director" has the same definition as in California Corporations Code section 164, as amended.

"Distribution" means the procurement, wholesale sale, and transport of cannabis and cannabis products between entities permitted or licensed under this chapter, another local California jurisdiction, or state law.

"Edible cannabis product" has the same definition as in California Business and Professions Code section 26001(y), as amended. When the term "cannabis" is used in this chapter, it shall include "edible cannabis products."

"Entity" means any form of business organization recognized under California law, including but not limited to a corporation, limited liability company, partnership, limited partnership, limited liability partnership, joint venture, association, trust, estate, or sole proprietorship, whether formed under the laws of this state or another jurisdiction. This term includes any structure that may hold an ownership interest in a commercial cannabis business.

"Indoor" means within a fully enclosed and secure building.

"Management" means for the process of directing, controlling, and overseeing the day-to-day operations of a commercial cannabis activity business, including making strategic decisions, managing personnel, setting policies, and allocating resources to ensure operational efficiency and compliance with legal and ethical standards.

"Manufacture" means to compound, blend, extract, infuse or otherwise make or prepare a cannabis product.

"Manufacturer" means a business that conducts the production, preparation, propagation, or compounding of cannabis or cannabis products either directly or indirectly or by extraction methods, or independently by means of chemical synthesis, or by a combination of extraction and chemical synthesis at a fixed location that packages or repackages cannabis or cannabis products or labels or relabels its containers.

"Non-retail microbusiness" means a commercial business that engages in indoor cultivation of cannabis on an area less than ten thousand (10,000) square feet, Level 1 manufacturing, and distribution, provided such permittee can demonstrate compliance with all requirements imposed by this chapter and state law on licensed cultivators, distributors, Level 1 manufacturers, to the extent the business engages in such activities.

"Non-storefront retail microbusiness" means a commercial business that engages in non-storefront retail cannabis sales (delivery only) and at least two (2) of the following commercial cannabis activities: indoor cultivation of cannabis on an area less than ten thousand (10,000) square feet, Level 1 manufacturing, and distribution, provided such permittee can demonstrate compliance with all requirements imposed by this chapter and state law on licensed cultivators, distributors, Level 1 manufacturers, and retailers to the extent the business engages in such activities.

"Nursery" means a permittee that produces only clones, immature plants, seeds, and other agricultural products used specifically for the propagation and cultivation of cannabis.

"Officer" means an individual appointed or elected to perform designated duties within a corporation, as specified by the corporation's bylaws, the board of directors, or as required by law. This includes roles such as president, vice president, secretary, chief financial officer, and other positions that might be outlined in the corporations' governance documents. Officers are chosen by the board and serve at its discretion unless otherwise specified in the articles or bylaws of the corporation.

"Operation" means any act for which a permit is required under the provisions of this chapter, or any commercial transfer of cannabis or cannabis products.

"Owner" means any of the following:
(1) A person with an aggregate ownership interest of 20 percent or more in the person applying for a regulatory permit or a permittee, unless the interest is solely a security, lien, or encumbrance.
(2) The chief executive officer of a nonprofit or other entity.
(3) A member of the board of directors of a nonprofit.
(4) An individual who will be participating in the direction, control, or management of the person applying for a regulatory permit.

"Ownership" means the possession of an equity interest or financial stake in an entity applying for or holding a commercial cannabis regulatory permit, including but not limited to shares of stock in a corporation, membership interests in a limited liability company, or partnership interests in a partnership, that confers rights to profits, capital, voting, or control. Ownership excludes security interests, liens, or encumbrances.

"Partner" means a person who has become a partner in a partnership.

"Partnership" has the same definition as in California Corporations Code section 16101(9), as amended.

"Permittee" means any person holding a regulatory permit that has been issued under this chapter. A "permittee" includes all representatives, agents, parent entities, or subsidiary entities of the permittee.

"Person" means an individual, firm, partnership, joint venture, association, corporation, limited liability company, estate, trust, business trust, receiver, syndicate, or any other group or combination acting as a unit, and the plural as well as the singular.

"Premises" means the designated structures and land specified in the regulatory permit application that is owned, leased, or otherwise held under the control of the applicant or permittee where the commercial cannabis activity will be or is conducted. The premises must be a contiguous area and may only be occupied by one licensee.

"Retail cannabis business" means a business that sells and/or delivers cannabis or cannabis

products to customers, and includes the following business types: non-storefront retail microbusiness, non-storefront retailer, storefront retailer, and storefront retail microbusiness.

"Retailer" or "storefront retailer" shall have the same definition as in California Business and Professions Code section 26001(ay), as amended.

"Shared-use facility" means a premises registered by a primary manufacturing permittee at which multiple cannabis manufacturers may operate at separate times.

"Storefront retail microbusiness" means a commercial business that engages in retail cannabis sales and at least two of the following commercial cannabis activities: indoor cultivation of cannabis on an area less than ten thousand (10,000) square feet, Level 1 manufacturing, and distribution, provided such permittee can demonstrate compliance with all requirements imposed by this chapter and State law on licensed cultivators, distributors, Level 1 manufacturers, and retailers to the extent the permittee engages in such activities.

"Testing" means subjecting cannabis to laboratory testing for active compounds and purity prior to distribution for consumption.

Words and phrases not specifically defined in this code shall have the meaning ascribed to them as defined in the following sources:

A. The Compassionate Use Act of 1996 ("CUA");
B. The Medical Marijuana Program ("MMP"); and
C. The Medicinal and Adult Use Cannabis Regulation and Safety Act ("MAUCRSA")."

SECTION 3. AMENDMENT TO MUNICIPAL CODE. Subsection (C) of Section 5.68.040 Regulatory permit application of Chapter 5.68 *Commercial Cannabis Regulatory Permit* of Title 5 *Business Licenses and Regulations* of the Coachella Municipal Code is amended to read as follows:

"**5.68.040 - Regulatory permit application.**

An application for a regulatory permit shall include, but shall not be limited to, the following information:

...

C. The name, address, telephone number, title, and function of each of owner of the commercial cannabis business."

SECTION 4. AMENDMENT TO MUNICIPAL CODE. Section 5.68.050 *Background check* of Chapter 5.68 *Commercial Cannabis Regulatory Permit* of Title 5 *Business Licenses and Regulations* of the Coachella Municipal Code is amended to read as follows:

"5.68.050 - Background check.

A. Any person who is an owner of a commercial cannabis business must be legally authorized to do so under applicable state law.
B. Commercial cannabis business owners shall be required to:
    1. Submit to a criminal background check.
    2. Complete a criminal background check prior to issuance or transfer of a commercial cannabis regulatory permit.
C. The City shall conduct criminal background checks which must, at a minimum, identify the following for each owner:
    1. Whether the owner has ever been convicted of a violent felony as defined by California Penal Code 667.5 or equivalent offense in other states;
    2. Whether the owner has ever been convicted of a serious felony, as defined by California Penal Code 1192.7 or equivalent offense in other states;
    3. Whether the owner has ever been convicted of a felony for hiring, employing, or using a minor in transporting, carrying, selling, giving away, preparing for sale, or peddling, any controlled substance to a minor; or selling, offering to sell, furnishing, offering to furnish, administering, or giving any controlled substance to a minor;
    4. Whether the owner has ever been convicted of a felony for drug trafficking with enhancements pursuant to Section 11370.4 or 11379.8 of the Health and Safety Code; or
    5. Whether the owner has ever been convicted of a felony involving fraud, deceit, or embezzlement.
D. Evidence of a conviction of any the offenses enumerated in Section 5.68.040(D) of this chapter shall be grounds for denial or revocation of a commercial cannabis regulatory permit, and/or disqualification from serving as an owner with a commercial cannabis business permittee in the City of Coachella

SECTION 5. AMENDMENT TO MUNICIPAL CODE. Section 5.68.070 *Regulatory permit denial* of Chapter 5.68 *Commercial Cannabis Regulatory Permit* of Title 5 *Business Licenses and Regulations* of the Coachella Municipal Code is amended to read as follows:

"5.68.070 - Regulatory permit denial.

The city manager may deny an application for a regulatory permit or renewal of a regulatory permit upon making any of the following findings:

A. The applicant or the premises for which a regulatory permit is applied does not qualify for a permit under this chapter.
B. The applicant or permittee fails to comply with the provisions of this chapter.
C. The applicant or permittee has failed to provide information required by the city manager.

D. The applicant or permittee has been convicted of an offense that is substantially related to the qualifications, functions, or duties of the business or profession for which the application is made, except that if the city manager determines that the applicant or permittee is otherwise suitable to be issued a license and granting the license would not compromise public safety, the city manager shall conduct a thorough review of the nature of the crime, conviction, circumstances, and evidence of rehabilitation of the applicant, and shall evaluate the suitability of the applicant or permittee to be issued a permit based on the evidence found through the review. In determining which offenses are substantially related to the qualifications, functions, or duties of the business or profession for which the application is made, the city manager shall include, but not be limited to, the following:
    1. A violent felony, as defined by California Penal Code section 667.5 or equivalent offense in other states.
    2. A serious felony, as defined by California Penal Code section 1192.7 or equivalent offense in other states.
    3. A felony for hiring, employing, or using a minor in transporting, carrying, selling, giving away, preparing for sale, or peddling, any controlled substance to a minor; or selling, offering to sell, furnishing, offering to furnish, administering, or giving any controlled substance to a minor.
    4. A felony for drug trafficking with enhancements pursuant to California Health and Safety Code sections 11370.4 or 11379.8.
    5. A felony involving fraud, deceit, or embezzlement.
E. The applicant or permittee has been sanctioned by a State licensing authority or a city, county, or city and county for unlicensed commercial cannabis activities or unlicensed retail cannabis business or has had a State license revoked in the three years immediately preceding the date the application is filed with the city manager.
F. The applicant or permittee is not properly organized or operating in strict compliance pursuant to the Compassionate Use Act of 1996, the Medical Marijuana Program Act, the Medicinal and Adult Use Cannabis Regulation and Safety Act ("MAUCRSA"), and any other applicable law, rules and regulations."

SECTION 6. REPEAL OF MUNICIPAL CODE SECTION. Section 5.68.150 *Interested parties* of Chapter 5.68 *Commercial Cannabis Regulatory Permit* of Title 5 *Business Licenses and Regulations* of the Coachella Municipal Code is repealed as follows:

"**5.68.150 – Reserved.**"

SECTION 7. AMENDMENT TO MUNICIPAL CODE. Section 5.69.010 *Definitions* of Chapter 5.69 *Retail Cannabis Regulatory Permit* of Title 5 *Business Licenses and Regulations* of the Coachella Municipal Code is amended to read as follows:

"**5.69.010 - Definitions.**

For the purposes of this chapter, the following definitions shall apply.

"Applicant" means an owner applying for a retail cannabis regulatory permit under this chapter.

"Business" means an entity, sole proprietorship, partnership, or corporation operating legally in the State of California, that sells, leases, distributes, creates, or otherwise offers products or services to customers.

"Cannabis" has the same definition as in Business and Professions Code Section 26001(f), as amended.

"Cannabis products" has the same definition as in Business and Professions Code Section 26001(k), as amended; however, when the term "cannabis" is used in this chapter, it shall include "cannabis products."

"City" means City of Coachella.

"City manager" means the city manager of the city of Coachella or designee.

"Corporation" has the same definition as in California Corporations Code section 162, as amended.

"Customer" means a natural person twenty-one (21) years of age or older or a natural person eighteen (18) years of age or older who possesses a physician's recommendation, or a primary caregiver.

"Delivery" means the commercial transfer of cannabis or cannabis products to a customer. "Delivery" also includes the use by a retailer of any technology platform.

"Director" has the same definition as in California Corporations Code section 164, as amended.

"Entity" means any form of business organization recognized under California law, including but not limited to a corporation, limited liability company, partnership, limited partnership, limited liability partnership, joint venture, association, trust, estate, or sole proprietorship, whether formed under the laws of this state or another jurisdiction. This term includes any structure that may hold an ownership interest in a retail cannabis business.

"Management" means for the process of directing, controlling, and overseeing the day-to-day operations of a retail cannabis activity business, including making strategic decisions, managing personnel, setting policies, and allocating resources to ensure operational efficiency and compliance with legal and ethical standards.

"Non-storefront retailer" means a cannabis retailer that provides cannabis exclusively through delivery.

"Non-storefront retail microbusiness" means a commercial business that engages in non-storefront retail cannabis sales and at least two of the following commercial cannabis activities: indoor cultivation of cannabis on an area less than ten thousand (10,000) square feet, Level 1 manufacturing, and distribution, provided such permittee can demonstrate compliance with all requirements imposed by this chapter and State law on licensed cultivators, distributors, Level 1 manufacturers, and retailers to the extent the permittee engages in such activities.

"Officer" means an individual appointed or elected to perform designated duties within a corporation, as specified by the corporation's bylaws, the board of directors, or as required by law. This includes roles such as president, vice president, secretary, chief financial officer, and other positions that might be outlined in the corporations' governance documents. Officers are chosen by the board and serve at its discretion unless otherwise specified in the articles or bylaws of the corporation.

"Owner" means any of the following:

(1) A person with an aggregate ownership interest of 20 percent or more in the person applying for a regulatory permit or a permittee, unless the interest is solely a security, lien, or encumbrance.

(2) The chief executive officer of a nonprofit or other entity.

(3) A member of the board of directors of a nonprofit.

(4) An individual who will be participating in the direction, control, or management of the person applying for a regulatory permit. "Partnership" has the same definition as in California Corporations Code section 16101(9), as amended.

"Ownership" means the possession of an equity interest or financial stake in an entity applying for or holding a retail cannabis regulatory permit, including but not limited to shares of stock in a corporation, membership interests in a limited liability company, or partnership interests in a partnership, that confers rights to profits, capital, voting, or control. Ownership excludes security interests, liens, or encumbrances.

"Permittee" means any person holding a valid retail cannabis regulatory permit under this chapter.

"Person" includes any individual, firm, partnership, joint venture, association, corporation, limited liability company, estate, trust, business trust, receiver, syndicate, or any other group or combination acting as a unit, and the plural as well as the singular.

"Premises" means the designated structure or structures and land specified in the regulatory permit application that is owned, leased, or otherwise held under the control of the applicant or permittee where the retailer or retail microbusiness will be or is conducted. These premises shall

be a contiguous area and shall only be occupied by one permittee.

"Purchaser" means the customer who is engaged in a transaction with a permittee for the purposes of obtaining cannabis or cannabis products.

"Retail cannabis business" means a business that sells or sells and delivers cannabis or cannabis products to customers, and includes the following business types: non-storefront retail microbusiness, non-storefront retailer, storefront retailer, and storefront retail microbusiness.

"Retail cannabis regulatory permit" means a regulatory permit issued by the City pursuant to this chapter, to a retail cannabis business and is required before any retail cannabis business may operate in the City. The initial permit and annual renewal of a permit is made expressly contingent upon the business' ongoing compliance with all of the requirements of this chapter and any regulations adopted by the City governing the retail cannabis business.

"Sell," "sale," and "to sell" include any transaction, whereby, for any consideration title to cannabis or cannabis products is transferred from one person to another, and includes the delivery of cannabis or cannabis products pursuant to an order placed for the purchase of the same and soliciting or receiving an order for the same, but does not include the return of cannabis or cannabis products by a permittee to the permittee from who the cannabis or cannabis product was purchased.

"State license" means a license issued by the state of California, as listed in California Business and Professions Code Section 26050.

"Storefront retailer" means a business that has a storefront open to the public where cannabis or cannabis products are offered for retail sale to consumers, where delivery may or may not be included as part of the business's operation.

"Storefront retail microbusiness" means a commercial business that engages in retail cannabis sales and at least two of the following commercial cannabis activities: indoor cultivation of cannabis on an area less than ten thousand (10,000) square feet, Level 1 manufacturing, and distribution, provided such permittee can demonstrate compliance with all requirements imposed by this chapter and state law on licensed cultivators, distributors, Level 1 manufacturers, and retailers to the extent the permittee engages in such activities."

SECTION 8. AMENDMENT TO MUNICIPAL CODE. Subsection (C) of Section 5.69.030 *Regulatory permit application* of Chapter 5.69 *Retail Cannabis Regulatory Permit* of Title 5 *Business Licenses and Regulations* of the Coachella Municipal Code is amended to read as follows:

"5.69.030 - Regulatory permit application.

An application for a regulatory permit shall include, but shall not be limited to, the following information:

...

C. The name, address, telephone number, title, and function of each of the owners of the retail cannabis business."

SECTION 9.. AMENDMENT TO MUNICIPAL CODE. Section 5.69.040 *Background check* of Chapter 5.69 *Retail Cannabis Regulatory Permit* of Title 5 *Business Licenses and Regulations* of the Coachella Municipal Code is amended to read as follows:

"**5.69.040 - Background check.**

A. Any person who is an owner of a retail cannabis business must be legally authorized to do so under applicable state law.
B. Retail cannabis business owners shall be required to:
    1. Submit to a criminal background check.
    2. Complete a criminal background check prior to issuance or transfer of a retail cannabis regulatory permit.
C. The City shall conduct criminal background checks which must, at a minimum, identify the following for each owner:
    1. Whether the owner has ever been convicted of a violent felony as defined by California Penal Code 667.5 or equivalent offense in other states;
    2. Whether the owner has ever been convicted of a serious felony, as defined by California Penal Code 1192.7 or equivalent offense in other states;
    3. Whether the owner has ever been convicted of a felony for hiring, employing, or using a minor in transporting, carrying, selling, giving away, preparing for sale, or peddling, any controlled substance to a minor; or selling, offering to sell, furnishing, offering to furnish, administering, or giving any controlled substance to a minor;
    4. Whether the owner has ever been convicted of a felony for drug trafficking with enhancements pursuant to Section 11370.4 or 11379.8 of the Health and Safety Code; or
    5. Whether the owner has ever been convicted of a felony involving fraud, deceit, or embezzlement.
D. Evidence of a conviction of any the offenses enumerated in Section 5.69.040(D) of this chapter shall be grounds for denial or revocation of a retail cannabis regulatory permit, and/or disqualification from serving as an owner with a retail cannabis business permittee in the City of Coachella.

SECTION 10. AMENDMENT TO MUNICIPAL CODE. Section 5.69.060 *Regulatory permit denial* of Chapter 5.69 *Retail Cannabis Regulatory Permit* of Title 5 *Business Licenses and Regulations* of the Coachella Municipal Code is amended to read as follows:

"**5.69.060 - Regulatory permit denial.**

The city manager may deny an application for a regulatory permit or renewal of a

regulatory permit upon making any of the following findings:

A. The applicant or the premises for which a regulatory permit is applied does not qualify for a permit under this chapter.
B. The applicant or permittee fails to comply with the provisions of this chapter.
C. The applicant or permittee has failed to provide information required by the city manager.
D. The applicant or permittee has been convicted of an offense that is substantially related to the qualifications, functions, or duties of the business or profession for which the application is made, except that if the city manager determines that the applicant or permittee is otherwise suitable to be issued a license and granting the license would not compromise public safety, the city manager shall conduct a thorough review of the nature of the crime, conviction, circumstances, and evidence of rehabilitation of the applicant, and shall evaluate the suitability of the applicant or permittee to be issued a permit based on the evidence found through the review. In determining which offenses are substantially related to the qualifications, functions, or duties of the business or profession for which the application is made, the city manager shall include, but not be limited to, the following:
    1. A violent felony, as defined by California Penal Code section 667.5 or equivalent offense in other states.
    2. A serious felony, as defined by California Penal Code section 1192.7 or equivalent offense in other states.
    3. A felony for hiring, employing, or using a minor in transporting, carrying, selling, giving away, preparing for sale, or peddling, any controlled substance to a minor; or selling, offering to sell, furnishing, offering to furnish, administering, or giving any controlled substance to a minor.
    4. A felony for drug trafficking with enhancements pursuant to California Health and Safety Code sections 11370.4 or 11379.8.
    5. A felony involving fraud, deceit, or embezzlement.
E. The applicant or permittee has been sanctioned by a State licensing authority or a city, county, or city and county for unlicensed commercial cannabis activities or unlicensed storefront retailer business or has had a State license revoked in the three years immediately preceding the date the application is filed with the city manager.
F. The applicant or permittee is not properly organized or operating in strict compliance pursuant to the Compassionate Use Act of 1996, the Medical Marijuana Program Act, the Medicinal and Adult Use Cannabis Regulation and Safety Act ("MAUCRSA"), and any other applicable law, rules and regulations."

SECTION 11. REPEAL OF MUNICIPAL CODE SECTION. Section 5.69.150 *Interested parties* of Chapter 5.69 *Retail Cannabis Regulatory Permit* of Title 5 *Business Licenses and Regulations* of the Coachella Municipal Code is repealed to read as follows:

"**5.69.150 – Reserved.**"

SECTION 12. CEQA DETERMINATION. The City Council finds that this

Ordinance is not subject to the California Environmental Quality Act ("Public Resources Code section 21000 *et seq.*) ("CEQA") because it does not qualify as a "project" under CEQA. The State CEQA Guidelines provide that "[a]n activity is not subject to CEQA if … the activity is not a project as defined in Section 15378." (State CEQA Guidelines, § 15060(c).) Here, the Ordinance does not qualify as a "project" as defined in State CEQA Guidelines section 15378 for at least two reasons:

First, Section 15378 defines a project as an activity that "has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment." (State CEQA Guidelines, § 15378(a).) The proposed Ordinance adds commercial cannabis and retail cannabis regulatory permit definitions and updates to provisions regarding background checks and regulatory permit denials. These amendments merely clarify terminology and establish regulatory consistency with state law. Therefore, the proposed amendments are not a "project" subject to CEQA. (State CEQA Guidelines, § 15060(c).)

Second, Section 15378 explicitly excludes from the definition of "project" "[o]rganizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment." (State CEQA Guidelines, § 15378(b)(5).) This Ordinance is organizational in nature, as it simply updates definitions and standards to clarify the City's cannabis regulatory permit procedures. These activities are administrative in nature and do not have any direct or indirect physical environmental impacts. Accordingly, they are not subject to CEQA.

Even if the proposed Ordinance was considered a "project" subject to CEQA, it would qualify for the "common sense exemption" set forth in State CEQA Guidelines section 15061(b)(3). This exemption applies where "it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment." Here, the Ordinance does not authorize or directly result in any physical development or changes to the environment. Instead, it serves to define terms and establish standards for cannabis business background checks and permitting, ensuring future compliance with applicable regulations. As a result, it can be seen with certainty that the Ordinance will not have a significant environmental effect.

SECTION 13. SEVERABILITY. If any section, subsection, subdivision, sentence, or clause or phrase in this Ordinance or any part thereof is for any reason held to be unconstitutional, invalid or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this Ordinance or any part thereof. The City Council hereby declares that it would have adopted each section irrespective of the fact that any one or more subsections, subdivisions, sentences, clauses, or phrases are declared unconstitutional, invalid, or ineffective.

SECTION 14. EFFECTIVE DATE. This Ordinance shall become effective thirty (30) days from its adoption.

SECTION 15. PUBLICATION. The City Clerk shall certify to the adoption of this Ordinance and cause it, or a summary of it, to be published in a newspaper of general circulation printed and published within the City of Coachella, pursuant to all legal requirements.

PASSED, APPROVED AND ADOPTED this 12th day of November, 2025.

Steven A. Hernandez
Mayor

ATTEST:

Angela M. Zepeda
City Clerk

APPROVED AS TO FORM:

BEST, BEST & KRIEGER

City Attorney

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF COACHELLA)

I HEREBY CERTIFY that the foregoing Ordinance No. 1226 was duly and regularly introduced at a meeting of the City Council on the 22nd day of October 2025, and that thereafter the said ordinance was duly passed and adopted at a regular meeting of the City Council on the 12th day of November 2025.

AYES: Councilmember Perez, Councilmember Dr. Figueroa, Councilmember Virgen, Mayor Pro Tem Delgado

NOES: None

ABSENT: Mayor Hernandez

ABSTAIN: None

Delia Granados
Deputy City Clerk

RESOLUTION NO. 2026-61

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COACHELLA, CALIFORNIA, AUTHORIZING THE CITY OF COACHELLA COMMUNITY DEVELOPMENT DEPARTMENT TO ACCESS STATE LEVEL SUMMARY CRIMINAL HISTORY INFORMATION

WHEREAS, Penal Code Sections 11105(b)(11) and 13300(b)(11) authorize cities, counties, districts, and joint powers authorities to access state and local summary criminal history information for employment, licensing or certification purposes; and

WHEREAS, Penal Code Sections 11105(b)(11) and 13300(b)(11) require that there be a requirement or exclusion from employment, licensing, or certification based on specific criminal conduct on the part of the subject of the record; and

WHEREAS, Penal Code Sections 11105(b)(11) and 13300(b)(11) require the city council, board of supervisors, governing body of a city, county or district or joint powers authority to specifically authorize access to summary criminal history information for employment, licensing, or certification purposes.

NOW THEREFORE, BE IT RESOLVED, that the City of Coachella Community Development Department is hereby authorized to access state summary criminal history information of any person who is an owner of a commercial cannabis business or retail cannabis businesses for licensing purposes in connection with the City of Coachella for commercial cannabis regulatory permits and retail cannabis regulatory permits issued pursuant to Chapters 5.68 and 5.69 of the Coachella Municipal Code, and may not disseminate the information to a private entity; and

BE IT FURTHER RESOLVED that, for the purposes of this Resolution, "owner" has the meaning set forth in Chapters 5.68 and 5.69 of the Coachella Municipal Code, consistent with California Business and Professions Code Section 26001 and Title 4, California Code of Regulations Section 15003, and means any of the following:

(1) A person with an aggregate ownership interest of twenty (20) percent or more in the person applying for a regulatory permit or a permittee, unless the interest is solely a security, lien, or encumbrance;

(2) The chief executive officer of a nonprofit or other entity;

(3) A member of the board of directors of a nonprofit; and

(4) An individual who will be participating in the direction, control, or management of the person applying for a regulatory permit, including but not limited to a general partner of a partnership, a non-member manager or managing member of a limited liability company, and an officer or director of a corporation.

For purposes of this definition, "management" means the process of directing, controlling, and overseeing the day-to-day operations of a cannabis business, including making strategic decisions, managing personnel, setting policies, and allocating resources; and

BE IT FURTHER RESOLVED that, City of Coachella Community Development Department, shall not consider a person who has been convicted of a violent or serious felony or misdemeanor eligible for employment (including volunteers and contract employees, if applicable) and commercial cannabis regulatory permit or a retail cannabis regulatory permit consistent with the standards set forth in the Coachella Municipal Code. Pursuant to Coachella Municipal Code Sections 5.68.050, 5.68.070, 5.69.040, and 5.69.060, evidence that an applicant, permittee, or owner of a cannabis business has been convicted of any of the following offenses shall be grounds for denial or revocation of a regulatory permit and/or disqualification from serving as an owner with a cannabis business permittee in the City of Coachella:

(1) a violent felony, as defined by California Penal Code Section 667.5 or equivalent offense in other states;

(2) a serious felony, as defined by California Penal Code Section 1192.7 or equivalent offense in other states;

(3) a felony for hiring, employing, or using a minor in transporting, carrying, selling, giving away, preparing for sale, or peddling any controlled substance to a minor, or selling, offering to sell, furnishing, offering to furnish, administering, or giving any controlled substance to a minor;

(4) a felony for drug trafficking with enhancements pursuant to California Health and Safety Code Sections 11370.4 or 11379.8; or

(5) a felony involving fraud, deceit, or embezzlement; and

BE IT FURTHER RESOLVED that the persons subject to a background check under this Resolution are all owners, as defined herein and in Chapters 5.68 and 5.69 of the Coachella Municipal Code, of applicants for and holders of the following permit types:

1. Commercial Cannabis Regulatory Permit (Coachella Municipal Code Chapter 5.68), including indoor and outdoor cultivation, manufacturing, testing, distribution, and non-retail microbusiness; and

2. Retail Cannabis Regulatory Permit (Coachella Municipal Code Chapter 5.69), including non-storefront retail microbusiness, non-storefront retailer, storefront retailer, and storefront retail microbusiness.

The Clerk of the City shall certify as to the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED this 14th day of October 2026.

_____
Dr. Frank Figueroa,
Mayor

ATTEST:

_____
Angela M. Zepeda,
City Clerk

APPROVED AS TO FORM:

BEST BEST & KRIEGER

_____
City Attorney

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF COACHELLA)

I HEREBY CERTIFY that the foregoing Resolution No. 2026-61 was duly adopted by the City Council of the City of Coachella at a regular meeting thereof, held on the 14th day of October, 2026, by the following vote of Council:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Angela M. Zepeda,
City Clerk

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STAFF REPORT
10/14/2026

TO: Honorable Mayor and City Council Members

FROM: Lincoln G. Bogard, Finance Director

PREPARED BY: Lincoln G. Bogard, Finance Director

SUBJECT: Approve Resolution 2026-57 Forgiving Certain General Fund and Debt Service Fund (Fund 4000) Interfund Loans to the Library Facilities Impact Fee Fund (Fund 2206) and the General Government Facilities Impact Fee Fund (Fund 2200), Effective Retroactive to June 30, 2026

PROJECT DESCRIPTION:

This item requests that City Council adopt Resolution 2026-57 forgiving three long-standing interfund loans carried on the books of two of the City's development impact fee (DIF) funds established under the Mitigation Fee Act (Government Code Section 66000 et seq.): (1) a General Fund loan to the Library Facilities Impact Fee Fund (Fund 2206) of $3,181,925.36; (2) General Fund loans to the General Government Facilities Impact Fee Fund (Fund 2200) — the Senior Center Loan of $2,505,026.31 and the Civic Center Loan of $1,483,643.07, totaling $3,988,669.38; and (3) a Debt Service Fund (Fund 4000) loan to the Library Facilities Impact Fee Fund (Fund 2206) of $8,473,063.13. These three loans total $15,643,657.87. Because the loans lack a defined repayment date, and DIF fee revenue collected in Funds 2206 and 2200 has not repaid, and is not projected to repay, these balances within a reasonable period, staff recommends they be forgiven consistent with the requirements of the Mitigation Fee Act, as discussed below. Staff further recommends that this forgiveness be effective retroactively to June 30, 2026, so that it is reflected in the City's Fiscal Year 2025-26 Annual Comprehensive Financial Report (ACFR).

STAFF RECOMMENDATION:

Staff recommends that the City Council adopt a resolution, effective retroactively to June 30, 2026: (1) forgiving the General Fund loan to the Library Facilities Impact Fee Fund (Fund 2206) in the amount of $3,181,925.36; (2) forgiving the General Fund loans to the General Government Facilities Impact Fee Fund (Fund 2200) — the Senior Center Loan ($2,505,026.31) and the Civic Center Loan ($1,483,643.07) — totaling $3,988,669.38; (3) forgiving the Debt Service Fund loan to the Library Facilities Impact Fee Fund (Fund 2206) in the amount of $8,473,063.13; (4) directing staff to release the corresponding non-spendable fund balance classification in the General Fund, with no impact to the General Fund's unassigned fund balance; and (5) directing staff to record the corresponding write-off of the receivable in the Debt Service Fund (Fund 4000).

This retroactive effective date is intended to allow the forgiveness to be reflected in the City's Fiscal Year 2025-26 Annual Comprehensive Financial Report (ACFR). No alternative action is recommended at this time.

FISCAL IMPACT:

General Fund: The General Fund currently reports a non-spendable fund balance classification, consistent with GASB Statement No. 54, equal to the interfund advances due from Fund 2206 ($3,181,925.36) and Fund 2200 ($3,988,669.38), together totaling $7,170,594.74, because these amounts are not in spendable form until repaid. Under GASB, forgiveness of an interfund advance between funds of the same primary government is recorded as a nonreciprocal interfund transfer rather than a gain, loss, or bad debt write-off: the General Fund will record an Other Financing Use — Transfers Out for the amount forgiven, offsetting removal of the advance receivable, and will correspondingly reverse the associated non-spendable fund balance classification. This transfer will appear in the operating section of the General Fund's Statement of Revenues, Expenditures, and Changes in Fund Balance for the year recorded — an income-statement-type impact for that year — but because the offsetting reclassification is made against the non-spendable classification rather than the unassigned classification, there is no impact to the General Fund's unassigned fund balance. At the government-wide level, because the General Fund and the DIF and Debt Service Funds are all part of governmental activities, the transfer nets to zero in consolidation and no gain or loss appears in the government-wide financial statements.

Correspondingly, the Library Facilities Impact Fee Fund (Fund 2206), the General Government Facilities Impact Fee Fund (Fund 2200), and the Debt Service Fund (Fund 4000) will each record an Other Financing Source — Transfers In for the amounts forgiven, extinguishing the corresponding advance payable on each fund's books. Adoption of this resolution constitutes the Council authorization for these transfers; consistent with GASB disclosure requirements, the transfers will be disclosed by fund, amount, and purpose in the notes to the City's Fiscal Year 2025-26 Annual Comprehensive Financial Report.

Debt Service Fund (Fund 4000): The Debt Service Fund currently reports a fund balance in excess of $10 million. Forgiving the $8,473,063.13 loan to Fund 2206 will reduce the Debt Service Fund's balance to a level near breakeven, which is the expected condition for a debt service fund holding no more than the reserves needed to service outstanding debt.

Library Facilities Impact Fee Fund (2206) and General Government Facilities Impact Fee Fund (2200): Forgiveness removes $11,654,988.49 in long-term liabilities from Fund 2206 ($3,181,925.36 General Fund loan plus $8,473,063.13 Debt Service Fund loan) and $3,988,669.38 from Fund 2200, improving — but not eliminating — each fund's negative available balance.

This resolution itself provides the Council authorization for the resulting interfund transfers; no separate budget amendment is required. No new expenditure of General Fund, Debt Service Fund, or development impact fee cash resources is required to implement this action, and the transfers do not affect the current fiscal year's budgeted General Fund operating appropriations.

BACKGROUND:

The Mitigation Fee Act (Government Code Section 66000 et seq.), commonly known as "AB 1600," establishes the legal framework governing the imposition, collection, and expenditure of development impact fees. Government Code Section 66001(a) requires a reasonable relationship between a development impact fee and the public facility for which it is collected, and contemplates that fee revenue be expended to construct, or to reimburse the cost of constructing, that facility.

Government Code Section 66006(b)(1)(G) requires that the City's annual development impact fee report describe each interfund transfer or loan made from a DIF fund, including the public improvement on which the loaned funds will be expended and, in the case of an interfund loan, the date on which the loan will be repaid and the rate of interest the fund will receive. Government Code Section 66001(d) separately requires that, for the fifth fiscal year following the first deposit into a DIF fund and every five years thereafter, the City make specific findings regarding any unexpended or uncommitted fee revenue, including identifying the purpose of the fee, demonstrating the required reasonable relationship, and identifying the approximate dates on which funding needed to complete the associated improvements will be available. If the City cannot make these findings, the Act imposes a self-executing obligation to refund the unexpended revenue to then-current property owners (Government Code Section 66001(e)-(f)).

The City's Fiscal Year 2024-25 Development Impact Fee Annual Report disclosed that four DIF funds — including the Library Facilities Impact Fee Fund (Fund 2206) and the General Government Facilities Impact Fee Fund (Fund 2200) — carry negative available balances resulting from interfund loans from the General Fund, and that the Library Facilities Impact Fee Fund additionally carries an obligation related to the Debt Service Fund. In its July 17, 2026 comment letter on that report, the Desert Valleys Builders Association (DVBA) raised concerns regarding the age, structure, and repayment terms of these loans, including questions regarding the source and timing of loan repayments and whether continuing to carry these amounts as fund receivables is consistent with the Act. All three loans have accrued interest over time at the Local Agency Investment Fund (LAIF) rate of return, consistent with the treatment of the other General Fund interfund loans disclosed in that report.

Staff has identified the following prior Council actions establishing components of these loans: the General Fund loan to the Library Facilities Impact Fee Fund (Fund 2206) includes amounts authorized under Resolution No. 2016-46 (September 7, 2016; $175,000, acquisition of a tenant-seller's interest in real property at APN 778-103-006), Resolution No. 2016-47 (September 7, 2016; $407,500, acquisition of the library site at APN 778-220-018, 778-103-007-9 and 778-103-008-0), and Resolution No. 2016-49 (September 14, 2016; $300,000, construction management consulting services for the library project); and the General Fund loans to the General Government Facilities Impact Fee Fund (Fund 2200) include amounts authorized under Resolution No. 2018-21 (February 28, 2018; not to exceed $1,580,000, construction contract for the Permit Center, part of the City's Civic Center complex) and Resolution No. 2018-63 (September 26, 2018; $230,000, Permit Center Change Order No. 1 for HVAC improvements) — together comprising the Civic Center Loan; and the Senior Center Loan portion of the General Fund loans to Fund 2200 was established under Resolution No. 2018-46 (June 13, 2018; $299,679, pre-construction and design of the Coachella Senior Center) and Resolution No. 2019-13 (February 27, 2019; $2,148,293,

construction of the Coachella Senior Center Expansion), for original combined principal of $2,447,972.

Resolution Nos. 2018-46 and 2019-13 both transferred funds to the "General Facilities Impact Fee Fund," rather than the "General Government Facilities Impact Fee Fund" name used in more recent reports. The $2,447,972 combined original principal for the Senior Center Loan, plus accrued LAIF interest since 2018-2019, is consistent with the current $2,505,026.31 balance. The land-acquisition and CM-services resolutions for Fund 2206, plus accrued interest, do not yet reconcile to the full $3,181,925.36 balance, indicating an additional construction-cost draw not yet documented here. Regarding the Debt Service Fund (Fund 4000) loan to Fund 2206: staff has located Resolution No. 2016-34 (City Council) and Resolution No. FA 2016-02 (Coachella Financing Authority), both adopted following staff reports dated July 27, 2016, authorizing issuance of the 2016 Lease Revenue Bonds, Series 2016, which financed construction of the library. The library was constructed under a design-build agreement with ProWest Constructors, with a not-to-exceed guaranteed maximum price of $9,991,348 across GMP #1 through #3; the project was accepted as complete within that budget by City Council on February 27, 2019, per the Notice of Completion for City Project F-20. After thorough research, staff has confirmed that no separate resolution formally authorizing an interfund loan from the Debt Service Fund to Fund 2206 exists, comparable to the General Fund loan resolutions cited above. The $8,473,063.13 balance instead reflects an accumulated interfund payable recorded to capture the Library Fund's share of debt service paid by the Debt Service Fund on the 2016 Bonds, rather than a loan authorized through a discrete Council action with stated terms. Staff recommends this action should describe that balance as an accumulated interfund balance being written off. Because the library building itself was financed through bond proceeds rather than the General Fund loan, the approximately $2.3 million difference between the $882,500 in land-acquisition and CM-services draws cited above and the full $3,181,925.36 General Fund loan balance to Fund 2206 likely reflects other project soft costs or interim financing rather than a further construction draw.

Based on current and projected DIF fee revenue for these two funds, staff has determined that these loans have not been, and are not projected to be, repaid within a reasonable period — measured against the same five-year horizon the Act uses elsewhere to evaluate whether fee revenue is being put to its intended use (Government Code Section 66001(d)) — nor do the loans reflect a defined repayment date or interest rate as contemplated by Section 66006(b)(1)(G). Continuing to carry these amounts as long-term, open-ended interfund loans is inconsistent with the Act's requirement that DIF revenue be expended for, or committed within a reasonable and identifiable period to, the specific public facility for which it was collected, rather than serve as an indefinite financing source for General Fund or Debt Service Fund obligations.

This item is being brought forward as a discrete corrective step responsive to the concerns raised in DVBA's July 17, 2026 letter, in advance of the comprehensive Development Impact Fee Nexus Study separately approved by City Council with Willdan Financial Services, which will address the City's broader fee schedules, facility needs, and five-year findings requirements on a going-forward basis.

DISCUSSION/ANALYSIS:

Fund 2206 — Library Facilities Impact Fee: This fund carries two loan obligations proposed for forgiveness: a General Fund loan of $3,181,925.36 and a Debt Service Fund loan of $8,473,063.13, together totaling $11,654,988.49.

The $3,381,925 balance reported in the Fiscal Year 2024-25 Development Impact Fee Annual Report and the City's Annual Comprehensive Financial Report (ACFR) is presented rounded to the nearest dollar; the $3,181,925.36 balance identified in this report reflects the precise loan amount, inclusive of interest accrued over time at the LAIF rate.

Fund 2206 also carries a long-term obligation associated with the 2016 Lease Revenue Bonds issued for construction of the City's library ($9,495,000 outstanding as of June 30, 2025). This bond obligation is separate from the Debt Service Fund loan addressed in this action and, unless Council directs otherwise, is not affected by this forgiveness. If future development activity generates sufficient Library Facilities Impact Fee revenue, that revenue may be applied prospectively to pay the Library Fund's share of debt service on the 2016 Lease Revenue Bonds, consistent with the fee's purpose of funding library facilities, reducing or eliminating the need for further interfund borrowing to cover that obligation.

Fund 2200 — General Government Facilities Impact Fee: This fund carries two General Fund loans proposed for forgiveness: the Senior Center Loan ($2,505,026.31) and the Civic Center Loan ($1,483,643.07), together totaling $3,988,669.38.

The Civic Center Loan addressed in this action reflects amounts authorized under Resolution No. 2018-21 (February 28, 2018; not to exceed $1,580,000) and Resolution No. 2018-63 (September 26, 2018; $230,000) for construction of the Permit Center, part of the City's Civic Center complex. This loan is separate and distinct from the $601,926 note payable related to the Civic Center Facility purchase, which is owed to the Frances Berger Foundation, carries a 4% interest rate, and remains outstanding; that external note payable is not part of this forgiveness action.

Legal and accounting basis for forgiveness: Under generally accepted accounting principles for governmental funds, an interfund loan not expected to be repaid within a reasonable period is properly reported as a transfer rather than carried indefinitely as an interfund receivable and payable. Because DIF fee revenue collected in Funds 2206 and 2200 has not been, and based on current development activity is not projected to be, sufficient to repay these loans within a reasonable period, staff recommends the City Council formally forgive these amounts rather than continue to report them as outstanding, open-ended obligations of the DIF funds. This treatment is also more consistent with the reasonable-relationship and five-year findings requirements of Government Code Sections 66001(a) and 66001(d), which presume that fee revenue is being applied toward an identifiable public facility within a defined and reasonable time frame.

Because the receivables in the General Fund are already classified as non-spendable fund balance under GASB Statement No. 54 — an accounting classification indicating the amounts are not currently available for appropriation — forgiving the loans releases that non-spendable classification without reducing the General Fund's unassigned fund balance or its budgeted appropriation authority.

Relationship to the DIF Nexus Study: City Council has separately approved a Professional Services Agreement with Willdan Financial Services to conduct a Comprehensive Development Impact Fee Study, updating the nexus studies and fee schedules underlying the City's eleven DIF funds. That study will address the City's fee schedules, facility needs, and the five-year unexpended-revenue findings required under Section 66001(d) on a going-forward basis. This action is intended to resolve the specific legacy loan balances identified in DVBA's July 17, 2026 comment letter in advance of that broader study, so that DIF fund balances presented in future Annual Reports accurately reflect each fund's financial position.

CONCLUSION:

Forgiving these three interfund loans resolves specific concerns raised regarding the Library Facilities Impact Fee Fund (Fund 2206) and the General Government Facilities Impact Fee Fund (Fund 2200) in DVBA's July 17, 2026 comment letter, brings the City's treatment of these balances into closer alignment with the reasonable-relationship and reporting requirements of the Mitigation Fee Act, and has no impact on the General Fund's unassigned fund balance. This forgiveness is recommended effective retroactively to June 30, 2026, for reporting in the City's Fiscal Year 2025-26 Annual Comprehensive Financial Report (ACFR). Staff recommends approval.

ATTACHMENT(S):

Exhibit A – Resolution 2026-57 Forgiving Interfund Loans to Fund 2206 and Fund 2200

RESOLUTION NO. 2026-57

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COACHELLA, CALIFORNIA, AUTHORIZING THE FORGIVENESS OF CERTAIN GENERAL FUND AND DEBT SERVICE FUND (FUND 4000) INTERFUND LOANS TO THE LIBRARY FACILITIES IMPACT FEE FUND (FUND 2206) AND THE GENERAL GOVERNMENT FACILITIES IMPACT FEE FUND (FUND 2200), EFFECTIVE RETROACTIVELY TO JUNE 30, 2026

WHEREAS, the Mitigation Fee Act (Government Code Section 66000 et seq.) governs the imposition, collection, and expenditure of development impact fees, and requires a reasonable relationship between a development impact fee and the public facility for which it is collected; and

WHEREAS, the City has, from time to time, authorized interfund loans from the General Fund to the Library Facilities Impact Fee Fund (Fund 2206) and the General Government Facilities Impact Fee Fund (Fund 2200), including under Resolution No. 2016-46 (September 7, 2016), Resolution No. 2016-47 (September 7, 2016), and Resolution No. 2016-49 (September 14, 2016) as to Fund 2206; Resolution No. 2018-21 (February 28, 2018) and Resolution No. 2018-63 (September 26, 2018), for construction of the Permit Center, part of the City's Civic Center complex, comprising the Civic Center Loan to Fund 2200; and Resolution No. 2018-46 (June 13, 2018) and Resolution No. 2019-13 (February 27, 2019), comprising the Senior Center Loan to Fund 2200; and

WHEREAS, the City authorized the issuance of the 2016 Lease Revenue Bonds, Series 2016, to finance construction of the City's library, under Resolution No. 2016-34 (City Council) and Resolution No. FA 2016-02 (Coachella Financing Authority), each adopted following staff reports dated July 27, 2016, and the Debt Service Fund (Fund 4000) has since recorded an interfund payable from the Library Facilities Impact Fee Fund (Fund 2206) reflecting the Library Fund's share of debt service paid on the 2016 Bonds; and

WHEREAS, these loans have accrued interest over time at the rate earned by the City on its investments in the Local Agency Investment Fund (LAIF), consistent with the terms of the authorizing resolutions; and

WHEREAS, as of June 30, 2026, the outstanding balance of the General Fund loan to Fund 2206 is $3,181,925.36, the outstanding balance of the General Fund loans to Fund 2200 (consisting of the Senior Center Loan of $2,505,026.31 and the Civic Center Loan of $1,483,643.07) is $3,988,669.38, and the outstanding balance of the Debt Service Fund loan to Fund 2206 is $8,473,063.13; and

WHEREAS, the City's Fiscal Year 2024-25 Development Impact Fee Annual Report disclosed that Fund 2206 and Fund 2200 carry negative available balances resulting from these interfund loans, and the Desert Valleys Builders Association raised concerns, in a comment letter dated July 17, 2026, regarding the age, structure, and repayment terms of these loans; and

WHEREAS, based on current and projected development impact fee revenue, the City Council has determined that these loans have not been, and are not projected to be, repaid within a reasonable period, and do not reflect a defined repayment date as contemplated by Government Code Section 66006(b)(1)(G); and

WHEREAS, continuing to carry these amounts as long-term, open-ended interfund loans is inconsistent with the Mitigation Fee Act's requirement that development impact fee revenue be expended for, or committed within a reasonable and identifiable period to, the specific public facility for which it was collected; and

WHEREAS, the amounts owed to the General Fund from Fund 2206 and Fund 2200 are currently classified as non-spendable fund balance of the General Fund pursuant to GASB Statement No. 54, and forgiveness of these amounts will not affect the General Fund's unassigned fund balance or its budgeted appropriation authority; and

WHEREAS, the City Council has determined it is in the public interest to forgive these loans, effective retroactively to June 30, 2026, so that the forgiveness is reflected in the City's Fiscal Year 2025-26 Annual Comprehensive Financial Report; and

WHEREAS, under generally accepted accounting principles, forgiveness of an interfund advance between funds of the same primary government is recorded as a nonreciprocal interfund transfer rather than a gain, loss, or bad debt write-off, and will be reported as an Other Financing Use — Transfers Out in the General Fund and an Other Financing Source — Transfers In in the receiving funds, with no resulting gain or loss at the government-wide level and no impact to the General Fund's unassigned fund balance.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COACHELLA, CALIFORNIA, DOES HEREBY RESOLVE, DETERMINE AND ORDER AS FOLLOWS:

1. The General Fund loan to the Library Facilities Impact Fee Fund (Fund 2206), in the amount of $3,181,925.36 as of June 30, 2026, is hereby forgiven, effective retroactively to June 30, 2026.

2. The General Fund loans to the General Government Facilities Impact Fee Fund (Fund 2200), consisting of the Senior Center Loan ($2,505,026.31) and the Civic Center Loan ($1,483,643.07), together totaling $3,988,669.38 as of June 30, 2026, are hereby forgiven, effective retroactively to June 30, 2026.

3. The Debt Service Fund (Fund 4000) loan to the Library Facilities Impact Fee Fund (Fund 2206), in the amount of $8,473,063.13 as of June 30, 2026, is hereby forgiven, effective retroactively to June 30, 2026.

4. Staff is directed to release the corresponding non-spendable fund balance classification in the General Fund, which release shall have no effect on the General Fund's unassigned fund balance, and to record the corresponding write-off of the receivable in the Debt Service Fund (Fund 4000).

5. This forgiveness shall be reflected in the City's Fiscal Year 2025-26 Annual Comprehensive Financial Report.

PASSED, APPROVED and **ADOPTED** this 14th day of October 2026.

_____
Dr. Frank Figueroa
Mayor

ATTEST:

_____
Angela M. Zepeda
City Clerk

APPROVED AS TO FORM:

BEST, BEST & KRIEGER

_____
City Attorney

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF COACHELLA)

I HEREBY CERTIFY that the foregoing Resolution No. 2026-57 was duly adopted by the City Council of the City of Coachella at a regular meeting thereof, held on the 14th day of October 2026, by the following vote of Council:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Delia Granados
Deputy City Clerk

STAFF REPORT
10/14/2026

TO: Honorable Mayor and City Council Members

FROM: Lincoln G. Bogard, Finance Director

PREPARED BY: Lincoln G. Bogard, Finance Director

SUBJECT: Receive and File the Fiscal Year 2024-25 Development Impact Fee Annual Report Prepared Pursuant to Government Code Section 66006 (Mitigation Fee Act / AB 1600)

STAFF RECOMMENDATION:

Staff recommends that the City Council receive and file the City of Coachella Development Impact Fee Annual Report for Fiscal Year 2024-25 (Exhibit A), prepared pursuant to California Government Code Section 66006.

EXECUTIVE SUMMARY:

California Government Code Section 66006, part of the Mitigation Fee Act (commonly known as "AB 1600"), requires local agencies that collect development impact fees to prepare and make available to the public an annual report for each impact fee fund within 180 days after the close of each fiscal year. The attached Development Impact Fee Annual Report (Exhibit A) presents the required financial and project information for the fiscal year ended June 30, 2025, for each of the City's eleven development impact fee funds. This report was not completed within the statutory 180-day deadline of approximately December 27, 2025, and is being presented to the City Council at this time so that the City may come into compliance with state law. Subsequent to the fiscal year covered by this report, and in response to concerns raised by the Desert Valleys Builders Association (DVBA) in its July 17, 2026 comment letter on this report, the City Council adopted Resolution No. 2026-57 on October 14, 2026, forgiving certain General Fund and Debt Service Fund interfund loans to the Library Facilities Impact Fee Fund and the General Government Facilities Impact Fee Fund; this action is discussed further below.

BACKGROUND:

The Mitigation Fee Act (Government Code Section 66000 et seq.), enacted by Assembly Bill 1600 (1987) and commonly referred to as "AB 1600," establishes the legal framework local agencies must follow when imposing, collecting, and expending development impact fees on new development. Development impact fees are one-time charges assessed on new residential and commercial construction to help fund the public facilities and infrastructure improvements needed

to serve that growth, including parks, libraries, streets, police and fire facilities, general government facilities, public art, water, and sewer connections.

Government Code Section 66006(b)(1) requires that, for each separate account or fund established for impact fees, the City make available to the public — within 180 days after the last day of each fiscal year — specified information including a description of the fee, the amount of the fee, the beginning and ending fund balances, fees collected and interest earned, expenditures on specific public improvements and the percentage of each improvement funded by fees, and any interfund loans or transfers made from the fund. For a fiscal year ending June 30, this places the statutory deadline at approximately December 27 of the same calendar year. Section 66006(b)(2) further requires that the City Council review this information at its next regularly scheduled public meeting held no less than 15 days after the report is made available to the public.

Government Code Section 66001(d) separately requires that, for the fifth fiscal year following the first deposit into an impact fee account and every five years thereafter, the City make specified findings regarding any unexpended or uncommitted fee revenue — including identifying the purpose of the fee, demonstrating a reasonable relationship between the fee and the improvement it funds, and identifying the approximate dates on which sufficient funds are expected to be available. If a local agency does not make these findings, the Mitigation Fee Act imposes a self-executing obligation to refund the unexpended fee revenue to then-current property owners.

The Fiscal Year 2024-25 Development Impact Fee Annual Report (Exhibit A) was due to be made available to the public by approximately December 27, 2025. This report was delayed due to staff turnover. Staff has since completed the report and is presenting it to the City Council at the earliest available opportunity in order to bring the City into compliance with state law.

DISCUSSION/ANALYSIS:

The attached report (Exhibit A) presents Fiscal Year 2024-25 financial activity for each of the City's development impact fee funds, including the fee description, current fee schedule, beginning and ending fund balances, revenues and expenditures for the year, and identified capital project expenditures where applicable. A summary of the beginning balance, net change, and ending balance for each fund for the fiscal year ended June 30, 2025 is provided below:

Park Land Impact Fee (Fund 120): Beginning available balance of $(171,870); net change of $107,012; ending available balance of $(64,858).

Library Facilities Impact Fee (Fund 121): Beginning available balance of $(11,794,005); net change of $(59,358); ending available balance of $(11,853,363).

Bus Shelter Impact Fee (Fund 123): No activity for the year; this fee has not been charged since Fiscal Year 2013 and is no longer considered an active development impact fee, with remaining funds appropriated to the Pueblo Viejo Villas transportation hub project.

Park Improvement Impact Fee (Fund 126): Beginning available balance of $1,995,751; net change of $(338,378); ending available balance of $1,657,373.

Street & Transportation Impact Fee (Fund 127): Beginning available balance of $(1,692,533); net change of $1,533,396; ending available balance of $(159,137). Fee revenue funded portions of the Avenue 50 Interchange (ST-81) and Avenue 50 Widening (ST-93) projects during the year.

Police Facilities Impact Fee (Fund 128): Beginning available balance of $851,866; net change of $72,695; ending available balance of $924,561.

General Government Facilities Impact Fee (Fund 129): Beginning available balance of $(4,081,541); net change of $(42,105); ending available balance of $(4,123,646).

Fire Facilities Impact Fee (Fund 130): Beginning available balance of $482,723; net change of $65,495; ending available balance of $548,217. Fee revenue fully funded (100%) the year's Fire Facilities Expansion (F7) and Pueblo Viejo Villas (ST-130) expenditures.

Art in Public Places Impact Fee (Fund 131): Beginning available balance of $359,528; net change of $86,458; ending available balance of $445,986. Fee revenue funded 100% of the Ciudades Hermanas mural expenditure for the year.

Water Connection Fee (Fund 177): Beginning available balance of $10,801,767; net change of $1,548,293; ending available balance of $12,350,060.

Sanitary District Connection Fee (Fund 360): Beginning available balance of $1,020,108; net change of $(853,738); ending available balance of $166,370. Fee revenue continues to fund debt service on the 2005 State Water Resources Control Board loan for sanitary system improvements ($2,909,745 outstanding as of June 30, 2025).

Four funds — the Park Land Impact Fee (Fund 120), Library Facilities Impact Fee (Fund 121), Street & Transportation Impact Fee (Fund 127), and General Government Facilities Impact Fee (Fund 129) — reflect negative available balances resulting from prior interfund loans from the General Fund. Per Government Code Section 66006(b)(1)(G), these loans are to be repaid from future impact fee revenue as it becomes available, with interest calculated at the Local Agency Investment Fund (LAIF) rate of return. The Library Facilities Impact Fee Fund also carries a long-term obligation related to the 2016 Lease Revenue Bonds issued for construction of the new library ($9,495,000 outstanding as of June 30, 2025), and the General Government Facilities Impact Fee Fund carries a note payable related to the Civic Center Facility ($601,926 outstanding as of June 30, 2025).

Update — Subsequent Council Action:

On October 14, 2026, concurrently with the City Council's consideration of this report, the City Council adopted Resolution No. 2026-57, forgiving the following interfund loans, effective retroactively to June 30, 2026: (1) the General Fund loan to the Library Facilities Impact Fee Fund (Fund 121, now Fund 2206 under the City's new financial system), in the amount of $3,181,925.36; (2) the General Fund loans to the General Government Facilities Impact Fee Fund (Fund 129, now Fund 2200), consisting of the Senior Center Loan ($2,505,026.31) and the

Civic Center Loan ($1,483,643.07), totaling $3,988,669.38; and (3) the Debt Service Fund loan to the Library Facilities Impact Fee Fund, in the amount of $8,473,063.13. This action addresses concerns raised by DVBA regarding the age, structure, and repayment terms of these loans. Because the forgiveness is effective retroactively to June 30, 2026, it will be reflected in the City's Fiscal Year 2025-26 Development Impact Fee Annual Report and Annual Comprehensive Financial Report (ACFR), rather than in the balances presented above for the fiscal year ended June 30, 2025. The Street & Transportation Impact Fee Fund (Fund 127) and Park Land Impact Fee Fund (Fund 120) interfund loans, and the 2016 Lease Revenue Bonds and Civic Center Facility note payable described above, are not affected by this action and remain outstanding. The City's broader Development Impact Fee Nexus Study, separately approved by City Council with Willdan Financial Services, will continue to address the City's fee schedules, facility needs, and other concerns raised in DVBA's letter on a going-forward basis.

Update — Response to DVBA Comment Letter (CIP Documentation and Nexus Items):

In addition to the loan forgiveness action described above, staff has continued to compile the documentation and analysis requested in DVBA's July 17, 2026 letter. Staff has located project-level capital improvement documentation, including cost estimates and funding sources, for several of the projects DVBA asked about: the Street & Transportation Impact Fee Fund's (Fund 127) Avenue 50 Interchange (ST-81), Avenue 50 Widening (ST-93), Avenue 50 Extension (ST-98), Avenue 48 Widening (ST-131), and Pedestrian Safety (ST-134) projects; the Fire Facilities Impact Fee Fund's (Fund 130) Fire Station Expansion project (F-7), whose project description confirms it adds housing capacity to the station rather than constituting mere rehabilitation; and the Sanitary District Connection Fee Fund's (Fund 360) Avenue 50 capacity improvement project (S-19). Staff has not located comparable documentation for the second sewer project DVBA referenced (S-24) and is continuing to research that item. For the Water Connection Fee Fund (Fund 177), the City's Water Authority rate model documents an identified five-year and ten-year capital improvement plan, funded in part by Connection Fee revenue, totaling approximately $11.8 million in growth-related projects through 2035, which directly addresses DVBA's concern that no capital improvement needs had been identified for that fund. Finally, based on current projections, the Street & Transportation Impact Fee Fund (Fund 127) is expected to return to a positive available balance by the end of Fiscal Year 2026-27, with no new projects currently scheduled against that fund for the current fiscal year. Staff is maintaining a detailed, fund-by-fund tracking memo of DVBA's letter and will bring the remaining nexus-related items — including the Park Land (Fund 120), Park Improvement (Fund 126), Water Connection (Fund 177), and Police Facilities (Fund 128) fees — forward through the City's Development Impact Fee Nexus Study with Willdan Financial Services.

FISCAL IMPACT:

There is no direct fiscal impact to the General Fund associated with receiving and filing this report. The report is an informational disclosure of activity within the City’s existing development impact fee funds, as required by Government Code Section 66006. Staff notes that four funds (120, 121,

127, and 129) currently reflect negative available balances associated with outstanding interfund loans owed to the General Fund; these amounts remain a receivable to the General Fund and are anticipated to be repaid from future impact fee revenue as development activity occurs, consistent with Government Code Section 66006(b)(1)(G). As discussed above, on October 14, 2026 the City Council separately adopted Resolution No. 2026-57 forgiving certain interfund loans to Fund 121/2206 and Fund 129/2200; that action has no impact on the General Fund's unassigned fund balance and is addressed in the accompanying staff report and resolution for that item.

RECOMMENDED ALTERNATIVE(S):

Receive and file the Fiscal Year 2024-25 Development Impact Fee Annual Report (Exhibit A), thereby satisfying the annual reporting requirement of Government Code Section 66006.

CITY OF COACHELLA
DEVELOPMENT IMPACT FEES ANNUAL REPORT
FISCAL YEAR 2024-25
(Revised October 2026 — Exhibit A to October 14, 2026 Staff Report)

NOTE TO READER: *This exhibit revises the version of the Fiscal Year 2024-25 Development Impact Fee Annual Report originally presented to City Council. Underlying fund balances, revenues, and expenditures for the fiscal year ended June 30, 2025 are UNCHANGED from the original report. Revisions are limited to: (1) clarifying footnotes responsive to the Desert Valleys Builders Association's (DVBA) July 17, 2026 comment letter; (2) relocating certain debt-service amounts, already disclosed elsewhere in the original report, into the Current Year Expenditures tables where DVBA requested them; (3) references to capital improvement plan (CIP) documentation located since the report was first presented; and (4) a note regarding the City Council's October 14, 2026 forgiveness of certain interfund loans under Resolution No. 2026-57.*

Park Land Impact Fee (Fund 120)

Description — Providing necessary Parkland and Open-Space to meet the needs of new residential construction.

Fee — Single Family Units - $1,377.00 Multi-Family Units - $1,134.68

Beginning / Ending Fund Balance

Account Description	Beginning Balance	FY 2024-2025	Ending Balance
Revenues & Other Sources			
Developer fees		$ 99,461	
Investment earnings (loss)		$ 7,551	
Total Sources		$ 107,012	
Expenditures & Other Uses			
Total Uses		$ -	
Total Available	$ (171,870)	$ 107,012	$ (64,858)

Note: Developer fees and Investment earnings for this fund are positive amounts (credits in the General Ledger, reflecting an increase in revenue); the parentheses shown in the originally published version of this report were a formatting error and have been corrected above. DVBA's reading of these amounts as negative revenue collected was based on that formatting error.

Note: This fund's negative available balance reflects a prior interfund loan from the General Fund; per Government Code Section 66006(b)(1)(G), amounts owed are repaid from future impact fee revenue as it becomes available, with interest calculated at the Local Agency Investment Fund (LAIF) rate of return.

Current Year Expenditures

Project	Cost FY 2024-2025	DIF Funded	% DIF Funded
Total	$ -	$ -	

Total Facility Expenditures

Project	Est. Facility Cost	% Complete	DIF Funded	% DIF Funded
Total	$ -		$ -	

Note: No capital improvements are currently identified in the facilities-needs table above. The City's Development Impact Fee Nexus Study, currently underway with Willdan Financial Services, will identify any capital projects this fund is expected to fund over the next five years; if no such projects are identified, the fee will be reconsidered on a going-forward basis.

Library Facilities Impact Fee (Fund 121, now Fund 2206)

Description — provide library access to books, internet, and other reading and learning materials to a growing residential population.

Fees — Single Family - $577.88 Multi-Family - $485.42

Beginning / Ending Fund Balance

Account Description	Beginning Balance	FY 2024-2025	Ending Balance
Revenues & Other Sources			
Developer fees		58,366	
Investment earnings		1,879	
Total Sources		$ 60,245	
Expenditures & Other Uses			
Admin Fees		-	
Interest expense [1]		119,603	
Total Uses		$ 119,603	
Total Available	$ (11,794,005)	$ (59,358)	$ (11,853,363)

[1] As of June 30, 2025, outstanding interfund loans of $3,381,925 (rounded) were owed to the General Fund. The interfund loans will be repaid when impact fee revenues become available, with interest set at the Local Agency Investment Fund (LAIF) rate of return.

Note: On September 13, 2016 the City issued Lease Revenue Bonds, Series 2016 in the amount of $12,150,000, payable over 30 years for the construction of a new library. As of June 30, 2025, the outstanding balance was $9,495,000. These bonds are reflected as a long-term liability of this fund.

Note: The $3,381,925 interfund loan balance above is presented rounded to the nearest dollar; the precise balance, inclusive of interest accrued at the LAIF rate, was $3,181,925.36 as of June 30, 2026. On October 14, 2026, the City Council adopted Resolution No. 2026-57, forgiving this General Fund loan and a related Debt Service Fund obligation of $8,473,063.13 (representing this fund's share of debt service paid on the 2016 Lease Revenue Bonds), effective retroactively to June 30, 2026. This forgiveness will be reflected in the City's Fiscal Year 2025-26 Development Impact Fee Annual Report; it does not change the balances presented above for the fiscal year ended June 30, 2025. The 2016 Lease Revenue Bonds themselves are not forgiven and remain an outstanding obligation of this fund.

Current Year Expenditures

Item	Cost FY 2024-2025	DIF Funded	% DIF Funded
Debt Service — Interfund Loan Interest (LAIF rate)	119,603	119,603	100%
Total	$ 119,603	$ 119,603	

Note: This table has been revised to show the fund's FY 2024-25 interfund loan interest expense (also disclosed in the Expenditures & Other Uses section above) as a Current Year Expenditure, consistent with DVBA's request.

Total Facility Expenditures

Project	Est. Facility Cost	% Complete	DIF Funded	% DIF Funded
Total	$ -		$ -	

Bus Shelter Impact Fee (Fund 123)

Description — To provide sufficient bus shelters at designated bus stops to accommodate transit expansion.

Fee — Residential - $85/unit; Hotel/Motel - $85/Rm; Office - $99/1,000 sq.ft.; Retail - $85/1,000 sq.ft.; Restaurant/Gaming - $106/1,000 sq.ft.; Gasoline - $118/1,000 sq.ft.; Open Uses - $126/Acre

Beginning / Ending Fund Balance

Account Description	Beginning Balance	FY 2024-2025	Ending Balance
Revenues & Other Sources			
Investment earnings (loss)		-	
Total Sources		$ -	
Transfers out — CIP fund		-	
Total Uses		$ -	
Total Available	$ -	$ -	$ -

Note: The Bus Shelter Fee has not been charged to developers since Fiscal Year 2013 and is no longer considered an active DIF fee of the City. Bus shelter facilities were considered in the Street and Transportation Nexus study. Remaining funds have been appropriated for the Pueblo Viejo Villas transportation hub in downtown Coachella. This fund will no longer be utilized.

Note: The Pueblo Viejo Transportation Hub included a bus shelter component, which is the basis on which Bus Shelter Impact Fee (Fund 123) funds were historically applied to that project. This fund has had no revenue or expenditure activity in the past three years and, along with the fee itself, will be considered for formal closure as part of the City's Development Impact Fee Nexus Study.

Park Improvement Impact Fee (Fund 126)

Description — provide sufficient park facilities and equipment for additional residents.

Fees — Single Family Residential - $6,480.35/unit Multi-Family Residential - $5,443.49/unit

Beginning / Ending Fund Balance

Account Description	Beginning Balance	FY 2024-2025	Ending Balance
Revenues & Other Sources			
Developer fees		467,881	
Investment earnings		112,741	
Total Sources		$ 580,622	
Expenditures & Other Uses			
Capital Outlay — P-32 Bagdouma Restroom & Snack Bar		919,000	
Total Uses		$ 919,000	
Total Available	$ 1,995,751	$ (338,378)	$ 1,657,373

Note: The $919,000 FY 2024-25 expenditure was capital outlay for Project P-32, the Bagdouma Park Restroom & Snack Bar, and has been re-labeled above accordingly (the originally published report mislabeled this line as “Interest expense”).

Current Year Expenditures

Project	Cost FY 2024-2025	DIF Funded	% DIF Funded
P-32 Bagdouma Restroom & Snack Bar	919,000	919,000	100%
Total	$ 919,000	$ 919,000	

Total Facility Expenditures

Project	Est. Facility Cost	% Complete	DIF Funded	% DIF Funded
P-32 Bagdouma Restroom & Snack Bar	919,000	100%	919,000	100%
Total	$ 919,000		$ 919,000	

Note: No further capital improvements are currently identified for this fund beyond the P-32 project above. This item will be addressed in the City's current Development Impact Fee Nexus Study, which will identify any projects this fund is expected to fund over the next five years.

Street & Transportation Impact Fee (Fund 127)

Description — To provide for street improvements based on trip demand placed on the road system by new development. This fee includes streets, bridges, interchanges, and grade separations.

Fees — Residential: Single Family - $2,685.98; Multi-Family - $1,390.95. Non-Residential: Commercial - $4.62/sq.ft.; Office - $5.46/sq.ft.; Industrial - $3.75/sq.ft.

Beginning / Ending Fund Balance

Account Description	Beginning Balance	FY 2024-2025	Ending Balance
Revenues & Other Sources			
Developer fees		2,152,754	
Investment earnings (loss)		(31,484)	
Total Sources		$ 2,121,270	
Expenditures & Other Uses			
New Interchange @ Ave 50 & 86S EXPY (ST-81)		9,099	
Ave 50 Widening Project (ST-93)		-	
Current Year Expenditures		578,775	
Total Uses		$ 587,874	
Total Available	$ (1,692,533)	$ 1,533,396	$ (159,137)

Note: This fund's negative available balance reflects a prior interfund loan from the General Fund, consistent with the other three DIF funds carrying General Fund loans (Park Land, Library, and General Government Facilities). Per Finance, based on current projections, this fund is expected to return to a positive available balance by the end of Fiscal Year 2026-27, with no new projects currently scheduled against the fund for the current fiscal year.

Current Year Expenditures

Project	Cost FY 2024-2025	DIF Funded	% DIF Funded
Ave 50 Bridge/Whitewater (ST-69)	959,013	-	0.00%
Avenue 50 Interchange (ST-81)	28,664	9,099	31.74%
50 Widening Project (ST-93)	1,363,214	578,775	42.46%

Ave 50 Extension (ST-98)	-	-	0.00%
Ave 48 Widening (ST-131)	-	-	0.00%
Pedestrian & Safety (ST-134)	-	-	0.00%
Urban Greening & Connectivity (ST-123)	240,777	-	0.00%
Total	$ 2,591,668	$ 587,874	

Total Facility Expenditures

Project	Est. Facility Cost	% Complete	DIF Funded	% DIF Funded
Ave 50 Bridge/Whitewater (ST-69)	52,365,000	8%	304,306	0.58%
Avenue 50 Interchange (ST-81)	54,928,767	3%	1,865,359	3%
50 Widening Project (ST-93)	3,693,750	57%	474,930	13%
Ave 50 Extension (ST-98)	32,765,773	10%	582,140	2%
Ave 48 Widening (ST-131)	1,733,000	3%	-	0%
Pedestrian & Safety (ST-134)	1,666,543	100%	51,386	3%
Urban Greening & Connectivity (ST-123)	5,505,110	100%	240,777	4%
Total	$ 152,657,943		$ 3,518,898	

Note: Project-level cost estimates, funding sources, and status detail supporting the projects listed above (including ST-81, ST-93, ST-98, ST-131, and ST-134) are documented in the City's 5-year Capital Improvement Program budget workbook. Staff will make these sheets available in response to DVBA's request for supporting CIP documentation.

Police Facilities Impact Fee (Fund 128)

Description — To provide police facilities and service equipment for increased police needs from expected community growth.

Fees — Residential: Single Family - $306.54/unit; Multi-Family - $257.48. Non-Residential: Commercial - $23.22/1,000 sq.ft.; Office - $30.57/1,000 sq.ft.; Industrial - $12.10/1,000 sq.ft.

Beginning / Ending Fund Balance

Account Description	Beginning Balance	FY 2024-2025	Ending Balance
Revenues & Other Sources			
Developer fees		31,200	
Investment earnings		41,495	
Total Sources		$ 72,695	
Expenditures & Other Uses			
Total Uses		$ -	
Total Available	$ 851,866	$ 72,695	$ 924,561

Current Year Expenditures

Project	Cost FY 2024-2025	DIF Funded	% DIF Funded
Total	$ -	$ -	

Total Facility Expenditures

Project	Est. Facility Cost	% Complete	DIF Funded	% DIF Funded
Total	$ -		$ -	

Note: DVBA's most direct legal challenge is to this fund — the City contracts law enforcement from the Riverside County Sheriff's Department and does not operate its own police department, and DVBA argues this fee therefore lacks a nexus and violates the Mitigation Fee Act's fair-share requirement. This question will be addressed in the City's current Development Impact Fee Nexus Study, which will evaluate whether the City has any obligation to construct Sheriff facilities for the City's use and, if not, whether continued collection of this fee is supportable.

General Government Facilities Impact Fee (Fund 129, now Fund 2200)

Description — To provide general government facilities to serve a growing City population.

Fees — Residential: Single Family - $2,357.61/unit; Multi-Family - $1,980.39/unit. Non-Residential: Commercial - $178.54/1,000 sq.ft.; Office - $235.13/1,000 sq.ft.; Industrial - $93.04/1,000 sq.ft.

Beginning / Ending Fund Balance

Account Description	Beginning Balance	FY 2024-2025	Ending Balance
Revenues & Other Sources			
Developer fees		239,974	
Investment earnings (loss)		(7,054)	
Total Sources		$ 232,920	
Expenditures & Other Uses			
Interest expense [1]		168,510	
Debt service [2]		106,515	
Urban Greening to Fund 129 (ST-123)		-	
Total Uses		$ 275,026	
Total Available	$ (4,081,541)	$ (42,105)	$ (4,123,646)

[1] As of June 30, 2025, outstanding interfund loans of $3,820,159 were owed to the General Fund. The interfund loans will be repaid when impact fee revenues become available, with interest set at the LAIF rate of return.

[2] The General Government Facilities Impact Fee Fund has an outstanding note payable for the purchase of the Civic Center Facility. As of June 30, 2025 the balance of the note is $601,926. The note requires monthly payments of $8,876.26 (Principal and Interest) and carries an annual interest rate of 4%.

Note: On October 14, 2026, the City Council adopted Resolution No. 2026-57, forgiving the General Fund loans to this fund — consisting of the Senior Center Loan ($2,505,026.31) and the Civic Center Loan ($1,483,643.07), together $3,988,669.38 as of June 30, 2026 — effective retroactively to June 30, 2026. This forgiveness will be reflected in the City's Fiscal Year 2025-26 Development Impact Fee Annual Report; it does not change the balances presented above for the fiscal year ended June 30, 2025. The $601,926 note payable for the Civic Center Facility purchase, owed to the Frances Berger Foundation, is a separate obligation and is not affected by this forgiveness.

Current Year Expenditures

Item	Cost FY 2024-2025	DIF Funded	% DIF Funded
Interest Expense — Interfund Loan (LAIF rate)	168,510	168,510	100%
Debt Service — Civic Center Facility Note	106,515	106,515	100%
Total	$ 275,026	$ 275,026	

Note: This table has been revised to show the fund's FY 2024-25 interest expense and Civic Center Facility debt service (also disclosed in the Expenditures & Other Uses section above) as Current Year Expenditures, consistent with DVBA's request.

Total Facility Expenditures

Project	Est. Facility Cost	% Complete	DIF Funded	% DIF Funded
Total	$ -		$ -	

Note: This fund's negative available balance increases year-over-year because interest continues to accrue on the outstanding General Fund interfund loan faster than the fund's revenue and debt service payments reduce it.

Fire Facilities Impact Fee (Fund 130)

Description — To provide fire protection and medical services facilities and equipment.

Fees — Residential: Single Family - $1,750.03/unit; Multi-Family - $1,470.02/unit. Non-Residential: Commercial - $381.04/1,000 sq.ft.; Office - $501.80/1,000 sq.ft.; Industrial - $198.57/1,000 sq.ft.

Beginning / Ending Fund Balance

Account Description	Beginning Balance	FY 2024-2025	Ending Balance
Revenues & Other Sources			
Developer fees		31,200	
Investment Earnings (Loss)		41,495	
Total Sources		$ 72,695	
Expenditures & Other Uses			
Fire Facilities Expansion (F7)		7,200	
Pueblo Viejo Villas (ST-130)		-	
Total Uses		$ 7,200	
Total Available [1]	$ 482,723	$ 65,495	$ 548,217

Current Year Expenditures

Project	Cost FY 2024-2025	DIF Funded	% DIF Funded
Fire Facilities Expansion (F7)	302,336	7,200	0.5%
Pueblo Viejo Villas (ST-130)	413,602	0	0%
Total	$ 1,615,429	$ 7,200	

Total Facility Expenditures

Project	Est. Facility Cost	% Complete	DIF Funded	% DIF Funded
Fire Facilities Expansion (F7)	8,151,713	100%	1,365,429	17%
Pueblo Viejo Villas (ST-130)	4,430,471	100%	250,000	6%
Total	$ 4,430,471		$ 250,000	

Note: The City's CIP project sheet for F7 (“Fire Station Expansion”) describes the project as rehabilitation and expansion of the fire station, including additional housing capacity, separate showers, apparatus bay, and generator and electrical system upgrades — supporting the City's position that the project constitutes an eligible expansion rather than mere rehabilitation of existing facilities. The CIP sheet for Pueblo Viejo Villas (ST-130) confirms a direct transfer of Fire DIF funds (Fund 130) to that street/transportation project, explaining its inclusion as a Fire Facilities Fund expenditure above.

Art in Public Places Impact Fee (Fund 131)

Fees — (1) One half of one percent for new commercial or industrial construction; (2) One half of one percent for remodel or reconstruction of existing commercial or industrial property; (3) One quarter of one percent for new residential subdivisions of two or more units; (4) One quarter of one percent for new individual single family units constructed in an existing subdivision with a building permit over $100,000, for that portion of the valuation in excess of $100,000.

Description — To provide continued access to public art in the community as the community grows.

Beginning / Ending Fund Balance

Account Description	Beginning Balance	FY 2024-2025	Ending Balance
Revenues & Other Sources			
Developer fees		66,930	
Investment earnings		19,528	
Total Sources		$ 86,458	
Expenditures & Other Uses			
Mural — Ciudades Hermanas		-	
Art works — Repairs & Maintenance		-	
Total Uses		$ -	
Total Available	$ 359,528	$ 86,458	$ 445,986

Total Facility Expenditures

Project	Est. Facility Cost	% Complete	DIF Funded	% Funded with fee
Mural — Dolores Huerta	17,070	100%	-	0%
Mural — Vietnam War	23,315	100%	-	0%
Mural — Empowerment of Women	4,875	100%	-	0%
Mural — Swan	5,875	100%	-	0%
Misc — Other Art	12,753	100%	-	0%
Mural — Love Letters	16,000	100%	16,000	100%
Mural — Ciudades Hermanas	25,000	100%	25,000	100%
Total	$ 79,888		$ 41,000	

Water Connection Fee (Fund 177)

Description — provide adequate water facilities to meet the demands of a growing residential and business population.

Fee — The Water System Backup Facilities Charges (Connection Fee) is $3,948.17 per equivalent dwelling unit (EDU). The determination of EDUs is based on the number and size of water connections required.

Beginning / Ending Fund Balance

Account Description	Beginning Capital Balance	FY 2024-2025	Ending Balance
Revenues & Other Sources			
Developer Fees		329,320	
Investment Earnings (Loss)		1,218,973	
Total Sources		$ 1,548,293	
Expenditures & Other Uses			
Total Uses		$ -	
Total Available	$ 10,801,767	$ 1,548,293	$ 12,350,060

Current Year Expenditures

Project	Cost FY 2024-2025	DIF Funded	% DIF Funded
Total	$ -	$ -	

Total Anticipated Future Projects

Project	Est. Facility Cost	% Complete	DIF Funded	% DIF Funded
Total	$ -		$ -	

Identified Capital Improvement Needs

Note: This section has been added to respond to DVBA's comment that no capital improvement needs were identified for this fund. The City's Water Authority rate model (2025 update) documents an identified capital improvement plan funded in part by Connection Fee (Fund 177) cash, totaling approximately $11.8 million in growth-related projects through 2035, including the following:

Project	Total Est. Cost	Fund 177 Share
Whitewater Wash Bridge Pipeline @ Ave 50 (W-39)	$700,000	$700,000
Well 20 Design & Construction (W-46)	$4,300,600	$4,300,600
Well 20 Phase 2 — Pumping Plant	$1,000,000	$1,000,000
Valve Replacement (W-41)	$500,000	$260,000
Various pipeline extensions (W-49, W-50, W-51, W-52)	$401,113	$401,113
Hexavalent Chromium Treatment	$950,000	$450,000
2.5MG Storage — Capacity Deficit + Expanded Capacity (CIP No. 23)	$4,690,000	$4,690,000

Sanitary District Connection Fee (Fund 360)

Description — to provide adequate sanitation facilities to meet the demands of a growing residential and business population.

Fees — Equivalent Dwelling Units (EDU) are used to provide a common evaluation factor for all development types. One EDU is equal to one single family residential unit. The Water System Backup Facilities Charges (Connection Fee) for residential units is $4,141.56 per EDU.

Beginning / Ending Fund Balance

Account Description	Beginning Balance	FY 2024-2025	Ending Balance
Revenues & Other Sources			
Developer fees		594,591	
Investment earnings		56,926	
Total Sources		$ 651,518	
Expenditures & Other Uses			
Debt service [1]		1,505,256	
Transfers out — Water		-	
Total Uses		$ 1,505,256	
Total Available	$ 1,020,108	$ (853,738)	$ 166,370

[1] On September 26, 2005 the Sanitary District entered into a loan agreement with the State of California Water Resources Control Board ("SWRCB") for $23,658,615, at 2.3% interest. The outstanding balance for the SWRCB loan at June 30, 2025 was $2,909,745.

Current Year Expenditures

Item	Cost FY 2024-2025	DIF Funded	% DIF Funded
Debt Service — SWRCB Loan	1,505,256	1,505,256	100%
Total	$ 1,505,256	$ 1,505,256	

Note: This table has been revised to show the fund's FY 2024-25 SWRCB debt service (also disclosed in the Expenditures & Other Uses section above) as a Current Year Expenditure, consistent with DVBA's request.

Total Facility Expenditures

Project	Est. Facility Cost	% Complete	DIF Funded	% DIF Funded
S-19 Capacity Improv. — Ave 50 Coronado to Harrison	331,000	2%	779	0.24%
S-24 48th & Harrison Sewer Improvements	2,287,165	93%	2,117,836	92.60%
Total	$ 2,618,165		$ 2,118,615	

Note: CIP documentation for S-19 (total estimated cost $514,500, funded through this fund with $500,000 budgeted for FY 2026-27) is available in the City's 5-year CIP budget workbook.

Note: S-24 (48th & Harrison sewer improvements) was completed in Fiscal Year 2025-26. A Notice of Completion for S-24 was recorded on February 8, 2023.

STAFF REPORT
10/14/2026

TO: Honorable Mayor and City Council Members

FROM: Gustavo J. Romo, City Manager

PREPARED BY: Lincoln G. Bogard, Finance Director

Yolanda Lopez, Human Resources Manager

SUBJECT: Resolution No. 2026-60 – Approval of Fiscal Year 2026/27 Salary Adjustments for Water & Sanitation/Utilities Employees

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PROJECT DESCRIPTION:
Consideration of Fiscal Year 2026/27 salary adjustments for Water & Sanitation/Utilities employees as the next phase of implementation of the Base Compensation Salary Study for Utility Operations previously approved by the City Council.

STAFF RECOMMENDATION:
Staff recommends that the City Council adopt Resolution No. 2026-60 approving the Fiscal Year 2026/27 salary adjustments for the identified Water & Sanitation/Utilities classifications, retroactive to July 1, 2026.

FISCAL IMPACT:
The fiscal impact on salaries and benefits for Fiscal Year 2026/27 is $95,069. This amount does not include the Treatment Plant Operator Trainee classification, as the position is currently vacant.

Funding for the proposed salary adjustments was included in the adopted Fiscal Year 2026/27 budget and is available within the Water and Wastewater funds. Therefore, no additional appropriation is requested as part of this action.

BACKGROUND:
On September 24, 2025, the City Council adopted Resolution No. 2025-46 approving the results of the Base Compensation Salary Study for Utility Operations and an initial 3% salary adjustment for the affected Water & Sanitation/Utilities classifications for Fiscal Year 2025/26.

Due to the overall fiscal impact of implementing the study results, the salary adjustments were structured to be phased in over the next two fiscal years. The initial 3% adjustment represented the first phase of implementation, with the remaining adjustments anticipated to be brought back to the City Council for consideration in subsequent fiscal years.

Funding for the Fiscal Year 2026/27 phase was included in the adopted Fiscal Year 2026/27 budget. The City has completed the meet-and-confer process with the affected bargaining units and is now presenting the Fiscal Year 2026/27 salary adjustments to the City Council for consideration and approval.

DISCUSSION/ANALYSIS:

The proposed Fiscal Year 2026/27 salary adjustments represent the next phase of implementation of the Classification and Compensation Study recommendations for the affected Water & Sanitation/Utilities classifications. The salary adjustments previously approved and the proposed adjustments are summarized below:

Classification	FY 2025/2026 Approved on: 9/24/25	FY 2026/2027 Proposed	FY: 2027/2028 Proposed
Assistant Engineer (Utilities)	(3.00%)	**4.2%**	**0%**
Environmental/Special Programs Manager	(3.00%)	**4.5%**	**4.5%**
Heavy Equipment Operator (Utilities)	(3.00%)	**4.5%**	**4.5%**
Sanitary Superintendent	(3.00%)	**4.5%**	**4.5%**
Senior Water Service Worker III	(3.00%)	**4.5%**	**4.5%**
Senior Water Service Worker IV	(3.00%)	**4.5%**	**4.5%**
Treatment Plant Operator Trainee	(3.00%)	**4.5%**	**4.5%**
Treatment Plant Operator I	(3.00%)	**4.5%**	**4.5%**
Treatment Plant Operator II	(3.00%)	**4.5%**	**4.5%**
Treatment Plant Operator III	(3.00%)	**4.5%**	**4.5%**
Water Service Worker I	(3.00%)	**4.5%**	**4.5%**
Water Service Worker II	(3.00%)	**4.5%**	**4.5%**
Water Superintendent	(3.00%)	**4.5%**	**4.5%**

The City met with the affected bargaining units regarding the proposed salary adjustments. The Sanitary and Miscellaneous Unit confirmed its agreement to move forward on August 5, 2026, and the Confidential Mid-Management Unit confirmed its agreement on September 15, 2026.

The proposed Fiscal Year 2026/27 salary adjustments range from 4.2% to 4.5%, depending on classification. Upon City Council approval, the adjustments will be retroactive to July 1, 2026.

The Fiscal Year 2027/28 adjustments shown in the table are anticipated to be included in the Fiscal Year 2027/28 budget and will be brought back to the City Council for consideration and approval in next year's budget.

CONCLUSION:

Approval of Resolution No. 2026-60 will authorize the Fiscal Year 2026/27 salary adjustments resulting from the Classification and Compensation Study for the identified Water & Sanitation/Utilities classifications, retroactive to July 1, 2026.

The proposed adjustments continue the City's phased implementation of the compensation study recommendations and have been reviewed with the affected bargaining units.

Staff recommends adoption of Resolution No. 2026-60.

ATTACHMENT(S):

1. Resolution No. 2026-60, including Attachment A – Fiscal Year 2026/27 Salary Adjustments by Classification
2. Updated Fiscal Year 2026/27 Salary Schedule
3. Bargaining Unit Email Confirmations

RESOLUTION NO. 2026-60

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COACHELLA, CALIFORNIA, APPROVING FISCAL YEAR 2026/27 SALARY ADJUSTMENTS FOR WATER & SANITATION/UTILITIES EMPLOYEES

WHEREAS, on September 24, 2025, the City Council adopted Resolution No. 2025-46 approving the results of the Base Compensation Salary Study for Utility Operations and an initial three percent (3%) salary adjustment for the affected Water & Sanitation/Utilities classifications for Fiscal Year 2025/26;

WHEREAS, due to the overall fiscal impact of implementing the compensation study results, the salary adjustments were structured to be phased in over subsequent fiscal years;

WHEREAS, funding for the Fiscal Year 2026/27 phase of the salary adjustments was included in the adopted Fiscal Year 2026/27 budget and is available within the Water and Wastewater funds;

WHEREAS, the City completed the meet-and-confer process with the affected bargaining units regarding the proposed Fiscal Year 2026/27 salary adjustments;

WHEREAS, the proposed Fiscal Year 2026/27 salary adjustments range from 4.2% to 4.5%, depending on classification, and will be retroactive to July 1, 2026;

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED by the City Council of the City of Coachella, California, as follows:

Section 1. The foregoing recitals are true and correct and are incorporated herein by this reference.

Section 2. The City Council hereby approves the Fiscal Year 2026/27 salary adjustments for the identified Water & Sanitation/Utilities classifications, as set forth in the Fiscal Year 2026/27 Salary Adjustment Schedule attached hereto as Attachment A and incorporated herein by this reference

Section 3. The approved salary adjustments shall be retroactive to July 1, 2026. The City Manager, Finance Director, Human Resources Manager, and their designees are authorized to take all actions necessary to implement the salary adjustments approved by this Resolution.

PASSED, APPROVED, and **ADOPTED** this 14th day of October 2026.

_____
Dr. Frank Figueroa
Mayor

ATTEST:

_____
Angela M. Zepeda
City Clerk

APPROVED AS TO FORM:

BEST, BEST & KRIEGER

_____
City Attorney

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF COACHELLA)

I HEREBY CERTIFY that the foregoing Resolution No. 2026-60 was duly adopted by the City Council of the City of Coachella at a regular meeting thereof, held on the 14th day of October 2026, by the following vote of Council:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Delia Granados
Deputy City Clerk

ATTACHMENT A

RESOLUTION NO. 2026-60

FISCAL YEAR 2026/27 SALARY ADJUSTMENTS BY CLASSIFICATION

Effective July 1, 2026

Classification	FY 2026/27 Salary Adjustment
Assistant Engineer (Utilities)	4.2%
Environmental/Special Programs Manager	4.5%
Heavy Equipment Operator (Utilities)	4.5%
Sanitary Superintendent	4.5%
Senior Water Service Worker III	4.5%
Senior Water Service Worker IV	4.5%
Treatment Plant Operator Trainee	4.5%
Treatment Plant Operator I	4.5%
Treatment Plant Operator II	4.5%
Treatment Plant Operator III	4.5%
Water Service Worker I	4.5%
Water Service Worker II	4.5%
Water Superintendent	4.5%

City of Coachella - Salary Schedule
Sanitary/Miscellaneous Employees
July 1, 2026 - June 30, 2027 ***(3% COLA effective July 1, 2026)***
(Revised by Council 10/14/26, Resolution No. 2026-60)

Position Title	Step	A	B	C	D	E	Performance Step (5%) "O"
Accountant	h	46.78	49.12	51.58	54.16	56.86	59.71
	m	8,108.98	8,514.43	8,940.15	9,387.16	9,856.52	10,349.35
Grade 13	a	97,307.81	102,173.20	107,281.86	112,645.95	118,278.25	124,192.16
Accounting Technician I	h	33.85	35.54	37.31	39.18	41.14	43.20
	m	5,866.61	6,159.94	6,467.93	6,791.33	7,130.90	7,487.44
Grade 7	a	70,399.26	73,919.23	77,615.19	81,495.95	85,570.75	89,849.28
Accounting Technician II	h	39.25	41.22	43.28	45.44	47.71	50.10
	m	6,803.91	7,144.10	7,501.31	7,876.37	8,270.19	8,683.70
Grade 30	a	81,646.86	85,729.21	90,015.67	94,516.45	99,242.27	104,204.39
Assistant Engineer	h	48.75	51.19	53.75	56.43	59.26	62.22
	m	8,449.98	8,872.48	9,316.11	9,781.91	10,271.01	10,784.56
Grade 21	a	101,399.79	106,469.78	111,793.27	117,382.93	123,252.08	129,414.68
Assistant Engineer (Utilities)	h	52.32	54.94	57.68	60.57	63.60	66.78
	m	9,069.03	9,522.48	9,998.60	10,498.53	11,023.46	11,574.63
Grade 31	a	108,828.34	114,269.76	119,983.25	125,982.41	132,281.53	138,895.60
Building Inspector I	h	38.20	40.11	42.12	44.22	46.44	48.76
	m	6,621.80	6,952.89	7,300.54	7,665.56	8,048.84	8,451.28
Grade 11	a	79,461.62	83,434.70	87,606.43	91,986.75	96,586.09	101,415.40
Building Inspector II	h	43.75	45.94	48.24	50.65	53.18	55.84
	m	7,584.10	7,963.30	8,361.47	8,779.54	9,218.52	9,679.44
Grade 19	a	91,009.15	95,559.61	100,337.59	105,354.47	110,622.19	116,153.30
Building Maintenance Worker	h	27.86	29.25	30.72	32.25	33.87	35.56
	m	4,829.33	5,070.79	5,324.33	5,590.55	5,870.08	6,163.58
Grade 2	a	57,951.92	60,849.52	63,891.99	67,086.59	70,440.92	73,962.97
Business License Technician	h	33.85	35.54	37.31	39.18	41.14	43.20
(Active Effective: 12/10/2025)	m	5,866.61	6,159.94	6,467.93	6,791.33	7,130.90	7,487.44
Grade 7	a	70,399.26	73,919.23	77,615.19	81,495.95	85,570.75	89,849.28
Code Enforcement Aide	h	20.52	21.54	22.62	23.75	24.94	26.19
	m	3,556.38	3,734.20	3,920.91	4,116.96	4,322.81	4,538.95
Grade 10	a	42,676.61	44,810.44	47,050.96	49,403.51	51,873.68	54,467.37
Code Enforcement Officer	h	35.84	37.64	39.52	41.49	43.57	45.75
	m	6,212.96	6,523.61	6,849.79	7,192.28	7,551.89	7,929.49
Grade 9	a	74,555.52	78,283.30	82,197.46	86,307.33	90,622.70	95,153.84
Customer Service Representative I	h	29.25	30.71	32.25	33.86	35.56	37.33
	m	5,070.35	5,323.86	5,590.06	5,869.56	6,163.04	6,471.19
Grade 28	a	60,844.16	63,886.37	67,080.69	70,434.72	73,956.46	77,654.28
Customer Service Representative II	h	30.69	32.23	33.84	35.53	37.31	39.17
	m	5,320.29	5,586.31	5,865.62	6,158.90	6,466.85	6,790.19
Grade 29	a	63,843.52	67,035.70	70,387.48	73,906.85	77,602.20	81,482.31
Customer Service Technician	h	36.66	38.49	40.42	42.44	44.56	46.79
	m	6,354.00	6,671.70	7,005.29	7,355.55	7,723.33	8,109.49
Grade 17	a	76,248.02	80,060.42	84,063.44	88,266.61	92,679.94	97,313.94

City of Coachella - Salary Schedule
Sanitary/Miscellaneous Employees
July 1, 2026 - June 30, 2027 ***(3% COLA effective July 1, 2026)***
(Revised by Council 10/14/26, Resolution No. 2026-60)

Position Title	Step	A	B	C	D	E	Performance Step (5%) "O"
Department Assistant I	h	27.86	29.25	30.72	32.25	33.87	35.56
	m	4,829.33	5,070.79	5,324.33	5,590.55	5,870.08	6,163.58
Grade 2	a	57,951.92	60,849.52	63,891.99	67,086.59	70,440.92	73,962.97
Department Assistant II	h	29.23	30.69	32.23	33.84	35.53	37.31
	m	5,066.78	5,320.11	5,586.12	5,865.43	6,158.70	6,466.63
Grade 3	a	60,801.31	63,841.38	67,033.45	70,385.12	73,904.37	77,599.59
Economic Development Technician	h	36.66	38.49	40.42	42.44	44.56	46.79
(Frozen Effective: 12/10/2025)	m	6,354.00	6,671.70	7,005.29	7,355.55	7,723.33	8,109.49
Grade 17	a	76,248.02	80,060.42	84,063.44	88,266.61	92,679.94	97,313.94
Engineering Technician	h	36.66	38.49	40.42	42.44	44.56	46.79
	m	6,354.00	6,671.70	7,005.29	7,355.55	7,723.33	8,109.49
Grade 17	a	76,248.02	80,060.42	84,063.44	88,266.61	92,679.94	97,313.94
Fleet Services Coordinator	h	50.20	52.71	55.35	58.12	61.02	64.07
	m	8,701.71	9,136.80	9,593.64	10,073.32	10,576.99	11,105.84
Grade 22	a	104,420.58	109,641.60	115,123.69	120,879.87	126,923.86	133,270.06
Graffiti Maintenance Worker	h	31.36	32.93	34.58	36.31	38.12	40.03
	m	5,436.34	5,708.16	5,993.56	6,293.24	6,607.91	6,938.30
Grade 5	a	65,236.08	68,497.88	71,922.78	75,518.92	79,294.86	83,259.61
Heavy Equipment Operator	h	33.63	35.31	37.08	38.93	40.88	42.92
	m	5,829.11	6,120.57	6,426.60	6,747.93	7,085.32	7,439.59
Grade 23	a	69,949.36	73,446.83	77,119.17	80,975.13	85,023.88	89,275.08
Heavy Equipment Operator (Utilities)	h	36.20	38.01	39.91	41.90	44.00	46.20
	m	6,274.17	6,587.87	6,917.27	7,263.13	7,626.29	8,007.60
Grade 32	a	75,289.99	79,054.49	83,007.22	87,157.58	91,515.46	96,091.23
Human Resources Technician	h	36.53	38.36	40.28	42.29	44.41	46.63
	m	6,332.58	6,649.21	6,981.67	7,330.75	7,697.29	8,082.15
Grade 24	a	75,990.93	79,790.47	83,780.00	87,969.00	92,367.45	96,985.82
Information Technology Technician	h	36.66	38.49	40.42	42.44	44.56	46.79
	m	6,354.00	6,671.70	7,005.29	7,355.55	7,723.33	8,109.49
Grade 17	a	76,248.02	80,060.42	84,063.44	88,266.61	92,679.94	97,313.94
Payroll Specialist	h	42.58	44.71	46.94	49.29	51.76	54.34
	m	7,380.57	7,749.60	8,137.08	8,543.93	8,971.13	9,419.68
Grade 18	a	88,566.82	92,995.16	97,644.91	102,527.16	107,653.52	113,036.19
Parks Ranger	h	32.54	34.16	35.87	37.67	39.55	41.53
	m	5,639.87	5,921.86	6,217.95	6,528.85	6,855.29	7,198.06
Grade 25	a	67,678.42	71,062.34	74,615.45	78,346.23	82,263.54	86,376.71
Planning Technician	h	34.56	36.28	38.10	40.00	42.00	44.10
	m	5,989.79	6,289.28	6,603.75	6,933.93	7,280.63	7,644.66
Grade 8	a	71,877.52	75,471.40	79,244.97	83,207.21	87,367.57	91,735.95
Public Works/Landscape &	h	43.75	45.94	48.24	50.65	53.18	55.84
Lighting Inspector	m	7,584.10	7,963.30	8,361.47	8,779.54	9,218.52	9,679.44
Grade 19	a	91,009.15	95,559.61	100,337.59	105,354.47	110,622.19	116,153.30

City of Coachella - Salary Schedule
Sanitary/Miscellaneous Employees
July 1, 2026 - June 30, 2027 *(3% COLA effective July 1, 2026)*
(Revised by Council 10/14/26, Resolution No. 2026-60)

Position Title	Step	A	B	C	D	E	Performance Step (5%) "O"
Public Works Parks Maintenance	h	27.86	29.25	30.72	32.25	33.87	35.56
Worker Trainee/I/II	m	4,829.33	5,070.79	5,324.33	5,590.55	5,870.08	6,163.58
Grade 2	a	57,951.92	60,849.52	63,891.99	67,086.59	70,440.92	73,962.97
Public Works Streets Maintenance	h	28.75	30.18	31.69	33.28	34.94	36.69
Worker Trainee/I/II	m	4,982.87	5,232.01	5,493.61	5,768.29	6,056.70	6,359.54
Grade 26	a	59,794.38	62,784.10	65,923.31	69,219.47	72,680.45	76,314.47
Recreation Services Coordinator	h	30.65	32.19	33.79	35.48	37.26	39.12
	m	5,313.15	5,578.81	5,857.75	6,150.64	6,458.17	6,781.08
Grade 4	a	63,757.82	66,945.72	70,293.00	73,807.65	77,498.03	81,372.94
Senior Accountant	h	54.97	57.72	60.61	63.64	66.82	70.16
	m	9,528.32	10,004.74	10,504.98	11,030.23	11,581.74	12,160.82
Grade 16	a	114,339.89	120,056.88	126,059.73	132,362.71	138,980.85	145,929.89
Senior Center Assistant	h	27.86	29.25	30.72	32.25	33.87	35.56
	m	4,829.33	5,070.79	5,324.33	5,590.55	5,870.08	6,163.58
Grade 2	a	57,951.92	60,849.52	63,891.99	67,086.59	70,440.92	73,962.97
Senior Center Coordinator	h	32.35	33.97	35.67	37.45	39.32	41.29
	m	5,607.73	5,888.12	6,182.52	6,491.65	6,816.23	7,157.04
Grade 6	a	67,292.78	70,657.42	74,190.29	77,899.81	81,794.80	85,884.54
Senior Center Operator	h	28.75	30.18	31.69	33.28	34.94	36.69
	m	4,982.87	5,232.01	5,493.61	5,768.29	6,056.70	6,359.54
Grade 26	a	59,794.38	62,784.10	65,923.31	69,219.47	72,680.45	76,314.47
Senior Code Enforcement Officer	h	41.22	43.28	45.45	47.72	50.10	52.61
	m	7,144.90	7,502.15	7,877.26	8,271.12	8,684.68	9,118.91
Grade 15	a	85,738.85	90,025.79	94,527.08	99,253.43	104,216.11	109,426.91
Senior Maintenance Worker	h	33.38	35.05	36.80	38.64	40.58	42.61
	m	5,786.27	6,075.58	6,379.36	6,698.33	7,033.24	7,384.90
Grade 27	a	69,435.18	72,906.94	76,552.29	80,379.90	84,398.90	88,618.85
Senior Water Service Worker III	h	37.19	39.05	41.00	43.05	45.20	47.46
	m	6,445.90	6,768.20	7,106.61	7,461.94	7,835.03	8,226.79
Grade 39	a	77,350.82	81,218.36	85,279.28	89,543.24	94,020.40	98,721.42
Senior Water Service Worker IV	h	42.16	44.27	46.48	48.81	51.25	53.81
	m	7,307.84	7,673.23	8,056.90	8,459.74	8,882.73	9,326.86
Grade 33	a	87,694.11	92,078.81	96,682.76	101,516.89	106,592.74	111,922.37
Street Sweeper Operator	h	33.63	35.31	37.08	38.93	40.88	42.92
	m	5,829.11	6,120.57	6,426.60	6,747.93	7,085.32	7,439.59
Grade 23	a	69,949.36	73,446.83	77,119.17	80,975.13	85,023.88	89,275.08
Treatment Plant Operator Trainee	h	29.87	31.36	32.93	34.58	36.31	38.12
	m	5,177.24	5,436.11	5,707.91	5,993.31	6,292.97	6,607.62
Grade 40	a	62,126.92	65,233.27	68,494.93	71,919.68	75,515.66	79,291.45
Treatment Plant Operator I	h	33.75	35.44	37.21	39.07	41.03	43.08
	m	5,850.75	6,143.29	6,450.45	6,772.98	7,111.63	7,467.21
Grade 36	a	70,209.02	73,719.47	77,405.44	81,275.72	85,339.50	89,606.48

City of Coachella - Salary Schedule
Sanitary/Miscellaneous Employees
July 1, 2026 - June 30, 2027 ***(3% COLA effective July 1, 2026)***
(Revised by Council 10/14/26, Resolution No. 2026-60)

Position Title	Step	A	B	C	D	E	Performance Step (5%) "O"
Treatment Plant Operator II	h	37.19	39.05	41.00	43.05	45.20	47.46
	m	6,445.90	6,768.20	7,106.61	7,461.94	7,835.03	8,226.79
Grade 34	a	77,350.82	81,218.36	85,279.28	89,543.24	94,020.40	98,721.42
Treatment Plant Operator III	h	42.16	44.27	46.48	48.81	51.25	53.81
	m	7,307.84	7,673.23	8,056.90	8,459.74	8,882.73	9,326.86
Grade 37	a	87,694.11	92,078.81	96,682.76	101,516.89	106,592.74	111,922.37
Vehicle/Equipment Mechanic I	h	30.65	32.19	33.79	35.48	37.26	39.12
	m	5,313.15	5,578.81	5,857.75	6,150.64	6,458.17	6,781.08
Grade 4	a	63,757.82	66,945.72	70,293.00	73,807.65	77,498.03	81,372.94
Vehicle/Equipment Mechanic II	h	42.58	44.71	46.94	49.29	51.76	54.34
	m	7,380.57	7,749.60	8,137.08	8,543.93	8,971.13	9,419.68
Grade 18	a	88,566.82	92,995.16	97,644.91	102,527.16	107,653.52	113,036.19
Water Service Worker I	h	29.87	31.36	32.93	34.58	36.31	38.12
	m	5,177.24	5,436.11	5,707.91	5,993.31	6,292.97	6,607.62
Grade 38	a	62,126.92	65,233.27	68,494.93	71,919.68	75,515.66	79,291.45
Water Service Worker II	h	33.75	35.44	37.21	39.07	41.03	43.08
	m	5,850.75	6,143.29	6,450.45	6,772.98	7,111.63	7,467.21
Grade 35	a	70,209.02	73,719.47	77,405.44	81,275.72	85,339.50	89,606.48

City of Coachella - Salary Schedule
Confidential Mid-Management Employees
July 1, 2026 - June 30, 2027 ***(2% COLA Effective July 1, 2026)***
(Revised by Council 10/14/26, Resolution No. 2026-60)

	Step	A	B	C	D	E	Performance Step (5%) "O"
Accounting Manager	h	62.88	66.02	69.32	72.79	76.43	80.25
	m	10,899.01	11,443.96	12,016.16	12,616.97	13,247.82	13,910.21
Grade 37	a	130,788.13	137,327.54	144,193.91	151,403.61	158,973.79	166,922.48
Administrative Assistant	h	38.04	39.94	41.94	44.04	46.24	48.55
	m	6,594.04	6,923.74	7,269.93	7,633.42	8,015.10	8,415.85
Grade 10	a	79,128.47	83,084.89	87,239.14	91,601.09	96,181.15	100,990.21
Assistant to the City Manager	h	62.70	65.83	69.12	72.58	76.21	80.02
	a	10,867.25	11,410.61	11,981.14	12,580.20	13,209.21	13,869.67
Grade 36	m	130,406.97	136,927.32	143,773.68	150,962.37	158,510.49	166,436.01
Associate Planner	h	48.77	51.21	53.77	56.46	59.28	62.24
	m	8,453.24	8,875.91	9,319.70	9,785.69	10,274.97	10,788.72
Grade 32	a	101,438.94	106,510.88	111,836.43	117,428.25	123,299.66	129,464.65
Building Official	h	62.13	65.24	68.50	71.93	75.52	79.30
	m	10,769.84	11,308.33	11,873.75	12,467.44	13,090.81	13,745.35
Grade 25	a	129,238.08	135,699.99	142,484.99	149,609.24	157,089.70	164,944.18
Chief Treatment/Collections	h	50.52	53.04	55.69	58.48	61.40	64.47
System Operator	m	8,756.05	9,193.86	9,653.55	10,136.23	10,643.04	11,175.19
Grade 29	a	105,072.65	110,326.28	115,842.59	121,634.72	127,716.46	134,102.28
Civil Engineering Associate	h	48.07	50.48	53.00	55.65	58.43	61.35
	m	8,332.54	8,749.17	9,186.63	9,645.96	10,128.26	10,634.67
Grade 31	a	99,990.54	104,990.06	110,239.57	115,751.54	121,539.12	127,616.08
Code Compliance Manager	h	62.13	65.24	68.50	71.93	75.52	79.30
	m	10,769.84	11,308.33	11,873.75	12,467.44	13,090.81	13,745.35
Grade 25	a	129,238.08	135,699.99	142,484.99	149,609.24	157,089.70	164,944.18
Development Services	h	41.99	44.09	46.29	48.61	51.04	53.59
Technician	m	7,278.01	7,641.91	8,024.00	8,425.20	8,846.46	9,288.79
Grade 17	a	87,336.08	91,702.88	96,288.03	101,102.43	106,157.55	111,465.43
Community Services	h	38.04	39.94	41.94	44.04	46.24	48.55
Coordinator	m	6,594.04	6,923.74	7,269.93	7,633.42	8,015.10	8,415.85
Grade 10	a	79,128.47	83,084.89	87,239.14	91,601.09	96,181.15	100,990.21
Customer Service Supervisor	h	47.36	49.73	52.22	54.83	57.57	60.45
	m	8,209.73	8,620.21	9,051.22	9,503.79	9,978.97	10,477.92
Grade 34	a	98,516.72	103,442.56	108,614.69	114,045.42	119,747.69	125,735.08
Deputy City Clerk	h	47.36	49.73	52.22	54.83	57.57	60.45
	m	8,209.73	8,620.21	9,051.22	9,503.79	9,978.97	10,477.92
Grade 22	a	98,516.72	103,442.56	108,614.69	114,045.42	119,747.69	125,735.08
Economic Development	h	63.18	66.34	69.66	73.14	76.80	80.64
Manager	m	10,951.95	11,499.55	12,074.52	12,678.25	13,312.16	13,977.77
Grade 38	a	131,423.39	137,994.56	144,894.29	152,139.00	159,745.96	167,733.25

City of Coachella - Salary Schedule
Confidential Mid-Management Employees
July 1, 2026 - June 30, 2027 ***(2% COLA Effective July 1, 2026)***
(Revised by Council 10/14/26, Resolution No. 2026-60)

	Step	A	B	C	D	E	Performance Step (5%) "O"
Environmental/	h	52.50	55.13	57.88	60.78	63.81	67.01
Special Programs Manager	m	9,100.08	9,555.09	10,032.84	10,534.48	11,061.21	11,614.27
Grade 11	a	109,200.99	114,661.04	120,394.10	126,413.80	132,734.49	139,371.22
Executive Assistant	h	41.99	44.09	46.29	48.61	51.04	53.59
	m	7,278.01	7,641.91	8,024.00	8,425.20	8,846.46	9,288.79
Grade 17	a	87,336.08	91,702.88	96,288.03	101,102.43	106,157.55	111,465.43
Finance Manager	h	62.88	66.02	69.32	72.79	76.43	80.25
	m	10,899.01	11,443.96	12,016.16	12,616.97	13,247.82	13,910.21
Grade 37	a	130,788.13	137,327.54	144,193.91	151,403.61	158,973.79	166,922.48
Finance Services Supervisor	h	47.36	49.73	52.22	54.83	57.57	60.45
	m	8,209.73	8,620.21	9,051.22	9,503.79	9,978.97	10,477.92
Grade 34	a	98,516.72	103,442.56	108,614.69	114,045.42	119,747.69	125,735.08
Grants Manager	h	57.38	60.25	63.26	66.43	69.75	73.23
	m	9,946.11	10,443.42	10,965.59	11,513.87	12,089.56	12,694.04
Grade 24	a	119,353.38	125,321.05	131,587.10	138,166.46	145,074.78	152,328.52
Information Technology	h	70.58	74.10	77.81	81.70	85.78	90.07
Manager	m	12,233.06	12,844.72	13,486.95	14,161.30	14,869.37	15,612.84
Grade 40	a	146,796.78	154,136.62	161,843.45	169,935.62	178,432.40	187,354.02
Management Analyst	h	46.64	48.97	51.42	53.99	56.69	59.53
	m	8,084.33	8,488.55	8,912.97	9,358.62	9,826.55	10,317.88
Grade 14	a	97,011.97	101,862.57	106,955.70	112,303.48	117,918.66	123,814.59
Parks and Recreation Services	h	57.38	60.25	63.26	66.43	69.75	73.23
Manager	m	9,946.11	10,443.42	10,965.59	11,513.87	12,089.56	12,694.04
Grade 24	a	119,353.38	125,321.05	131,587.10	138,166.46	145,074.78	152,328.52
Parks Supervisor	h	47.36	49.73	52.22	54.83	57.57	60.45
	m	8,209.73	8,620.21	9,051.22	9,503.79	9,978.97	10,477.92
Grade 34	a	98,516.72	103,442.56	108,614.69	114,045.42	119,747.69	125,735.08
Permit Technician	h	38.95	40.89	42.94	45.09	47.34	49.71
	m	6,750.74	7,088.27	7,442.69	7,814.82	8,205.56	8,615.84
Grade 12	a	81,008.85	85,059.29	89,312.26	93,777.87	98,466.76	103,390.10
Planning Manager	h	75.50	79.27	83.24	87.40	91.77	96.36
	m	13,086.44	13,740.76	14,427.80	15,149.19	15,906.64	16,701.98
Grade 41	a	157,037.23	164,889.09	173,133.55	181,790.23	190,879.74	200,423.72
Principal Planner	h	62.13	65.24	68.50	71.93	75.52	79.30
	m	10,769.84	11,308.33	11,873.75	12,467.44	13,090.81	13,745.35
Grade 39	a	129,238.08	135,699.99	142,484.99	149,609.24	157,089.70	164,944.18
Public Works	h	57.38	60.25	63.26	66.43	69.75	73.23
Construction Manager	m	9,946.11	10,443.42	10,965.59	11,513.87	12,089.56	12,694.04
Grade 24	a	119,353.38	125,321.05	131,587.10	138,166.46	145,074.78	152,328.52

City of Coachella - Salary Schedule
Confidential Mid-Management Employees
July 1, 2026 - June 30, 2027 ***(2% COLA Effective July 1, 2026)***
(Revised by Council 10/14/26, Resolution No. 2026-60)

	Step	A	B	C	D	E	Performance Step (5%) "O"
Sanitary Superintendent	h	61.77	64.85	68.10	71.50	75.08	78.83
	m	10,706.20	11,241.51	11,803.59	12,393.77	13,013.46	13,664.13
Grade 15	a	128,474.44	134,898.17	141,643.08	148,725.23	156,161.49	163,969.57
Senior Civil Engineer	h	62.13	65.24	68.50	71.93	75.52	79.30
	m	10,769.84	11,308.33	11,873.75	12,467.44	13,090.81	13,745.35
Grade 25	a	129,238.08	135,699.99	142,484.99	149,609.24	157,089.70	164,944.18
Senior Management Analyst	h	57.38	60.25	63.26	66.43	69.75	73.23
	m	9,946.11	10,443.42	10,965.59	11,513.87	12,089.56	12,694.04
Grade 24	a	119,353.38	125,321.05	131,587.10	138,166.46	145,074.78	152,328.52
Senior Planner	h	53.81	56.50	59.33	62.30	65.41	68.68
	m	9,327.79	9,794.18	10,283.89	10,798.08	11,337.99	11,904.89
Grade 23	a	111,933.50	117,530.17	123,406.68	129,577.01	136,055.86	142,858.66
Streets Supervisor	h	47.36	49.73	52.22	54.83	57.57	60.45
	m	8,209.73	8,620.21	9,051.22	9,503.79	9,978.97	10,477.92
Grade 34	a	98,516.72	103,442.56	108,614.69	114,045.42	119,747.69	125,735.08
Streets Superintendent/	h	54.11	56.81	59.65	62.64	65.77	69.06
Emergency Services Coordinator	m	9,378.61	9,847.54	10,339.92	10,856.92	11,399.76	11,969.75
Grade 33	a	112,543.35	118,170.52	124,079.04	130,283.00	136,797.15	143,637.00
Water Superintendent	h	61.77	64.85	68.10	71.50	75.08	78.83
	m	10,706.20	11,241.51	11,803.59	12,393.77	13,013.46	13,664.13
Grade 18	a	128,474.44	134,898.17	141,643.08	148,725.23	156,161.49	163,969.57

Yolanda Lopez

From: Carlos Gonzales <cgonzales@teamsters1932.org>
Sent: September 28 26 10:32 AM
To: Yolanda Lopez
Subject: Water man study

Hello Yolanda,

Based on our meeting on August 5th Teamsters Local 1932 is in agreement with the proposed salary adjustment for our members in the City of Coachella water/sewer department.

Thank you,

Carlos Gonzales
Staff Coordinator / Business Agent
Teamsters Local 1932
433 N. Sierra Way
San Bernardino, CA 92410
Phone (909) 889-8377 ext. 261
Cell Phone (909) 915-5764

From: Juan Delgado
To: Yolanda Lopez
Subject: RE: Side letters
Date: September 22 26 12:21:35 PM

Good afternoon Yolanda,

We will accept the implementation of the compensation study as discussed on September 15, 2026.

Thank you,

Juan Delgado
Teamsters Local 1932
Business Agent
Office: (909) 889-8377 ext 239
Cell: (909) 361-8570
jdelgado@teamsters1932.org

STAFF REPORT
10/14/2026

TO: Honorable Mayor and City Council Members

FROM: Andrew Simmons, P.E., Public Works Director/City Engineer

PREPARED BY: Brianna Greenwood, P.E., Senior Civil Engineer

SUBJECT: Determine the Dateland Park Skatepark Project, City Project P-27 to be Categorically Exempt from CEQA pursuant to State CEQA Guidelines sections 15301 (Existing Facilities) and 15302 (Replacement or Reconstruction) and authorize City Staff to File a Notice of Exemption

---

STAFF RECOMMENDATION:

Staff recommends that City Council find the Dateland Park Skatepark Project, City Project P-27 categorically exempt from CEQA pursuant to State CEQA Guidelines sections 15301 (Existing Facilities) and 15302 (Replacement or Reconstruction), and authorize City Staff to File a Notice of Exemption.

FISCAL IMPACT:

No additional appropriations required.

BACKGROUND:

The Dateland Park Skatepark project will rehabilitate the existing skatepark located at the Northeast corner of Shady Lane and Cairo Street. This project includes the removal and replacement of park equipment and a concrete bowl. City staff has reviewed the CEQA guidelines and determined the proposed project improvements are eligible to be categorically exempt. City staff recommends Council find the project categorically exempt from CEQA and authorize City Staff to file a Notice of Exemption with the County of Riverside Clerk Recorder and the State Clearinghouse following project approval.

ENVIRONMENTAL:

The Project is categorically exempt from CEQA pursuant to State CEQA Guidelines section 15301 (Existing Facilities) because it involves repair, maintenance and minor alteration of existing public facilities involving negligible or no expansion of existing or former use. The work will rehabilitate the existing skatepark facilities while maintaining the existing recreational use with negligible or no expansion of that use.

The Project is also exempt under section 15302 (Replacement or Reconstruction) because it replaces existing park equipment and facilities with new equipment and facilities located on the same site and having substantially the same purpose and capacity as those being replaced.

None of the exceptions under State CEQA Guidelines section 15300.2 applies. The Project will not result in significant cumulative impacts from successive projects of the same type in the same place over time. There is no reasonable possibility of a significant environmental effect due to unusual circumstances. The Project will not damage scenic resources within an officially designated state scenic highway, is not located on a site included on any list compiled pursuant to Government Code section 65962.5, and will not cause a substantial adverse change in the significance of a historical resource. No further CEQA analysis is required.

ATTACHMENTS:

1. Notice of Exemption

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Riverside
2724 Gateway Drive, PO Box 751
Riverside, CA 92502-0751

From: (Public Agency): City of Coachella
53990 Enterprise Way
Coachella, CA 92236
(Address)

Project Title: Dateland Park Skatepark Improvements, City Project No. P-27

Project Applicant: City of Coachella

Project Location - Specific:
The proposed project is located in the City of Coachella as shown on Exhibit "A" (attached) in the NE corner of Avenue 53 and Calle Empalme.

Project Location - City: Coachella Project Location - County: Riverside

Description of Nature, Purpose and Beneficiaries of Project:
The proposed project will make improvements to the existing skatepark at Dateland Park located on the northwest corner of Shady Lane and Cairo Street.

Name of Public Agency Approving Project: City of Coachella

Name of Person or Agency Carrying Out Project: City of Coachella

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Section 15301 and 15302, CEQA Guidelines
- ☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt:
The Dateland Park Skatepark Improvements (City Project No. P-27) are categorically exempt under State CEQA Guidelines sections 15301 and 15302 because they involve rehabilitation and replacement of facilities at the existing skatepark, with negligible or no expansion of use and substantially the same purpose and capacity. None of the exceptions under section 15300.2 applies.

Lead Agency
Contact Person: Andrew Simmons Area Code/Telephone/Extension: 760-398-5744

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: _____ Date: 10/14/2026 Title: Director of Public Works/City Engineer

▪ Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

STAFF REPORT
10/14/2026

TO: Honorable Mayor and City Council Members

FROM: Celina Jimenez, Director of Economic Development

SUBJECT: Approve a Sponsorship Request from the County of Riverside District 4 in the amount of $4,000 to support the 35th Annual Senior Inspiration Awards Ceremony and Approve the Nomination of Ms. Ramona Negrete as the City of Coachella Honoree

---

STAFF RECOMMENDATION:

Staff recommends that the City Council consider approving a sponsorship request from the County of Riverside District 4 in the amount of $4,000 to support the 35th Annual Senior Inspiration Awards and approve the nomination of Ms. Ramona Negrete as the City of Coachella Honoree.

FISCAL IMPACT:

Should the City Council approve the staff recommendation, the General Fund account will be reduced by $4,000.

BACKGROUND:

Since 1992, the County of Riverside District 4 has partnered with the nine (9) Coachella Valley Cities to plan the annual Senior Inspiration Awards event. The annual luncheon recognizes productive and active senior citizens from each of the nine cities. Each city is asked to select an honoree that meets the following criteria:

- Be at least 70 years old;
- Reside and/or volunteer in your City:
- Be actively involved in community affairs·
- Deserve to receive recognition and/or may not otherwise receive recognition for their service to the community; and
- Personify a healthy, active, and contributing attitude and lifestyle.

This year's Senior Inspiration Awards luncheon will be held at Fantasy Springs Event Center on Thursday, March 18, 2027 from 10:00 AM – 1:00 PM. The event committee is asking each City to sponsor the event by contributing $4,000. The sponsorship package will include two tables of 10 attendees, the honoree's gift, listing of the honoree in the event program and recognition at the

event. Sponsorship of the event has enabled the area cities to honor valued senior volunteers in the community.

DISCUSSION/ANALYSIS:

This year, Ms. Ramona Negrete has been nominated to be this year's City of Coachella Senior Inspiration Award recipient. Ms. Ramona Negrete, has been a volunteer for the Coachella Senior Center since 2016. As of 2026, her service hours have totaled 1,600. She is always eager and willing to help. She loves helping out in the kitchen, with food distribution, and all other Senior Center activities and events. She spends countless hours helping with everything and anything. Everyone at the Senior Center is an equal to her, and she treats everyone with dignity and respect. Having a person like Ms. Negrete at the Coachella Senior Center is an asset to this special community. Ms. Negrete is an exceptional choice for the Senior Inspiration Awards Honoree award, as she is very reliable and compassionate towards her fellow peers, which are the hallmark qualities needed for the Senior Center.

ALTERNATIVES:

1. Approve a Sponsorship Request from the County of Riverside District 4 in the amount of $4,000 to support the 35th Annual Senior Inspiration Awards Ceremony and Approve the Nomination of Ms. Ramona Negrete as the City of Coachella Honoree

2. Provide alternative direction

STAFF REPORT
10/14/2026

TO: Honorable Mayor and City Council Members

FROM: Kendra Reif, Community Development Director

PREPARED BY: Kendra Reif, Community Development Director

SUBJECT: Approval of Three-Year Sponsorship Agreement with the SoCal Arena Company, LLC, in connection with the Coachella Valley Lakers, with a Base Sponsorship Fee of $46,824.

STAFF RECOMMENDATION:

Staff recommends that the City Council adopt Resolution No. 2026-56 to approve a three-year Sponsorship Agreement with SoCal Arena Company, LLC ("SCAC"), in connection with the Coachella Valley Lakers, with a total base sponsorship fee of $46,824, and authorize the City Manager to execute the Sponsorship Agreement and any related documents, subject to approval as to form by the City Attorney.

FISCAL IMPACT:

The proposed Sponsorship Agreement is for a three-year term. The first-year cost is $15,000, with a four percent (4%) annual escalation in subsequent years. Based on the proposed escalation, the sponsorship fees are as follows:

Contract Year	**Sponsorship Fee**
Year 1	$15,000
Year 2	$15,600
Year 3	$16,224
Total Base Sponsorship Fee	**$46,824**

The first-year sponsorship fee was not included in the City's adopted annual budget for fiscal year 26/27 and would be funded from the General Fund. If approved, subsequent sponsorship fees would be included in the City's annual budgets for fiscal years 27/28 and 28/29. The total base sponsorship fee over the three-year term is $46,824.

The City may incur additional incidental costs associated with its utilization of certain sponsorship benefits, including costs associated with the production of advertising materials and on-site

activations. Any sponsorship benefits associated with CV Lakers playoff games are excluded from the base sponsorship fee and would be subject to separate mutual agreement and additional fees.

EXECUTIVE SUMMARY:

The Coachella Valley Lakers, an NBA G League affiliate of the Los Angeles Lakers, are beginning operations in the Coachella Valley and will play home games at Acrisure Arena. SoCal Arena Company, LLC has presented the City of Coachella with an opportunity to enter into a three-year Sponsorship Agreement in connection with the Coachella Valley Lakers. The sponsorship is intended to provide the City with regional visibility, community engagement opportunities, promotional exposure, and access to Lakers-related experiences.

Under the proposed Sponsorship Agreement, the City would be designated as a non-exclusive "Official Partner" of the Coachella Valley Lakers and would receive a combination of digital and in-arena advertising, ticketing and hospitality benefits, promotional and activation opportunities, social media integration, and approved use of Coachella Valley Lakers team marks and intellectual property.

The proposed Sponsorship Agreement would have a three-year term, with a base sponsorship fee of $15,000 for the first Contract Year and a four percent (4%) annual increase in each subsequent Contract Year, for a total base sponsorship fee of $46,824. The first-year sponsorship fee was not included in the City's adopted Fiscal Year 2026-27 budget and would therefore be funded from the General Fund.

BACKGROUND:

The Coachella Valley Lakers are joining the NBA G League and will play their home games at Acrisure Arena. As part of the team's introduction to the region, SoCal Arena Company, LLC has offered the City an opportunity to become an Official Partner of the Coachella Valley Lakers. The proposed sponsorship is intended to connect the City with a new regional sports and entertainment organization while providing opportunities to promote the City of Coachella to residents and visitors throughout the Coachella Valley.

The Sponsorship Agreement provides benefits in several areas, including in-arena advertising, hospitality and ticketing, game-day activations and promotions, intellectual property rights, social media integration, and opportunities for community engagement.

DISCUSSION:

The proposed Sponsorship Agreement would provide the City with a variety of promotional and community engagement benefits throughout each Contract Year.

According to information provided by SCAC and the Coachella Valley Lakers, the Cities of Palm Desert, Palm Springs, Indian Wells, and La Quinta are also participating in similar sponsorship arrangements with the Coachella Valley Lakers. To provide comparable in-arena exposure among

the participating municipalities, each participating city is anticipated to receive designated sponsorship benefits at four (4) regular-season home games per Contract Year.

The City would receive in-arena advertising at four (4) regular-season Coachella Valley Lakers home games each Contract Year. These benefits include courtside and hoop stanchion LED signage, Arena bowl LED ring signage, thirty-second advertisements on the in-Arena replay screen, and rotational in-Arena IPTV exposure. The City would also receive social media integration as mutually agreed upon by the parties.

The City would receive sixty (60) group tickets to regular-season Coachella Valley Lakers home games each Contract Year, which may be utilized in groups of ten (10), with games mutually agreed upon and subject to availability. The City would also receive six (6) lower-bowl tickets for each of the four (4) games at which the City receives the specified in-arena advertising benefits, for a total of twenty-four (24) lower-bowl tickets per Contract Year.

These ticketing opportunities could be utilized, as appropriate and consistent with applicable City policies and laws, to support community engagement, City programs, recognition activities, or other City purposes.

Additional sponsorship benefits include one (1) in-game feature at four (4) regular-season home games each Contract Year and the opportunity to conduct on-site activations at two (2) mutually agreed-upon home games each Contract Year. Activation details are subject to SCAC approval, and the City would be responsible for costs associated with such activations, including staffing.

The Sponsorship Agreement also provides the City with a non-exclusive right to use the Coachella Valley Lakers marks, subject to the terms of the agreement and applicable G League requirements. These benefits provide opportunities for the City to promote City programs, events, services, tourism, economic development initiatives, and other community-focused activities to a broader regional audience.

The proposed sponsorship creates additional opportunities for collaboration and community engagement between the City and the Coachella Valley Lakers while increasing regional visibility for the City of Coachella.

ENVIRONMENTAL REVIEW:

The City Council finds that the proposed action is not a project subject to the California Environmental Quality Act ("CEQA") because it involves an organizational and administrative activity of the City that will not result in direct or reasonably foreseeable indirect physical changes in the environment pursuant to State CEQA Guidelines Section 15378(b)(5).

ALTERNATIVES:

1. Adopt Resolution No. 2026-56 approving a three-year Sponsorship Agreement with SoCal Arena Company, LLC, in connection with the Coachella Valley Lakers, with a total base

sponsorship fee of $46,824, and authorize the City Manager to execute the Sponsorship Agreement and any related documents, subject to approval as to form by the City Attorney.

2. Decline to approve the Sponsorship Agreement and provide alternative direction to staff.

RECOMMENDED ALTERNATIVE(S):

Staff recommends Alternative No. 1.

ATTACHMENTS:

1. Resolution No. 2026-56

2. Coachella Valley Lakers City Sponsorship Presentation

3. Sponsorship Agreement

RESOLUTION NO. 2026-56

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COACHELLA, CALIFORNIA, APPROVING A THREE-YEAR PARTNERSHIP WITH THE COACHELLA VALLEY LAKERS AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE PARTNERSHIP AGREEMENT AND RELATED DOCUMENTS

WHEREAS, the Coachella Valley Lakers are an NBA G League team that will play home games at Acrisure Arena in the Coachella Valley; and

WHEREAS, the Coachella Valley Lakers have presented the City of Coachella ("City") with an opportunity to enter into a three-year partnership intended to provide regional visibility, promotional opportunities, community engagement, and other benefits to the City; and

WHEREAS, the proposed partnership includes various benefits to the City, including in-arena LED and digital exposure, social media integration, hospitality and ticketing opportunities, in-game sponsorships, on-site activations, and approved use of Coachella Valley Lakers team marks and intellectual property; and

WHEREAS, the partnership will also provide the City with six (6) lower bowl season seats and sixty (60) group tickets, which may be utilized for appropriate City and community purposes consistent with applicable City policies and laws; and

WHEREAS, the proposed partnership has a term of three (3) years, with a first-year investment of Fifteen Thousand Dollars ($15,000) and an annual escalation of four percent (4%) for each subsequent year; and

WHEREAS, based upon the four percent (4%) annual escalation, the anticipated partnership costs are Fifteen Thousand Dollars ($15,000) for Year 1, Fifteen Thousand Six Hundred Dollars ($15,600) for Year 2, and Sixteen Thousand Two Hundred Twenty-Four Dollars ($16,224) for Year 3, for a total anticipated three-year expenditure of Forty-Six Thousand Eight Hundred Twenty-Four Dollars ($46,824), exclusive of any additional costs that may be separately authorized by the City; and

WHEREAS, the partnership expenditure was not included in the City's adopted budget and will be funded from the City's General Fund; and

WHEREAS, the City Council finds that establishing a partnership with the Coachella Valley Lakers will provide opportunities to increase awareness and visibility of the City, promote City programs and initiatives, and support community engagement throughout the Coachella Valley; and

WHEREAS, the City Council desires to approve the three-year partnership and authorize the City Manager to execute the partnership agreement and related documents necessary to implement the partnership.

NOW, THEREFORE, BE IT RESOLVED, THE CITY COUNCIL OF THE CITY OF COACHELLA, CALIFORNIA DOES HEREBY FIND DETERMINE AND RESOLVE AS FOLLOWS:

SECTION 1. **Incorporation of Recitals.** The City Council hereby specifically finds that all of the facts set forth in the recitals of this Resolution are true and correct and are incorporated into this Resolution by reference and constitute a material part of this Resolution.

SECTION 2. **Approval of Partnership.** The City Council hereby approves a three-year partnership between the City of Coachella and the Coachella Valley Lakers, substantially consistent with the partnership terms presented to the City and described in the accompanying staff report.

SECTION 3. Partnership Expenditure. The City Council hereby authorizes expenditures for the partnership in the amount of Fifteen Thousand Dollars ($15,000) for the first year, subject to an annual escalation of four percent (4%) in each subsequent year, resulting in an anticipated total expenditure of Forty-Six Thousand Eight Hundred Twenty-Four Dollars ($46,824) over the three-year term.

Funding for the partnership shall be provided from the City's General Fund. The City Council acknowledges that this expenditure was not included in the City's adopted budget and authorizes the necessary budget adjustment and/or appropriation from available General Fund resources to implement the partnership, as determined necessary by the City's Finance Director.

SECTION 4. Authorization to Execute Agreement. The City Manager, or designee, is hereby authorized to negotiate, finalize, and execute the partnership agreement and any related documents necessary to implement the partnership, provided that the final agreement is substantially consistent with the terms approved by the City Council through this Resolution and is approved as to form by the City Attorney.

SECTION 5. Additional Expenditure. Any costs or financial obligations associated with the partnership that exceed the amounts authorized by this Resolution, including any additional costs associated with postseason or playoff participation, shall be subject to applicable City purchasing and budgetary requirements and shall not be incurred unless appropriately authorized by the City.

SECTION 6. Environmental Review. The City Council finds that approval of the partnership is not a "project" subject to the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines Section 15378(b)(5), because the action constitutes an organizational or administrative activity of government that will not result in direct or reasonably foreseeable indirect physical changes in the environment.

SECTION 7. Location and Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at Coachella Civic Center. The City Clerk is the custodian of the record of proceedings.

SECTION 8. Execution of Resolution. The Mayor shall sign this Resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

PASSED APPROVED and ADOPTED this 14th day of October 2026.

_____
Dr. Frank Figueroa
Mayor

ATTEST:

_____
Angela M. Zepeda
City Clerk

APPROVED AS TO FORM:

BEST, BEST & KRIEGER

_____
City Attorney

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF COACHELLA)

I HEREBY CERTIFY that the foregoing Resolution No. 2026-56 was duly adopted by the City Council of the City of Coachella at a regular meeting thereof, held on the 14th day of October 2026, by the following vote of Council:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Delia Granados
Deputy City Clerk


COMING TO ACRISURE ARENA THIS FALL
COACHELLA VALLEY
LAKERS
NBA G LEAGUE
AFFILIATE OF THE
LOS ANGELES LAKERS
CITY PARTNERSHIP
OPPORTUNITY

ALIGN YOUR BRAND LOCALLY WITH

THE MOST ICONIC

LOS ANGELES LAKERS

FRANCHISE IN ALL OF PROFESSIONAL SPORTS

17 NBA CHAMPIONSHIPS
Tied for the Most in NBA History

MOST PLAYOFF & FINALS APPEARANCES
in NBA History

33 HALL-OF-FAMERS
2nd Most in the NBA

8 MVP'S
2nd Most in the NBA

TOP 5 MOST VALUABLE FRANCHISE
Among all U.S. Professional Sports Teams

64M TOTAL SOCIAL FOLLOWERS
Most Among All U.S. Professional Sports Teams



ACRISURE ARENA

Sources: Basketball Reference (2026), Sportico (2025), Forbes (2025)

2

A PIPELINE BUILT FOR SHOWTIME

TODAY'S COACHELLA VALLEY LAKERS,
TOMORROW'S NBA STARS



41 HAVE EARNED **57**

PLAYERS — NBA CALL-UPS

5,000

+

NBA GAMES PLAYED BY TEAM ALUMNI

Source: Basketball Reference (2026)

BRINGING THE LAKESHOW TO

ACRISURE® ARENA

THE CROWN JEWEL OF LIVE ENTERTAINMENT IN THE DESERT

DELIVERING

850K+	12K+	115+
ANNUAL ATTENDANCE*	SEATING CAPACITY	NIGHTS OF ACTION PER YEAR

40+	40+	25+	10+
CONCERTS	HOCKEY GAMES	BASKETBALL GAMES	FAMILY SHOWS & OTHER LIVE ENTERTAINMENT
JUSTIN TIMBERLAKE			CIRQUE DU SOLEIL, MONSTER TRUCKS LIVE, BKFC
MARIAH CAREY			









ACRISURE ARENA | LAKERS

*Annual Attendance before the NBA G League

NBA G LEAGUE

THE NBA'S OFFICIAL MINOR LEAGUE

A NATIONAL/INTERNATIONAL PLATFORM



OVER

HALF

OF PLAYERS ON NBA START-OF-SEASON ROSTERS IN 2025-26 HAD NBA G LEAGUE EXPERIENCE

Record-Tying Number of Players

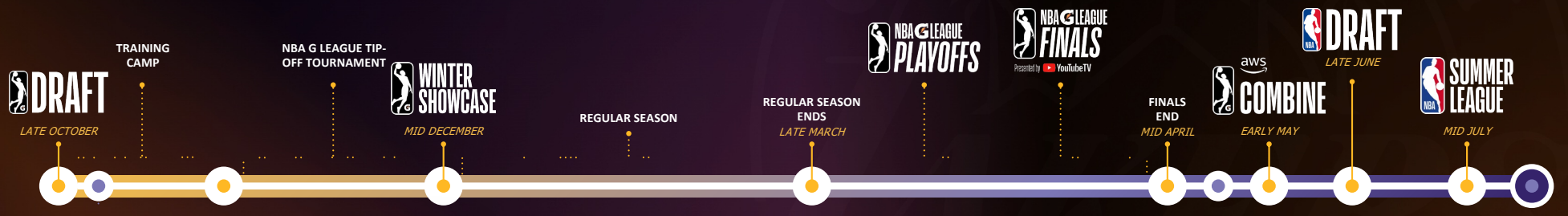
31 **TEAMS**

30 Affiliated with NBA teams

ACRISURE ARENA

Source: NBA G League (2026)

IN STEP WITH THE VALLEY'S PEAK SEASON



48 TOTAL GAMES PER TEAM *(EXCLUDING PLAYOFFS)* **24** HOME **24** AWAY



SECOND-HOME VISITORS CLUSTER THEIR STAYS

61% NOVEMBER THROUGH JANUARY

78% JANUARY THROUGH APRIL

ACRISURE ARENA

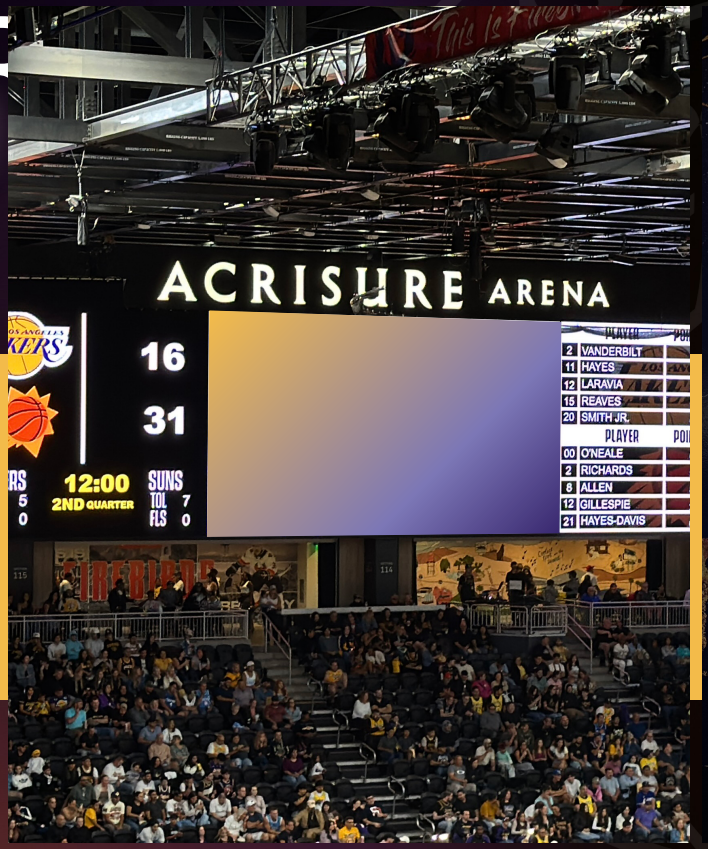
Sources: Visit Greater Palm Springs (2025), NBA G League (2026)


COACHELLA VALLEY
LAKERS
WHAT WE CAN DO TOGETHER

LED & DIGITAL

MAXIMIZE REACH WITH HIGH-IMPACT DIGITAL BRANDING THROUGHOUT THE ARENA







Sources: Visit Greater Palm Springs (2025), NBA G League (2026)

HOSPITALITY & TICKETS

CULTIVATE AND GROW RELATIONSHIPS THAT DRIVE BUSINESS THROUGH ELEVATED HOSPITALITY & EXPERIENCES

- PREMIUM TICKETS
- ELEVATED FOOD & BEVERAGE
- VIP EXPERIENCES



ACRISURE ARENA

Sources: Visit Greater Palm Springs (2025), NBA G League (2026)


ACTIVATIONS
& PROMOTIONS
ENGAGE WITH FANS THROUGHOUT THE GAMEDAY EXPERIENCE
ON-SITE ACTIVATIONS
TABLING
GIVEAWAYS
IN-GAME CONTESTS
...AND MORE
ACRISURE ARENA
Sources: Visit Greater Palm Springs (2025); NBA G League (2026)
10

INTELLECTUAL PROPERTY RIGHTS

LEVERAGE THE STRENGTH OF THE PURPLE & GOLD



ACRISURE ARENA

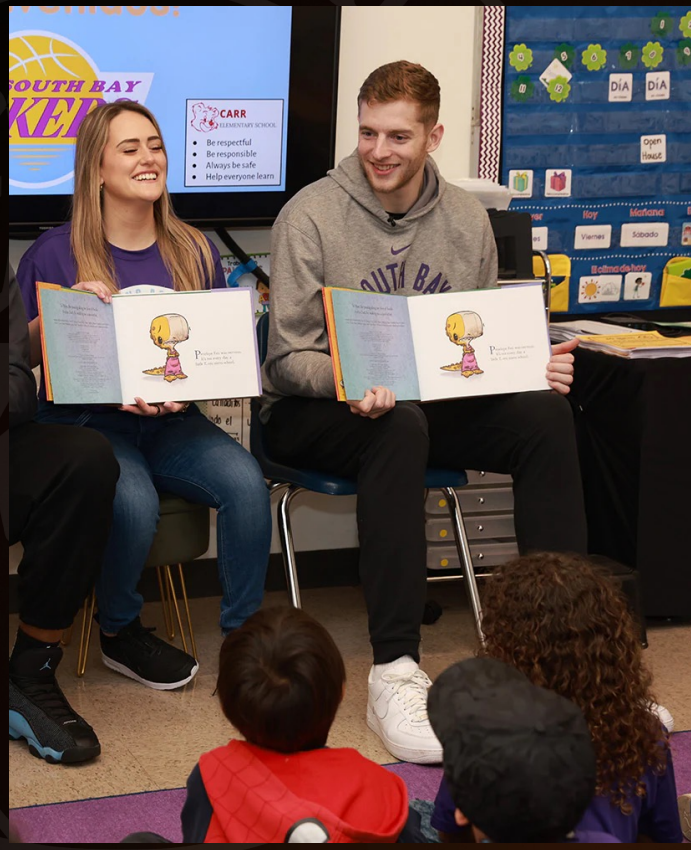
Sources: Visit Greater Palm Springs (2025), NBA G League (2026)

COMMUNITY ENGAGEMENT

FOSTER AUTHENTIC COMMUNITY CONNECTIONS







ACRISURE ARENA | LAKERS

Sources: Visit Greater Palm Springs (2025), NBA G League (2026)


COACHELLA VALLEY
LAKERS
JOIN US AS WE TIP OFF A NEW ERA
IN COACHELLA VALLEY SPORTS & ENTERTAINMENT
COMING TO ACRISURE ARENA THIS FALL

PARTNERSHIP SUMMARY

PRESENTING PARTNER

LED & Digital Exposure

- Courtside + Hoop Stanchion LED (Pre-Game): 1 minute per game
- Courtside + Hoop Stanchion LED (In-Game): 1 minute per game
- Arena Bowl LED Ribbon (Pre-Game): 1 minute per game
- Arena Bowl LED Ribbon (In-Game): 1 minute per game
- Arena Replay Screen: 6x :30 ads per season
- In-venue IPTV exposure (concourses, clubs, and suites): 1 minute per hour

Content

- Mutually agreed upon social media integration

Hospitality & ticketing

- Six (6) lower bowl season seats
- Sixty (60) group tickets

Activation & Promotions

- Four (4) in-game feature sponsorships per season
- Two (2) on-site activations per season

Intellectual Property Rights

- Approved use of team marks and intellectual property

TERM: **3 YEARS** | Y1 INVESTMENT: $**15,000 + PLAYOFFS** | ANNUAL ESCALATOR: **4%**


COACHELLA VALLEY
LAKERS
THANK YOU

September 18, 2026

City of Coachella
53990 Enterprise Way
Coachella, CA 92236
Attn: Gustavo Romo, City Manager

Dear Mr. Romo:

This letter will confirm the terms and conditions of the sponsorship agreement ("**Agreement**") by and between the City of Coachella ("**Sponsor**"), on the one hand, and SoCal Arena Company, LLC ("**SCAC**") in connection with Sponsor's sponsorship of the NBA G League ("**G League**") team commonly known as the Coachella Valley Lakers ("**CV Lakers**") that will play their home games at the Arena. Unless terminated earlier as provided herein, the term of this Agreement shall commence on October 1, 2026 and expire as of September 30, 2029 (the "**Term**"). Each period from October 1 to the following September 30 shall be a "**Contract Year**."

1. In connection herewith, during the Term (except as otherwise expressly provided herein), we have agreed that Sponsor will receive the following benefits for the promotion by Sponsor of its local municipality and promotion thereof (collectively, the "**Category**") in connection with the "CITY OF COACHELLA" name (the "**Brand**," such benefits, the "**Sponsorship Benefits**"), all details as designated by SCAC. Sponsor may only use such Sponsorship Benefits to advertise and promote products and/or services under the Brand within the Category. The Sponsorship Benefits are as follows:

CV Lakers Sponsorship Benefits: Subject to G League Rules (including, but not limited to, G League telecast rules, regulations and blackouts), Sponsor shall receive the following Sponsorship Benefits:

- Official Designations and IP Rights:
  - Non-exclusive designation as "Official Partner" of the CV Lakers
  - Non-exclusive right to use the CV Lakers Marks (restricted to the Territory) in connection with the Sponsorship Benefits set forth below, subject to Section 3 of the Standard Terms and Conditions.
- In-Arena Advertising:
  - Two minutes (2:00) of courtside LED and hoop stanchion LED signage at four (4) CV Lakers regular season games at the Arena (one minute (1:00) pre-game, one minute (1:00) in-game)
    - Sponsor to provide production-ready artwork in accordance with Section 4(a) of the Standard Terms and Conditions
  - Two minutes (2:00) of LED ring signage within the Arena bowl at four (4) CV Lakers regular season home games at the Arena (one minute (1:00) pre-game, one minute (1:00) in-game)
    - Sponsor to provide production-ready artwork in accordance with Section 4(a) of the Standard Terms and Conditions
  - One (1) thirty-second (0:30) commercial played on the in-Arena replay screen at four (4) regular season CV Lakers home games at the Arena each Contract Year
    - Sponsor to provide commercial spot in accordance with Section 4(a) of the Standard Terms and Conditions
  - One minute (1:00) per hour exposure on rotational in-Arena IPTV signage at four (4) CV Lakers regular season home games at the Arena
    - Sponsor to provide production-ready artwork in accordance with Section 4(a) of the Standard Terms and Conditions

  - One (1) in-game feature (e.g., branded free throw contest) at four (4) regular season CV Lakers home games each Contract Year
    - Exact details of the feature to be mutually agreed upon; includes scoreboard and PA exposure.
- Activations
  - Sponsor shall have the right to conduct on-site activations at the Arena at two (2) mutually agreed CV Lakers home games each Contract Year. Activation size and location to be mutually agreed. All activation details (e.g., giveaways, number of staff, décor, etc.) to be approved by SCAC in advance. Sponsor shall be responsible for all activation costs, including, without limitation, staffing.
- Content: Social media integration as mutually agreed.
- Hospitality. Sponsor shall receive the following hospitality rights and benefits:
  - Sixty (60) group tickets to regular season CV Lakers home games each Contract Year
    - May be used in groups of ten (10)
    - Games to be mutually agreed, subject to availability
  - Six (6) lower-bowl tickets for each of the four (4) games where Sponsor receives the in-Arena advertising described above (24 tickets total).

2. In consideration of Sponsorship Benefits provided by SCAC, Sponsor shall pay SCAC the Sponsorship Fee. The Sponsorship Fee shall equal the following:

2026-27 Contract Year:	$15,000
2027-28 Contract Year:	$15,600
2028-29 Contract Year:	$16,224

Payment of each Contract Year's Sponsorship Fee shall be made by Sponsor to the Coachella Valley Parties in two (2) equal installments on or before July 1 preceding of the applicable Contract Year and January 1 of the applicable Contract Year, provided that in the first Contract Year, the first installment of the Sponsorship Fee shall be payable within thirty (30) days following full execution hereof.

No Sponsorship Benefits shall be provided during or in connection with CV Lakers playoff games, including, without limitation, use of tickets, except as the parties mutually agree, and subject to payment of incremental mutually agreed playoff fees ("**Playoff Fees**"). To the extent the parties mutually agree upon applicable playoff Sponsorship Benefits and CV Lakers Playoff Fees, such CV Lakers Playoff Fees shall be due and payable in full on or before July 15th of the Contract Year. Notwithstanding the foregoing, if the CV Lakers' G League season (inclusive of playoffs) continues after such date, all CV Lakers Playoff Fees shall be due and payable in full within thirty (30) days following the end of the CV Lakers' G League season.

All payments shall be sent to:

California Bank and Trust
Routing #: 122232109
Account #: 5211247179
Account Name: SoCal Arena Company, LLC Advance Payment Account

This Agreement includes the Standard Terms and Conditions attached hereto. To the extent there is any discrepancy between the Standard Terms and Conditions and the provisions in this letter, this letter shall govern. Please sign in the space provided indicating your agreement.

[*Signatures to follow*]

Very truly yours,

SOCAL ARENA COMPANY, LLC

By: _____
Name:
Title:
Address: SoCal Arena Company, LLC, 5050 S. Syracuse St., 8th Floor, Denver, CO 80237 Attn: General Counsel's office

CITY OF COACHELLA

By: _____
Name:
Title:
Address:

STANDARD TERMS AND CONDITIONS

1. **License**. During the Term and subject to the terms and conditions of this Agreement, Sponsor hereby grants to SCAC a nonexclusive, nontransferable, royalty-free right and license within the United States (and such other territories as approved by Sponsor in writing) to use, reproduce and display Sponsor's Marks (as defined below) solely in connection with the implementation of this Agreement. During the Term and subject to the terms and conditions of this Agreement, SCAC hereby grant to Sponsor a nonexclusive, nontransferable, royalty-free right and license within the United States (and such other territories as approved by SCAC in writing) to use, reproduce and display the CV Lakers Marks solely in connection with the implementation of this Agreement; provided, that Sponsor's use of the CV Lakers Marks is subject to all applicable League Rules (as defined below), including, without limitation, territorial restrictions applicable to the CV Lakers and applicable royalty payments in connection with incorporation of CV Lakers Marks on certain products. For the avoidance of doubt, with respect to any other sports team (professional or amateur) that is or becomes a tenant or licensor of the Arena such that it plays a majority of its regular season home games at the Arena, including, without limitation, the Coachella Valley Firebirds, SCAC is not granting Sponsor any rights with regard to such tenant's or licensor's Marks or inventory of signage or other sponsorship rights located in or around the Arena, nor is SCAC granting Sponsor any rights with regard to the Arena itself, including, without limitation, any use of Arena Marks.

2. **No Exclusivity**. No exclusivity is granted hereunder, and no rights are granted with respect to any Coachella Valley Party-owned or -operated businesses or assets other than those explicitly set forth in this Agreement. Sponsor expressly agrees that it is not granted any exclusive rights hereunder which would in any manner limit the rights of SCAC or its affiliates.

3. **Marks.** Except as expressly provided herein and subject to the terms and conditions hereof, Sponsor shall have no rights whatsoever to utilize the corporate or trade names, trademarks, service marks, designs, logos or other identification marks ("**Marks**") of SCAC, the Coachella Valley Firebirds, the CV Lakers, or any other entity affiliated with any of the foregoing. Any use of the CV Lakers Marks, except as specifically authorized herein, shall require, in each instance, SCAC's prior written consent, which SCAC may withhold in its sole discretion, and in no event shall Sponsor use or permit others to use the CV Lakers' Marks in any way that implies or suggests an association or affiliation between the CV Lakers and any third party.

4. **Advertising Materials and Uses of Benefits; Insurance.**

(a) The design, layout, visual and audio content, script and tone of any Advertising Copy (as defined below), and the permitted mediums and territories for the distribution, publication, broadcast or display thereof, shall be subject to the prior approval in every respect by SCAC, and must conform to SCAC's policies. Further, Sponsor represents and warrants that each and every element of any Advertising Copy provided by Sponsor has been, or will be when provided, fully cleared for all formats and media, as applicable, whether now known or hereafter devised, throughout the world in perpetuity. As used herein, "**Advertising Copy**" shall mean any words, slogans, logos, designs, visual and audio content or comparable creative effort with respect to the advertising of Sponsor, whether included on signs in and around the Arena, on billboards, on promotional items, in television or radio commercials, in printed materials, publications or email blasts or on SCAC or CV Lakers websites. Sponsor shall be responsible for, at its sole cost and expense, the production, installation, copy and maintenance charges of all Advertising Copy.

(b) If Sponsor is permitted by SCAC to sponsor, conduct or participate in sweepstakes, contests, give-aways or other promotions ("**Sponsor Promotions**") in conjunction with an event or sponsorship or otherwise, all aspects shall be subject to SCAC's prior reasonable approval, and Sponsor agrees to be responsible for compliance with any applicable federal, state or local laws, rules or regulations and League Rules in connection with such Sponsor Promotions. For the avoidance of doubt, SCAC's approval of official rules for any Sponsor Promotions shall not relieve Sponsor of its obligation to ensure such official rules comply with all applicable legal requirements.

(c) Any tickets to be provided to Sponsor pursuant to this Agreement shall be in such locations as determined by SCAC. Sponsor represents and warrants that it will not resell any of the tickets provided to it hereunder.

(d) Sponsor shall maintain insurance with a company or companies reasonably acceptable to SCAC, which company or companies shall have at least an A-VII *Best's* rating. Sponsor agrees to carry commercial general liability insurance, which includes advertising liability insurance, with a minimum of one million dollars ($1,000,000.00) per occurrence, two million dollars ($2,000,000.00) in the aggregate. Sponsor shall also provide such workers' compensation insurance (including employer's liability coverage) as is required by law. Sponsor shall also provide media liability/errors and omissions liability insurance with a minimum limit of one million dollars ($1,000,000.00) per occurrence. The parties acknowledge and agree that the insurance requirements set forth herein are independent of, and shall not be affected by nor affect the scope or validity of, the indemnity provisions contained in this Agreement. The provision of this section shall survive expiration or earlier termination of this Agreement for a period of six (6) years.

5. **Termination**. In the event any payment is not made by Sponsor within thirty (30) days of the due date, then SCAC may impose interest charges on such delinquent amount(s) at ten percent (10%) per annum commencing with such due date and ending upon the payment of such delinquent amount(s) and accrued interest and, in addition, SCAC shall be entitled (in addition to any other remedies available to SCAC under this Agreement or otherwise) to (i) terminate this Agreement and/or (ii) withhold the delivery of Sponsorship Benefits to Sponsor until such time as full payment is received by SCAC. Sponsor acknowledges and agrees that SCAC shall not be deemed to be in breach of its own obligations under this Agreement, and Sponsor shall not be entitled to any make goods, by reason of SCAC withholding such Sponsorship Benefits during the period of such non-payment by Sponsor.

6. **Non-Delivery.** Notwithstanding anything contained herein to the contrary, in the event that SCAC cannot provide any Sponsorship Benefits set forth herein, then SCAC shall instead provide to Sponsor a substitute advertising benefit of comparable value, as reasonably determined by SCAC, as a "make good" for the loss of such advertising benefit. As such, the non-delivery of particular Sponsorship Benefits by SCAC shall not constitute a breach of this Agreement as long as such make goods are offered by SCAC in good faith. Make goods shall be Sponsor's sole and exclusive remedy for SCAC' failure to deliver any Sponsorship Benefits, and upon SCAC' delivery of agreed-upon make goods, SCAC shall have no further obligation with respect to the unavailable benefits related thereto.

7. **Indemnification.** Sponsor shall indemnify and hold harmless SCAC, SHP Development LLC, the AHL and its member clubs, the National Hockey League and its member clubs, LAL G League, LLC ("**LALG**"), the G League and its member clubs, their owners and partners and all of their respective parent, subsidiary and affiliated entities, whether direct or indirect ("**Affiliates**"), and all officers, stockholders, directors, managers, members, partners, employees, servants, agents, licensees, successors and assigns of any of the foregoing (collectively, the "**Coachella Valley Indemnified Parties**") from and against any and all actions, claims, demands, causes of action, damages, costs and expenses (including reasonable attorneys' fees) and liabilities of any kind whatsoever (upon legal or equitable theory, whether contractual, common-law, statutory, decisional, Canadian, United States, foreign, federal, state, provincial, local or otherwise), whether known or unknown (collectively, "**Claims**"), arising out of (i) Sponsor's exercise or utilization of the Sponsorship Benefits granted hereunder, or its negligence or willful misconduct, (ii) Sponsor's breach of any representation, warranty or agreement made in connection with this Agreement in each case including, but not limited to, any Claims that may be filed or threatened relating to any of Sponsor's Marks (except to the extent that such Claims relate to SCAC's use of such Sponsor's Marks other than in compliance with this Agreement), (iii) any Advertising Copy or other advertising material furnished by Sponsor, (iv) any Sponsor Promotions, and (v) any consumer claims or complaints relating to Sponsor's products or services, except, in each case, to the extent attributable to the gross negligence or willful misconduct of a Coachella Valley Indemnified Party. The provisions of this Section 7 shall survive the termination or expiration of this Agreement.

8. **Miscellaneous**.

(a) **Assignment**. No party may assign any of its rights or obligations hereunder without the prior written consent of the other party, which shall not be unreasonably withheld, conditioned or delayed, except that SCAC may, without Sponsor's consent, (i) assign this Agreement (in whole or in part) to an affiliate, or to any party that owns or acquires the right to operate the Arena or acquires the right to own, operate or sell sponsorships on behalf of the CV Lakers, and (ii) collaterally assign or pledge its rights and obligations hereunder to any lender. Any purported assignment in violation of this Section shall be void.

(b) **Force Majeure**. Except as otherwise expressly provided in this Agreement, neither party shall be liable for any breach of this Agreement for any delay or failure of performance (excluding payment obligations) resulting from any cause beyond such party's reasonable control, including, but not limited to, the weather, strikes or labor disputes, war, terrorist acts, riots or civil disturbances, government regulations, pandemic or epidemic, acts of civil or military authorities, or acts of God. In the event any force majeure event causes SCAC to be unable to deliver any Sponsorship Benefits, SCAC shall provide make goods as described in Section 6 above.

(c) **Relationship of the Parties**. Nothing contained herein shall imply any partnership, joint venture or agency relationship between the parties and neither party shall have the power to obligate or bind the other in any manner whatsoever, [illegible]xtent expressly provided herein.

(d) **Notices**. All notices to be given pursuant to this Agreement shall be in writing and shall be deemed received when delivered personally, by facsimile or by reputable overnight courier (e.g., FedEx) to the addresses above. Either party may change its respective address by written notice to the other party of such change.

(e) **Confidentiality**. The terms of this Agreement, including, without limitation, the financial terms and the duration of this Agreement, shall be deemed confidential, and shall not be disclosed by either party without the other's consent, except that such consent shall not be required for: (i) SCAC's disclosure of the existence of this Agreement and/or any terms of this Agreement to any professional league having jurisdiction over the subject matter hereof, including, without limitation, the G League, as required by such league; (ii) SCAC's disclosure of any confidential information to Riverside County; or (iii) information that is or has become generally available to the public other than as a result of disclosure by a party in breach of this Agreement. All press releases, if any, relating to the subject matter of this Agreement shall be subject to the parties' mutual approval.

(f) **Subservience**. Notwithstanding anything to the contrary contained in this Agreement, this Agreement (as clarification, including, without limitation, all Sponsorship Benefits) is subject in all respects to all present and future federal, state and municipal laws, regulations, rules, orders and decisions (including, without limitation, those of the Federal Communications Commission) and all present and future contracts entered into by, as well as the Constitution, By-Laws and all other rules, board resolutions, policies and regulations of, the AHL, G League, their Commissioners' office and affiliated entities, and any and all other leagues, entities or organizations having jurisdiction over the rights and benefits granted to Sponsor herein, including, without limitation, all relevant territorial restrictions, including, without limitation, all agreements entered into by SHPD with the AHL member clubs, the AHL or its affiliated entities in connection therewith, or agreements entered into by SCAC or LALG with the G League member clubs, the G League or its affiliated entities in connection therewith (collectively, "**League Rules**").

(g) **Limitation of Damages**. Neither party shall be liable to the other party for any lost profits or consequential, incidental, special or punitive damages by reason of any breach of the terms of this Agreement.

(h) **Entire Agreement**. This Agreement, including the Standard Terms and Conditions, set forth the entire agreement of the parties, and supersede all prior agreements between the parties, with respect to the subject matter hereof. Any amendment or modification of this Agreement shall be in writing executed by the parties and subject to the consent of the G League to the extent required by League Rules.

(i) **Governing Law**. This Agreement is subject to all applicable federal, state and municipal laws, regulations and ordinances now and hereafter in effect. This Agreement shall be construed in accordance with the laws of the State of California (without regard to principles of conflicts of laws). Any dispute in connection with this Agreement shall be subject to the exclusive jurisdiction of the courts (state or federal, as applicable) located in Los Angeles, CA.

STAFF REPORT
10/14/2026

TO: Honorable Mayor and City Council Members

FROM: Celina Jimenez, Director of Economic Development

SUBJECT: Approval of the Third Amended and Restated Joint Powers Agreement Amending the Purpose and Powers of the Joint Powers Authority for Visit Greater Palm Springs

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EXECUTIVE SUMMARY:

Visit Greater Palm Springs (VGPS) is asking each of its member agencies to approve a Third Amended and Restated Joint Powers Agreement. The amendments do two things: (1) expand VGPS's purpose to include regional economic diversification and destination-enhancing infrastructure such as sports complexes, entertainment venues, and meeting facilities; and (2) expand VGPS's authority to form assessment, benefit, or financing districts, including districts made up of only those members that choose to participate.

STAFF RECOMMENDATION:

Staff recommends that the City Council consider approving the third amended and restated Joint Powers Agreement for Visit Greater Palm Springs and authorize the Mayor and City Manager to execute the agreement.

ALTERNATIVES:

1. Approve the third amended and restated Joint Powers Agreement for Visit Greater Palm Springs and authorize the Mayor and City Manager to execute the agreement

2. Not approve the action

FISCAL IMPACT:

There is no fiscal impact associated with this action.

BACKGROUND:

Visit Greater Palm Springs (VGPS) is a joint powers authority (JPA) established under the Joint Exercise of Powers Act (Cal. Gov. Code § 6500 et seq.). The City of Coachella is a member of VGPS along with the cities of Palm Desert, Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Springs, Rancho Mirage, and the County of Riverside. The current operative agreement is the Second Amended and Restated Joint Powers Agreement, approved in June 2024. On June 26, 2026, the VGPS Executive Committee approved Resolution No. JPA 2026-003, approving amendments to the purpose and powers of the JPA and authorizing the Third Amended and Restated Joint Powers Agreement to be presented to the JPA member agencies for consideration.

DISCUSSION/ANALYSIS:

Approval of the Third Amended and Restated Joint Powers Agreement does not establish a new district, impose an assessment, or approve a specific sports complex project. Rather, approval expands the purpose and powers of VGPS and provides a framework for VGPS and participating member agencies to consider these opportunities in the future.

The Third Amended and Restated Joint Powers Agreement expands VGPS's stated purpose beyond its existing tourism and hospitality functions to include initiatives that strengthen and diversify the regional economy and facilitate destination-enhancing improvements and infrastructure. The agreement specifically identifies sports complexes, entertainment venues, and meeting facilities as examples of such improvements.

The proposed agreement also expands VGPS's powers related to the formation, renewal, and modification of assessment, benefit, or financing districts. These powers may be exercised regionally or within defined subareas of the JPA's territorial boundaries, allowing a regional district to include only those JPA members participating in the district.

For a regional district that does not include all JPA members, the formation, rate, and management district plan would be subject to approval by the legislative bodies of the JPA members within that district, consistent with applicable law. The agreement further authorizes VGPS to plan, finance, develop, construct, acquire, operate, and maintain tourism-related infrastructure and facilities, either directly or in partnership with public or private entities.

ATTACHMENTS:

1. Third Amended and Restated Joint Powers Agreement
2. Redline of Third Amended and Restated Joint Powers Agreement
3. VGPS Resolution No. JPA 2026-003
4. VGPS Staff Report

visit greater palm springs

70100 highway 111 / rancho mirage, ca 92270
760.770.9000 / 800.967.3767

STAFF REPORT

TO: JPA Member Cities and Riverside County
FROM: Scott White, President & CEO
DATE: August 3, 2026

SUBJECT: APPROVAL AND ADOPTION OF THE THIRD AMENDED AND RESTATED JOINT POWERS AGREEMENT THAT AMENDS THE PURPOSE AND POWERS OF THE JOINT POWERS AUTHORITY

RECOMMENDATION:

The JPA Executive Committee of VGPS recommends approval of amendments to the purpose and powers of its existing JPA Agreement, in the form of the Third Amended and Restated Joint Powers Agreement. These amendments would allow VGPS' members the *option* to develop a Tourism Improvement District or Infrastructure District, in collaboration with VGPS, to further the goal of construction of a sports complex in the Coachella Valley.

BACKGROUND:

A. Visit Greater Palm Springs and the Operative JPA Agreement.

Visit Greater Palm Springs ("VGPS") is a Joint Powers Authority operating under the Joint Exercise of Powers Act (California Government Code §§6500 *et seq.*) The JPA Executive Committee serves as the governing body of VGPS. The JPA Executive Committee adopted the Joint Powers Agreement ("Amended and Restated Agreement") on January 20, 2016 ("JPA Agreement"). The current operative JPA Agreement for VGPS is the Second Amended and Restated Joint Powers Agreement (the "Second Amended JPA Agreement"), that was approved on June 14, 2024. The members of VGPS are as follows: Desert Hot Springs, Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio and Coachella ("Member Cities"), and the County of Riverside.

B. Vision of a Sport Complex in the Coachella Valley.

VGPS previously commissioned a series of feasibility studies for a potential regional amateur sports complex in the Coachella Valley. The results of the studies made it clear that a thoughtfully designed indoor facility could fill a critical gap in both our tourism economy and our community recreation infrastructure. Beyond the numbers, this project offers a major step forward in regional quality of life, keeping local athletes closer to home, creating new opportunities for youth development, and supporting wellness, recreation, and community pride. A regional amateur sports complex can generate meaningful economic impact, help retain local talent, and support a more resilient and diversified, year-round economy. By taking the lead, the region can establish itself as a premier destination for sports and tourism, while fueling development across retail, hospitality, and entertainment.

C. Approval of Amendments to the JPA in the Form of Third Amended and Restated Joint Powers Agreement.

In order to further the vision of such a sports complex in the Coachella Valley, it was determined that the the existing Second Amended JPA Agreement had to be amended to broaden its purpose and powers to enable such. Therefore, Resolution No. JPA 2026-003, was proposed and approved at the June 26, 2026, joint JPA Executive Committee and VGPS Board of Directors meeting. That Resolution included amendments to the Second Amended JPA Agreement, in the form of the Third Amended and Restated Joint Powers Agreement. Those amendments would allow member cities the *option* to develop a Tourism Improvement District or Infrastructure District, in collaboration with VGPS, to develop such a sports complex.

In particular, the proposed amendments include revisions to the "Purpose" of the Second Amended and Restated JPA (see, Section 3, p. 3), and the "Powers" of that agreement (see, Section 16, p. 8), as indicated below:

Section 3. **Purpose**

The purpose of VGPS is to benefit all JPA Members and their constituents by jointly:

(a) Marketing, attracting, encouraging, promoting, and doing such other things as might be necessary to enhance, to the greatest extent possible all aspects of the hospitality, convention, and tourism industry in the Coachella Valley and to maximize visitations from national and international markets;

(b) Doing such other things to drive, advance and support initiatives to strengthen and diversify all aspects of the regional economy of the Coachella Valley; and

(c) Developing, fostering and facilitating Coachella Valley destination-enhancing improvements and infrastructure including, but not limited to, sports complexes, entertainment venues, and meeting facilities, either directly and/or forging dynamic public-private partnerships.

Section 16. **Powers of the JPA**

Pursuant to the Joint Exercise of Powers Act, as set forth in section 6500 et seq. of the California Government Code, this JPA shall have the authority to exercise any power common to the contracting parties, including without limitation any of the following:

(a) The power to make, enter into and perform all necessary contracts;

(b) The power to engage necessary employees, to define their qualifications and duties and to provide a schedule of compensation for performance of their duties;

(c) The power to retain agents, independent contractors and consultants, including without limitation the power to engage legal counsel and other professional services;

(d) The power to acquire, construct, manage, maintain or operate any building, works or improvements;

(e) The power to acquire by purchase, grant, gift, lease or other lawful means any real property or any personal property that may be necessary or proper to carry out the purposes and intent of the JPA;

(f) The power to hold any real property or any personal property that may be necessary or proper to carry out the purposes and intent of the JPA;

(g) The power to sell, lease or otherwise dispose of any real or personal property including exchanging equivalent properties if it is deemed to be in the best interests of the JPA;

(h) The power to donate any surplus real or personal property to any public agency or nonprofit organization;

(i) The power to incur debts, liabilities or obligations, including without limitation the power to borrow money, give security therefore, and purchase on contract;

(j) The power to raise revenue for any public purpose consistent with the JPA's purposes, as set forth in this Agreement, through any legal and appropriate means including assessments which may be established and levied pursuant to the Parking and Business Improvement Area Law of 1989, Streets & Highways Code §36500 et seq., the Property and Business Improvement District Law of 1994, Streets & Highways Code §36600 et seq., and any other applicable provisions of California law authorizing the formation of assessment, benefit, or financing districts as referenced in Section 16(l);

(k) The power to form, renew, and modify improvement districts including all Lodging Establishments, as defined in Section 1, pursuant to the Parking and Business Improvement Area Law of 1989, Streets & Highways Code §36500 et seq., and the Property and Business Improvement District Law of 1994, Streets & Highways Code §36600 et seq., as well as any other applicable provisions of California law authorizing the formation of assessment, benefit, or financing districts, which authorizes joint powers agencies to establish, modify and renew parking and business improvement areas and property and business improvement districts for the purpose of tourism promotion, destination marketing, economic development, and the financing, development, operation, and maintenance of public and private improvements, facilities, and infrastructure, including sports, entertainment, meeting, cultural, and related uses. Approval of this Agreement by the JPA Members constitutes consent to:

(i) the formation of the Greater Palm Springs Convention & Visitors Bureau Tourism Marketing District adopted pursuant to Ordinance No. 2013-001, including all proceedings and actions previously taken by the VGPS in connection with formation of the said district ("2013 TMD"); and

(ii) the formation of the Greater Palm Springs Tourism Business Improvement District pursuant to Resolution No. 2016-004 and to levy an assessment of three percent (3%) on Convention Hotels;

(iii) the renewal of the Greater Palm Springs Tourism Business Improvement District pursuant to Ordinance No. 2020-005 ("2021 TBID") and to levy an assessment of three percent (3%) on Convention Hotels and one percent (1%) on vacation rentals;

(l) The power to form these districts, as discussed in the prior section, Section 16(l), and incorporated herein by this reference, shall extend to the ability to establish such districts on a regional basis or within defined subareas of the JPA's territorial boundaries ("Regional Districts") that include only those JPA Members in those Regional Districts. Those Regional Districts may, or may not, include all JPA Members depending on the makeup and reach of the Regional District. For any Regional District that does not include all JPA Members within its boundary, the formation, rate, and management district plan shall be subject to approval by the legislative bodies of only the JPA Members in those Regional Districts and may be approved by a majority vote of those JPA Members' legislative bodies, within those Regional Districts, consistent with applicable law. Incidental to this power to form these Regional Districts will be the power to plan, finance, develop, construct, acquire, operate, and maintain tourism-related infrastructure and facilities, including but not limited to sports complexes, entertainment venues, meeting facilities, and other visitor-serving improvements, either directly or in partnership with public or private entities;

(m) The power to adopt rules, regulations, resolutions and ordinances that may be necessary or proper to carry out the purposes and intent of the JPA;

(n) The power to enforce rules, regulations, resolutions and ordinances for the administration, maintenance and operation of the JPA;

(o) The power to enter into joint powers agreements pursuant to the Joint Exercise of Powers Act, as set forth in section 6500 et seq. of the Government Code;

(p) The power to provide insurance pursuant to section 989 of the Government Code et seq.;

(q) The power to sue and be sued in the name of the JPA;

(r) The power to conduct certain activities of the JPA in any state or territory of the United States of America or in any foreign country, related to growing and diversifying the economy through promoting and marketing all aspects of the hospitality, convention and tourism industry in the Coachella Valley for the purpose of attracting visitors, groups, meetings, conventions and new businesses from national and international markets, as permitted pursuant to Government Code section 37110;

(s) The power to travel domestically and internationally that is necessary or proper to carrying out the purposes and intent of the JPA;

(t) The power to provide staff and resource support, financial assistance and subsidies to other public agencies, non-profit organizations and the private sector for purposes consistent with the purpose and intent of the JPA;

(u) The power to lobby on behalf of tourism and economic development;

(v) The power to form a non-profit corporation or other affiliated non-profit entities for the purpose of promoting and enhancing all aspects of the tourism and economic development industry; and

(w) The power to take any and all actions necessary for, or incidental to, the powers expressed or implied by this Agreement and all applicable laws.

CONCLUSION

Based on the above, then, the JPA Executive Committee recommends that the JPA Member Cities, and Riverside County, adopt and approve the Third Amended and Restated Joint Powers Agreement, as outlined above.

JOINT POWERS AUTHORITY EXECUTIVE COMMITTEE

RESOLUTION NO. JPA 2026-003

Waymond Fermon, Chair
City of Indio

Linda Evans, Vice Chair
City of La Quinta

Raymond Gregory
City of Cathedral City

Dr. Frank Figueroa
City of Coachella

Gary Gardner
City of Desert Hot Springs

Brian Penna
City of Indian Wells

Evan Trubee
City of Palm Desert

Ron deHarte
City of Palm Springs

Ted Weill
City of Rancho Mirage

V. Manuel Perez
County of Riverside

A RESOLUTION OF THE JOINT POWERS AUTHORITY EXECUTIVE COMMITTEE OF VISIT GREATER PALM SPRINGS APPROVING AN AMENDMENT TO THE PURPOSE AND POWERS OF THE JOINT POWERS AUTHORITY

WHEREAS, Visit Greater Palm Springs (VGPS) is a Joint Powers Authority operating under the Joint Exercise of Powers Act (California Government Code §§6500 *et seq.*), located in the County of Riverside, State of California; and

WHEREAS, the JPA Executive Committee serves as the governing body of VGPS; and

WHEREAS, the JPA Executive Committee adopted the Joint Powers Agreement ("Amended and Restated Agreement") on January 20, 2016 ("JPA Agreement"); and

WHEREAS, the JPA Executive Committee approved an amendment to the JPA Agreement, the Second Amended and Restated Joint Powers Agreement (the "Second Amended JPA Agreement"), in Resolutions Nos. JPA 2024-002, JPA 2024-003 and JPA 2024-007; and

WHEREAS, section 24 of the Second Amended JPA Agreement provides that the Second Amended JPA Agreement may be amended from time to time by a two-thirds vote of the entire JPA Executive Committee and a unanimous vote of the VGPS members' legislative bodies in compliance with all applicable provisions of the Joint Exercise of Powers Act and all other applicable laws; and

WHEREAS, in accordance with below referenced sections of the Second Amended JPA Agreement, the JPA Executive Committee now desires to revise the purpose and powers set forth in the Second Amended JPA Agreement, as described below, to allow member cities, within the JPA, the option to develop a Tourism Improvement District or Infrastructure District in collaboration with VGPS.

WHEREAS, section 3 (Purpose) of the Second Amended JPA Agreement provides that the purpose of VGPS is as follows:

The purpose of VGPS is to benefit all JPA Members and their constituents by jointly:

(a) Marketing, attracting, encouraging, promoting, and doing such other things as might be necessary to enhance, to the greatest extent possible, all aspects of the hospitality, convention, and tourism industry in the Coachella Valley and to attract visitors from national and international markets; and
(b) Doing such other things to promote and strengthen all aspects of the regional economy related to the hospitality, convention and tourism industry, and the diversification of the entire economy of the Coachella Valley.; and

WHEREAS, section 16 (Powers of the JPA) of the Second Amended JPA Agreement provides as follows:

Section 16. Powers of the JPA
Pursuant to the Joint Exercise of Powers Act, as set forth in section 6500 et seq. of the

California Government Code, this JPA shall have the authority to exercise any power common to the contracting parties, including without limitation any of the following:

(a) The power to make, enter into and perform all necessary contracts;
(b) The power to engage necessary employees, to define their qualifications and duties and to provide a schedule of compensation for performance of their duties;

[Missing subsection (c)]

(d) The power to retain agents, independent contractors and consultants, including without limitation the power to engage legal counsel and other professional services;
(e) The power to acquire, construct, manage, maintain or operate any building, works or improvements;
(f) The power to acquire by purchase, grant, gift, lease or other lawful means any real property or any personal property that may be necessary or proper to carry out the purposes and intent of the JPA;
(g) The power to hold any real property or any personal property that may be necessary or proper to carry out the purposes and intent of the JPA;
(h) The power to sell, lease or otherwise dispose of any real or personal property including exchanging equivalent properties if it is deemed to be in the best interests of the JPA;
(i) The power to donate any surplus real or personal property to any public agency or nonprofit organization;
(j) The power to incur debts, liabilities or obligations, including without limitation the power to borrow money, give security therefore, and purchase on contract;
(k) The power to raise revenue for any public purpose consistent with the JPA's purposes, as set forth in this Agreement, through any legal and appropriate means other than levying a tax or assessment beyond the scope of those assessments which may be established and levied pursuant to the Parking and Business Improvement Area Law of 1989, Streets & Highways Code §36500 et seq., and the Property and Business Improvement District Law of 1994, Streets & Highways Code §36600 et seq;
(l) The power to form, renew, and modify improvement districts including all Lodging Establishments, as defined in Section 1, pursuant to the Parking and Business Improvement Area Law of 1989, Streets & Highways Code §36500 et seq., and the Property and Business Improvement District Law of 1994, Streets & Highways Code §36600 et seq., which authorizes joint powers agencies to establish, modify and renew parking and business improvement areas and property and business improvement districts for the purpose of tourism promotion. Approval of this Agreement by the JPA Members constitutes consent to:
    (i) the formation of the Greater Palm Springs Convention & Visitors Bureau Tourism Marketing District adopted pursuant to Ordinance No. 2013-001, including all proceedings and actions previously taken by the VGPS in connection with formation of the said district ("2013 TMD"); and
    (ii) the formation of the Greater Palm Springs Tourism Business Improvement District pursuant to Resolution No. 2016-004 and to levy an assessment of three percent (3%) on Convention Hotels;
    (iii) the renewal of the Greater Palm Springs Tourism Business Improvement District pursuant to Ordinance No. 2020-005 ("2021 TBID") and to levy an assessment of three percent (3%) on Convention Hotels and one percent (1%) on vacation rentals;
(m) The power to adopt rules, regulations, resolutions and ordinances .that may be necessary or proper to carry out the purposes and intent of the JPA;

(n) The power to enforce rules, regulations, resolutions and ordinances for the administration, maintenance and operation of the JPA;
(o) The power to enter into joint powers agreements pursuant to the Joint Exercise of Powers Act, as set forth in section 6500 et seq. of the Government Code;
(p) The power to provide insurance pursuant to section 989 of the Government Code et seq.;
(q) The power to sue and be sued in the name of the JPA;
(r) The power to conduct certain activities of the JPA in any state or territory of the United States of America or in any foreign country, related to growing and diversifying the economy through promoting and marketing all aspects of the hospitality, convention and tourism industry in the Coachella Valley for the purpose of attracting visitors, groups, meetings, conventions and new businesses from national and international markets, as permitted pursuant to Government Code section 37110;
(s) The power to travel domestically and internationally that is necessary or proper to carrying out the purposes and intent of the JPA;
(t) The power to provide staff and resource support, financial assistance and subsidies to other public agencies, non-profit organizations and the private sector for purposes consistent with the purpose and intent of the JPA;
(u) The power to lobby on behalf of tourism and economic development;
(v) The power to form a non-profit corporation or other affiliated non-profit entities for the purpose of promoting and enhancing all aspects of the tourism and economic development industry; and
(w) The power to take any and all actions necessary for, or incidental to, the powers expressed or implied by this Agreement and all applicable laws.
; and

NOW, THEREFORE, BE IT RESOLVED by the JPA Executive Committee of Visit Greater Palm Springs as follows:

Section 1. Recitals.

That the Recitals set forth above are true and correct.

Section 2. The Purpose of the Second Amended JPA.

That the JPA Executive Committee hereby approves and adopts the following amendment to section 3 ("Purpose") of the Second Amended JPA Agreement:

The purpose of VGPS is to benefit all JPA Members and their constituents by jointly:

(a) Marketing, attracting, encouraging, promoting, and doing such other things as might be necessary to enhance, to the greatest extent possible all aspects of the hospitality, convention, and tourism industry in the Coachella Valley and to maximize visitations from national and international markets;
(b) Doing such other things to drive, advance and support initiatives to strengthen and diversify all aspects of the regional economy of the Coachella Valley; and
(c) Developing, fostering, and facilitating Coachella Valley destination-enhancing improvements and infrastructure including, but not limited to, sports complexes, entertainment venues, and meeting facilities, either directly and/or forging dynamic public-private partnerships.

Section 3. Powers of the JPA.

That the JPA Executive Committee hereby approves and adopts the following amendment to section 16 ("Powers") of the Second Amended JPA Agreement:

Section 16. Powers of the JPA

Pursuant to the Joint Exercise of Powers Act, as set forth in section 6500 et seq. of the California Government Code, this JPA shall have the authority to exercise any power common to the contracting parties, including without limitation any of the following:

(a) The power to make, enter into and perform all necessary contracts;

(b) The power to engage necessary employees, to define their qualifications and duties and to provide a schedule of compensation for performance of their duties;

(c) The power to retain agents, independent contractors and consultants, including without limitation the power to engage legal counsel and other professional services;

(d) The power to acquire, construct, manage, maintain or operate any building, works or improvements;

(e) The power to acquire by purchase, grant, gift, lease or other lawful means any real property or any personal property that may be necessary or proper to carry out the purposes and intent of the JPA;

(f) The power to hold any real property or any personal property that may be necessary or proper to carry out the purposes and intent of the JPA;

(g) The power to sell, lease or otherwise dispose of any real or personal property including exchanging equivalent properties if it is deemed to be in the best interests of the JPA;

(h) The power to donate any surplus real or personal property to any public agency or nonprofit organization;

(i) The power to incur debts, liabilities or obligations, including without limitation the power to borrow money, give security therefore, and purchase on contract;

(j) The power to raise revenue for any public purpose consistent with the JPA's purposes, as set forth in this Agreement, through any legal and appropriate means including assessments which may be established and levied pursuant to the Parking and Business Improvement Area Law of 1989, Streets & Highways Code §36500 et seq., the Property and Business Improvement District Law of 1994, Streets & Highways Code §36600 et seq., and any other applicable provisions of California law authorizing the formation of assessment, benefit, or financing districts as referenced in Section 16(l);

(k) The power to form, renew, and modify improvement districts including all Lodging Establishments, as defined in Section 1, pursuant to the Parking and Business Improvement Area Law of 1989, Streets & Highways Code §36500 et seq., and the Property and Business Improvement District Law of 1994, Streets & Highways Code §36600 et seq., as well as any other applicable provisions of California law authorizing the formation of assessment, benefit, or financing districts, which authorizes joint powers agencies to establish, modify and renew parking and business improvement areas and property and business improvement districts for the purpose of tourism promotion, destination marketing, economic development, and the financing, development, operation, and maintenance of public and private improvements, facilities, and infrastructure, including sports, entertainment, meeting, cultural, and related uses. Approval of this Agreement by the JPA Members constitutes consent to:

(i) the formation of the Greater Palm Springs Convention & Visitors Bureau Tourism Marketing District adopted pursuant to Ordinance No. 2013-001, including all proceedings and actions previously taken by the VGPS in connection with formation of the said district ("2013 TMD"); and

(ii) the formation of the Greater Palm Springs Tourism Business Improvement District pursuant to Resolution No. 2016-004 and to levy an assessment of three percent (3%) on Convention Hotels;

(iii) the renewal of the Greater Palm Springs Tourism Business Improvement District pursuant to Ordinance No. 2020-005 ("2021 TBID") and to levy an assessment of three percent (3%) on Convention Hotels and one percent (1%) on vacation rentals;

(l) The power to form these districts, as discussed in the prior section, Section 16(k), and incorporated herein by this reference, shall extend to the ability to establish such districts on a regional basis or within defined subareas of the JPA's territorial boundaries ("Regional Districts") that include only those JPA Members in those Regional Districts. Those

Regional Districts may, or may not, include some or all JPA Members depending on the makeup and reach of the Regional District. For any Regional District that does not include all JPA Members within its boundary, the formation, rate, and management district plan shall be subject to approval by the legislative bodies of only the JPA Members in those Regional Districts and may be approved by a majority vote of those JPA Members' legislative bodies, within those Regional Districts, consistent with applicable law. Incidental to this power to form these Regional Districts will be the power to plan, finance, develop, construct, acquire, operate, and maintain tourism-related infrastructure and facilities, including but not limited to sports complexes, entertainment venues, meeting facilities, and other visitor-serving improvements, either directly or in partnership with public or private entities;

(m) The power to adopt rules, regulations, resolutions and ordinances that may be necessary or proper to carry out the purposes and intent of the JPA;

(n) The power to enforce rules, regulations, resolutions and ordinances for the administration, maintenance and operation of the JPA;

(o) The power to enter into joint powers agreements pursuant to the Joint Exercise of Powers Act, as set forth in section 6500 et seq. of the Government Code;

(p) The power to provide insurance pursuant to section 989 of the Government Code et seq.;

(q) The power to sue and be sued in the name of the JPA;

(r) The power to conduct certain activities of the JPA in any state or territory of the United States of America or in any foreign country, related to growing and diversifying the economy through promoting and marketing all aspects of the hospitality, convention and tourism industry in the Coachella Valley for the purpose of attracting visitors, groups, meetings, conventions and new businesses from national and international markets, as permitted pursuant to Government Code section 37110;

(s) The power to travel domestically and internationally that is necessary or proper to carrying out the purposes and intent of the JPA;

(t) The power to provide staff and resource support, financial assistance and subsidies to other public agencies, non-profit organizations and the private sector for purposes consistent with the purpose and intent of the JPA;

(u) The power to lobby on behalf of tourism and economic development;

(v) The power to form a non-profit corporation or other affiliated non-profit entities for the purpose of promoting and enhancing all aspects of the tourism and economic development industry; and

(w) The power to take any and all actions necessary for, or incidental to, the powers expressed or implied by this Agreement and all applicable laws.

Section 4. That the President/Chief Executive Officer of VGPS and/or his designee shall take all reasonable steps to (1) seek the approval and adoption of the amendments to the JPA Agreement set forth above, and (2) seek the approval and adoption of a Third Amended and Restated Joint Powers Agreement in substantially the same form as attached hereto as Exhibit "A" and incorporated herein by this reference after editing the Third Amended and Restated Joint Powers Agreement consistent with the comments and suggestions made by the JPA Executive Committee members at this meeting.

Section 5. Severability.

That the Executive Committee declares that, should any provision, section, paragraph, sentence, or word of this Resolution be rendered or declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences, or words of this Resolution as hereby adopted shall remain in full force and effect.

Section 6. Repeal of Conflicting Provisions.

That all the provisions heretofore adopted by Visit Greater Palm Springs or the Executive Committee that are in conflict with the provisions of this Resolution are hereby repealed.

Section 79. Effective Date.

That this Resolution shall take effect immediately upon its adoption.

Section 8. Certification.

That the Clerk of the Executive Committee shall certify as to the adoption of this Resolution and shall cause the same to be processed in the manner required by law.

[Remainder of this page intentionally left blank.]

PASSED, APPROVED AND ADOPTED at the joint meeting of the Joint Powers Authority (JPA) Executive Committee and Visit Greater Palm Springs Board of Directors of Visit Greater Palm Springs, held on the 26th day of June, 2026, by the following vote:

AYES: 9

NAYES: Ø

ABSENT: 1

ABSTAIN: Ø

Waymond Fermon, Chair
Executive Committee
Visit Greater Palm Springs

ATTEST:

Sarah Goslin, Clerk for the Executive Committee

APPROVED AS TO FORM:

Bruce T. Bauer, General Counsel

RESOLUTION NO. JPA 2026-003

Exhibit A

DRAFT THIRD AMENDED AND RESTATED JOINT POWERS AGREEMENT

VISIT GREATER PALM SPRINGS

JOINT POWERS AGREEMENT
("Third Amended and Restated Agreement")

A California Joint Powers Authority
Created Pursuant to California Government Code Section 6500 et seq.

_____, 2026

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This Third Amended and Restated Joint Powers Agreement (this "Agreement") is entered into by and between the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs and Rancho Mirage, each an independent municipal corporation located in the County of Riverside, State of California, and the County of Riverside, a political subdivision of the State of California, pursuant to the Joint Exercise of Powers Act, as set forth in section 6500 et seq. of the California Government Code. The Joint Powers Authority is known as "Visit Greater Palm Springs" ("VGPS"). The parties to this Agreement are individually referred to herein as "JPA Member" and collectively as "JPA Members."

RECITALS

WHEREAS, pursuant to the Joint Exercise of Powers Act, if authorized by their legislative or other governing bodies, two or more public agencies which include, but are not limited to, a county or city, may jointly exercise any power common to the contracting parties via a Joint Powers Agreement creating a Joint Powers Authority ("JPA"); and

WHEREAS, the JPA Members entered into the original joint powers agreement on February 8, 1989, to jointly encourage, promote, and to do such other things as might be necessary to enhance, to the greatest extent possible, all aspects of the hospitality, convention and tourism industry in the Coachella Valley and to attract visitors from a world- wide market, all to the benefit of the member organizations and their citizens via the exercise of all the expressed and implied powers the JPA Members have in common; and

WHEREAS, it is intended by the JPA Members that this Agreement shall be amendatory of the Second Amended and Restated Joint Powers Agreement, dated June 14, 2024, including any subsequent amendments ("Second Amended and Restated Agreement"), and shall restate, amend and supersede the Second Amended and Restated Agreement in its entirety as of the Effective Date; and

WHEREAS, on or about _____, 2026, it was determined by the VGPS President and Chief Executive Officer and his staff that at least two thirds of the entire VGPS Executive Committee and all of the JPA Members voted to amend the purpose and powers of JPA as set forth below, among additional provisions as stated herein; and

WHEREAS, on or about _____, 2026, it was determined by the VGPS President and Chief Executive Officer and his staff that at least two thirds of the entire VGPS Executive Committee and all of the JPA Members voted to approve for adoption and execution this Third Amended and Restated Joint Powers Agreement.

NOW, THEREFORE, in consideration of the terms and conditions hereinafter set forth, and intending to be legally bound hereby, the JPA Members hereby covenant and agree as follows:

AGREEMENT

Section 1. Definitions

The following words, terms and phrases shall have the following meanings:

"Additional JPA Members" shall mean qualified municipalities that may be added as members of JPA as described in Section 8.

"Board of Directors" shall mean the Board of Directors of the Greater Palm Springs Business Alliance ("GPSBA") comprised of persons associated with the local hospitality industry for the purposes described in Section 10.

"Convention Hotel" shall mean a hotel, motel or similar property with 50 rooms or greater.

"Joint Exercise of Powers Act" shall mean California Government Code sections 6500-6536.

"JPA" shall mean the Joint Powers Authority and may also be referred to herein as VGPS.

"JPA Executive Committee" shall mean the JPA's governing body formed for the purposes and having the powers and duties set forth in Section 10.

"JPA Member" shall mean a municipality that is party to this Agreement.

"JPA Members" shall mean, collectively, the municipalities that have entered into this Agreement.

"JPA Member Contributions" shall mean the annual contribution amounts duly established pursuant to Section 12.

"Lodging Establishments" shall mean any structure, which is occupied or intended or designed for use or occupancy by transients, including but not limited to hotel, resort, motel, inn and individually owned structures; single family homes, duplexes, triplexes, mobile homes, public or private clubs, campgrounds, mobile homes or house trailers at fixed locations, or other like structure or portion thereof and dwelling utilized for short term rental and subject to local transient occupancy tax.

"Partner" shall mean a non-governmental entity whose business and activities are directly related to the convention or tourism industry and the purposes of this Agreement.

"President and Chief Executive Officer" shall mean the individual employed by VGPS, who is responsible for professionally supervising, managing, and administering VGPS's day-to- day affairs as described in paragraph (e) of Section 10 and elsewhere in this Agreement.

"TBID" shall mean Tourism Business Improvement District assessment.

"Technical Advisory Committee" or "TAC" shall mean the committee which may be appointed by a majority vote of VGPS's JPA Executive Committee for the purposes described in paragraph (d) of Section 10.

"Treasurer" shall mean the individual appointed by VGPS's JPA Executive Committee to serve the functions described at Section 19 and may be the same individual appointed as Auditor.

"VGPS Fiscal Year" shall mean the period commencing July 1 of every year and ending June 30 of the following calendar year.

"Visit Greater Palm Springs" or "VGPS" shall mean the Joint Powers Authority formed by the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs and Rancho Mirage, and the County of Riverside.

Section 2. Incorporation of Recitals

The foregoing recitals are incorporated into this Agreement by this reference as though fully set forth herein.

Section 3. Purpose

The purpose of VGPS is to benefit all JPA Members and their constituents by jointly:

(a) Marketing, attracting, encouraging, promoting, and doing such other things as might be necessary to enhance, to the greatest extent possible all aspects of the hospitality, convention, and tourism industry in the Coachella Valley and to maximize visitations from national and international markets;

(b) Doing such other things to drive, advance and support initiatives to strengthen and diversify all aspects of the regional economy of the Coachella Valley; and

(c) Developing, fostering and facilitating Coachella Valley destination-enhancing improvements and infrastructure including, but not limited to, sports complexes, entertainment venues, and meeting facilities, either directly and/or forging dynamic public-private partnerships.

Section 4. Name

The name of the JPA shall be "Visit Greater Palm Springs" ("VGPS") or such other name that may be changed at any time by a resolution approved and adopted by a two-thirds vote of the entire JPA Executive Committee.

Section 5. Second Amended and Restated Agreement Superseded - Effective Date

It is intended by the JPA Members that this Agreement shall be amendatory of the Second Amended and Restated Agreement and shall restate, amend and supersede the Second Amended and Restated Agreement. Upon its Effective Date, this Agreement shall govern the relationship of the JPA Members. This Agreement shall become effective on the date this Agreement is approved by a two-thirds vote of the entire membership of the JPA Executive Committee and a two-thirds vote of the JPA Members' legislative bodies ("Effective Date").

Section 6. Termination

(a) This Agreement may be terminated by unanimous vote of all the JPA Members' legislative bodies provided, however, the foregoing shall not be construed as limiting the rights of a JPA Member to withdraw its membership in the JPA, and thus terminate this Agreement with respect to such withdrawing JPA Member as described in Section 13; and

(b) Pursuant to section 6512 of the Government Code, upon termination of this Agreement and dissolution of the JPA, any surplus money on hand with the JPA shall be returned to the JPA Members' treasuries in proportion to the JPA Member Contributions made by the respective JPA Member to the JPA.

(c) Upon termination of this Agreement and dissolution of the JPA, all of the resources of the JPA shall be used in an effort to ensure that 100% of the pension liability is funded. Pursuant to Government Code section 6508.2, any remaining obligations of the JPA pension plan and other post-employment benefit liabilities shall be assumed by JPA Members. The JPA will maintain a policy of funding its pension liability at a minimum of 85% and will promptly notify JPA Members at any time this threshold is not met.

Section 7. JPA Members

The members of the JPA shall consist of the parties to this Agreement which include the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs and Rancho Mirage, and the County of Riverside.

Section 8. Additional Members

Additional JPA Members that qualify to join a joint powers authority under the Joint Exercise of Powers Act may be added as JPA Members at any time by a two-thirds vote of the of the entire JPA Executive Committee and a unanimous vote of the JPA Members' legislative bodies in compliance with all applicable provisions of the Joint Exercise of Powers Act and all other applicable laws.

Section 9. Governing Body

(a) The governing body of the JPA shall be known as the JPA Executive Committee and it shall be comprised of: (i) a duly elected or appointed council member of each city JPA Member; and (ii) a member of the Riverside County Board of Supervisors.

(b) Only those members of the JPA Executive Committee, whose agencies pay the JPA Member Contributions, as set forth in this Agreement, shall be entitled to vote.

Section 10. JPA Executive Committee - Powers and Duties

The JPA Executive Committee, consistent with this Agreement and all applicable laws, shall exercise all the powers and perform all duties necessary to conduct the business of the JPA, either directly or by delegation of its authority, as the JPA Executive Committee deems appropriate, which shall include but not be limited to the following:

(a) Adopt bylaws or rules of procedure to provide for the organization and administration of the JPA, as the JPA Executive Committee deems appropriate by a majority vote of the JPA Executive Committee;

(b) Approve and adopt a budget for the JPA prior to the commencement of the JPA's subsequent fiscal year, the term of which shall be set by a majority vote of the JPA Executive Committee;

(c) Delegate authority to manage destination activities and the daily operations of VGPS to GPSBA, including but not limited to strategic development, marketing, travel trade, public relations, human resources and group sales, and employ an individual who shall serve as the President and Chief Executive Officer of the JPA, who shall be responsible for professionally supervising, managing and administering the day-to-day affairs of the JPA, hire and fire JPA employees, retain consultants and independent contractors and perform such other functions as needed. Termination of the President & Chief Executive Officer will require a majority vote of the JPA Executive Committee and GPSBA Board of Directors. The Board of Directors of the GPSBA shall consist of any number of persons associated with the local hospitality industry, which may include, but not be limited to, those who own, manage, govern or serve in senior staff positions for Lodging Establishments or businesses, eateries, public and private regional sports facilities, public and private museums, public and private convention and conference facilities, commercial air transport facilities, commercial ground transportation businesses, plus any other persons from any other industry deemed appropriate. The GPSBA shall manage the destination operations of VGPS, and shall be governed by bylaws, as amended from time to time.

Activities other than tourism related activities, such as but not limited to economic diversification efforts, shall remain the responsibility of the JPA and shall be governed by the JPA Members and/or their assignee(s) as determined by the JPA Executive Committee.

(d) Appoint from time to time, if deemed necessary by a majority vote of the JPA Executive Committee, a Technical Advisory Committee (TAC) consisting of a staff member

employed by each JPA Member as designated by the respective JPA Executive Committee member, for purposes of advising the JPA Executive Committee on any technical issues of the JPA that the JPA Executive Committee may need advice on;

(e) Retain an individual licensed to practice law in the State of California who shall serve as General Legal Counsel for the JPA and who shall assist the JPA with any legal assistance as may be requested by the JPA Executive Committee or President/Chief Executive Officer or their authorized designees; and

(f) Create any committees, sub-committees, and advisory committees, as deemed necessary by a majority vote of the JPA Executive Committee, to advance and/or achieve the purposes set forth in this Agreement.

(g) Pursuant to Section 6509 of the Government Code, the powers set forth in this Agreement shall be subject to the restrictions upon the manner of exercising such similar powers as are imposed on the City of Rancho Mirage in the exercise of similar powers.

Section 11. Territorial Boundaries

The JPA's territorial boundaries include the lands situated within the unincorporated areas of the Coachella Valley situated in the County of Riverside and the lands situated within the jurisdictional boundaries of the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Springs, Palm Desert and Rancho Mirage, as depicted in Exhibit A of this Agreement. The territorial boundaries of the VGPS may only be changed by a two-thirds vote of the JPA Executive Committee and a unanimous vote of the JPA Members' legislative bodies.

Section 12. Contributions

(a) Initial Membership Fee. Each new JPA Member shall pay to the JPA a one-(1) time entry fee and operation fee calculated as follows:

(i) Entry Fee: The "Entry Fee" shall be calculated by multiplying the new JPA Member's current fiscal year's gross revenue estimate by .55%.

(ii) Operation Fee: The "Operation Fee" shall be calculated by multiplying the Entry Fee by 15.62%.

The sum of the Entry Fee and the Operation Fee is due within thirty (30) days of a new JPA Member joining the JPA.

(b) Annual Contribution. Each JPA Member shall pay to the JPA (i) the greater of $35,000 each year, or (ii) the applicable contribution amounts as set forth in the formula below, which may only be modified by a two-thirds vote of the entire JPA Executive Committee and a unanimous vote of the JPA Members' legislative bodies. JPA Members' legislative bodies shall, at a minimum, make quarterly payments of the annual contribution to VGPS.

A contribution from each of the JPA Members is a funding mechanism equal to:

.0015 x Gross Room Rental Revenue for Lodging Establishments excluding Convention Hotels, and
.0035 x Gross Room Rental Revenue for Convention Hotels

(c) The Gross Room Rental Revenue described herein shall not include any transient occupancy tax rebate incentives provided by the JPA Members.

Section 13. Withdrawal

Any Party may withdraw as a JPA Member and the obligations under this Agreement subject to the following conditions:

(a) The withdrawing JPA Member's legislative body submits a duly adopted resolution to the JPA Executive Committee providing Notice of Withdrawal.

(b) The effective date of withdrawal shall always be the last day of the VGPS's Fiscal Year.

(c) All JPA Member Contributions must be paid in full by the withdrawing JPA Member through the end of the current VGPS Fiscal Year of the year when the withdrawing JPA Member provides its Notice of Withdrawal as well as the following VGPS Fiscal Year.

(d) After giving notice of withdrawal, a withdrawing JPA Member shall not have voting privileges on the JPA Executive Committee except for operating budget items through the effective date of withdrawal.

(e) A withdrawing JPA Member may again become a party to this Agreement on condition that it pays to the treasury of the VGPS an amount equal to all JPA Member Contributions which the withdrawing JPA Member would have been required to pay if it had not withdrawn from participation.

(f) Partners within the territorial boundaries of the VGPS may remain active Partners as long as their respective government entity is a JPA Member and during the period of their JPA Member's withdrawal from the Joint Powers Agreement.

(g) In the event of withdrawal by a JPA Member, the JPA shall continue to be entitled to the full amount of the TBID unless and until the TBID expires without renewal or is disestablished pursuant to the Property and Business Improvement District Law of 1994, Streets & Highways Code §36600 et seq. The withdrawing JPA Member shall continue to be responsible for collecting the TBID on a monthly basis (including any delinquencies, penalties and interest) from each assessed business and forwarding the same to the JPA.

Section 14. Expulsion

A JPA Member may be expelled or suspended by a two-thirds (2/3) vote of the VGPS Executive Committee for an event of breach of this Agreement or the Bylaws, as amended from time to time, as determined by the remaining members of the JPA Executive Committee. The procedures for hearing and notice of expulsion and suspension shall be set forth in the bylaws of the JPA Executive Committee.

Section 15. Separate Entity

Except for termination as provided in Section 6 of this Agreement, pursuant to section 6507 of the Government Code, this JPA shall at all times be an independent public entity separate from the parties to this Agreement, and the debts, liabilities and obligations of the JPA shall be its sole responsibility and shall not become the debts, liabilities, or obligations of any one JPA Member except that any JPA Member may separately contract for, or assume responsibility for specific debts, liabilities, or obligations of the JPA.

Section 16. Powers of the JPA

Pursuant to the Joint Exercise of Powers Act, as set forth in section 6500 et seq. of the California Government Code, this JPA shall have the authority to exercise any power common to the contracting parties, including without limitation any of the following:

(a) The power to make, enter into and perform all necessary contracts;

(b) The power to engage necessary employees, to define their qualifications and duties and to provide a schedule of compensation for performance of their duties;

(c) The power to retain agents, independent contractors and consultants, including without limitation the power to engage legal counsel and other professional services;

(d) The power to acquire, construct, manage, maintain or operate any building, works or improvements;

(e) The power to acquire by purchase, grant, gift, lease or other lawful means any real property or any personal property that may be necessary or proper to carry out the purposes and intent of the JPA;

(f) The power to hold any real property or any personal property that may be necessary or proper to carry out the purposes and intent of the JPA;

(g) The power to sell, lease or otherwise dispose of any real or personal property including exchanging equivalent properties if it is deemed to be in the best interests of the JPA;

(h) The power to donate any surplus real or personal property to any public agency or nonprofit organization;

(i) The power to incur debts, liabilities or obligations, including without limitation the power to borrow money, give security therefore, and purchase on contract;

(j) The power to raise revenue for any public purpose consistent with the JPA's purposes, as set forth in this Agreement, through any legal and appropriate means including assessments which may be established and levied pursuant to the Parking and Business Improvement Area Law of 1989, Streets & Highways Code §36500 et seq., the Property and Business Improvement District Law of 1994, Streets & Highways Code §36600 et seq., and any other applicable provisions of California law authorizing the formation of assessment, benefit, or financing districts as referenced in Section 16(l);

(k) The power to form, renew, and modify improvement districts including all Lodging Establishments, as defined in Section 1, pursuant to the Parking and Business Improvement Area Law of 1989, Streets & Highways Code §36500 et seq., and the Property and Business Improvement District Law of 1994, Streets & Highways Code §36600 et seq., as well as any other applicable provisions of California law authorizing the formation of assessment, benefit, or financing districts, which authorizes joint powers agencies to establish, modify and renew parking and business improvement areas and property and business improvement districts for the purpose of tourism promotion, destination marketing, economic development, and the financing, development, operation, and maintenance of public and private improvements, facilities, and infrastructure, including sports, entertainment, meeting, cultural, and related uses. Approval of this Agreement by the JPA Members constitutes consent to:

(i) the formation of the Greater Palm Springs Convention & Visitors Bureau Tourism Marketing District adopted pursuant to Ordinance No. 2013-001, including all proceedings and actions previously taken by the VGPS in connection with formation of the said district ("2013 TMD"); and

(ii) the formation of the Greater Palm Springs Tourism Business Improvement District pursuant to Resolution No. 2016-004 and to levy an assessment of three percent (3%) on Convention Hotels;

(iii) the renewal of the Greater Palm Springs Tourism Business Improvement District pursuant to Ordinance No. 2020-005 ("2021 TBID") and to levy an assessment of three percent (3%) on Convention Hotels and one percent (1%) on vacation rentals;

(l) The power to form these districts, as discussed in the prior section, Section 16(l), and incorporated herein by this reference, shall extend to the ability to establish such districts on a regional basis or within defined subareas of the JPA's territorial boundaries ("Regional Districts") that include only those JPA Members in those Regional Districts. Those Regional Districts may, or may not, include all JPA Members depending on the makeup and reach of the Regional District. For any Regional District that does not include all JPA Members within its boundary, the formation, rate, and management district plan shall be subject to approval by the legislative bodies of only the JPA Members in those Regional Districts and may be approved by a majority vote of those JPA Members' legislative bodies, within those Regional Districts, consistent with applicable law. Incidental to this power to form these Regional Districts will be the power to plan, finance, develop, construct, acquire, operate, and maintain tourism-related

infrastructure and facilities, including but not limited to sports complexes, entertainment venues, meeting facilities, and other visitor-serving improvements, either directly or in partnership with public or private entities;

(m) The power to adopt rules, regulations, resolutions and ordinances that may be necessary or proper to carry out the purposes and intent of the JPA;

(n) The power to enforce rules, regulations, resolutions and ordinances for the administration, maintenance and operation of the JPA;

(o) The power to enter into joint powers agreements pursuant to the Joint Exercise of Powers Act, as set forth in section 6500 et seq. of the Government Code;

(p) The power to provide insurance pursuant to section 989 of the Government Code et seq.;

(q) The power to sue and be sued in the name of the JPA;

(r) The power to conduct certain activities of the JPA in any state or territory of the United States of America or in any foreign country, related to growing and diversifying the economy through promoting and marketing all aspects of the hospitality, convention and tourism industry in the Coachella Valley for the purpose of attracting visitors, groups, meetings, conventions and new businesses from national and international markets, as permitted pursuant to Government Code section 37110;

(s) The power to travel domestically and internationally that is necessary or proper in carrying out the purposes and intent of the JPA;

(t) The power to provide staff and resource support, financial assistance and subsidies to other public agencies, non-profit organizations and the private sector for purposes consistent with the purpose and intent of the JPA;

(u) The power to lobby on behalf of tourism and economic development;

(v) The power to form a non-profit corporation or other affiliated non-profit entities for the purpose of promoting and enhancing all aspects of the tourism and economic development industry; and

(w) The power to take any and all actions necessary for, or incidental to, the powers expressed or implied by this Agreement and all applicable laws.

Section 17. Power to Invest

Pursuant to Government Code section 6509.5, the JPA shall have the power to invest any money in its treasury pursuant to the provisions set forth in Government Code section 6505.5 that is not required for the immediate necessities of the JPA, as the JPA may determine from time to time is advisable, in the same manner and upon the same conditions as local agencies pursuant to Government Code section 53601.

Section 18. Bonding

Pursuant to Government Code section 6505.1, individuals occupying the following positions shall file an official bond in an amount deemed sufficient by the JPA Executive Committee:

(a) President/Chief Executive Officer;

(d) Director of Finance; and

(e) Treasurer.

Section 19. Treasurer and Auditor - Designations

Pursuant to Government Code section 6505.6, the JPA Executive Committee shall designate by resolution an officer or employee of the JPA to fill the functions of Treasurer and Auditor of the JPA, and the JPA Executive Committee may appoint one qualified person to serve as both Treasurer and Auditor or two qualified persons to serve as each separately.

Section 20. Treasurer - Duties and Responsibilities

Pursuant to section 6505.5 Government Code, the Treasurer shall do all of the following:

(a) Receive and receipt (account) for all money of the JPA and place it in the treasury of the Treasurer so designated to the credit of the JPA;

(b) Be responsible, upon his or her official bond, for the safekeeping and disbursement of all JPA money so held by the Treasurer;

(c) Pay when due, out of the money of the JPA held by the Treasurer, all sums payable on outstanding bonds and coupons of the JPA;

(d) Pay any other sums due from the JPA from JPA money, or any portion thereof, only upon warrants of the public officer performing the functions of auditor or controller who has been designated by this Agreement; and

(e) Verify and report in writing no less than five (5) times per year to the President/Chief Executive Officer, the JPA Executive Committee and to all Parties financial statement of activities for the year.

Section 21. Independent Audit

Pursuant to section 6505.6 of the Government Code, the Treasurer shall cause an independent audit to be made by a certified public accountant or public accountant, in compliance with section 6505 of the Government Code.

Section 22. Auditor's Duties

The Auditor shall perform the following duties:

(a) Review and recommend to the JPA Executive Committee accounting procedures and policies governing the JPA;

(b) Review and approve all demands listed on the Warrant Registers prior to submittal to the JPA Executive Committee;

(c) Review payroll registers at least monthly;

(d) Review all financial reports being submitted to the JPA Executive Committee and make the JPA Executive Committee aware of any discrepancies or potential problems in the reports;

(e) Review investments made by the President or Treasurer;

(f) Review the audit report prepared by a Certified Public Accounting firm prior to finalization of the report and submittal to the JPA Executive Committee; and

(g) Assist staff in the selection of the Certified Public Accounting firm.

Section 23. Attorney's Fees

In the event litigation or other proceeding is required to enforce or interpret any provision of this Agreement, the prevailing party in such litigation or other proceeding shall be entitled to an award of its actual and reasonable attorney's fees, costs and expenses incurred in the proceeding.

Section 24. Voting

Each JPA Member shall have an equal vote. A motion considered by the JPA Executive Committee shall require a majority of votes cast (more than half) to pass such motion. In the event of a tie vote, such motion before the JPA Executive Committee shall be deemed defeated.

Section 25. Severability

If any term, provision, covenant or condition of this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions, if any, of this Agreement shall continue in full force and effect, unless enforcement of this

Agreement as so invalidated would be unreasonable or grossly inequitable under all the circumstances or would frustrate the purposes of this Agreement.

Section 26. Waiver

All waivers must be in writing to be effective or binding upon the waiving Party, and no waiver shall be implied from any omission by a Party to take any action.

Section 27. Amendments

This Agreement may be amended from time to time by a two-thirds vote of the entire JPA Executive Committee and a unanimous vote of the JPA Members' legislative bodies in compliance with all applicable provisions of the Joint Exercise of Powers Act and all other applicable laws.

Section 28. Ambiguities or Uncertainties

The JPA Members have mutually negotiated the terms and conditions of this Agreement and each JPA Member received independent legal advice from its attorneys with respect to the advisability of executing this Agreement and the meaning of the provisions contained herein. As such, this Agreement is a product of the joint drafting efforts of all JPA Members and none of the JPA Members shall be deemed to have solely or independently prepared or framed this Agreement. Therefore, any ambiguities or uncertainties are not to be construed against or in favor of any JPA Member.

Section 29. Applicable Law

This Agreement shall be construed and enforced in accordance with the laws of the State of California.

Section 30. Venue

In the event that suit is brought by any party to this Agreement, the parties agree that venue shall be exclusively vested in the State courts of the County of Riverside, California or where appropriate, in the United States District Court, Southern District of California, Riverside, California.

Section 31. Notices

Any notice or communication required hereunder between the JPA and the JPA Members shall be in writing and may be given either personally or by registered mail, return-receipt requested. Notice, whether given by registered mail or personal delivery, shall be deemed to have been given and received on the actual receipt by any of the addresses designated below as the party to whom notices are to be sent. Any party hereto may at any time, upon written notice to the other party hereto, designate any other address in substitution of the address to which such notice or communication shall be given. Such notices or communications shall be given to the parties at their addresses set forth below:

City of Cathedral City 68700 Avenida Lalo Guerrero Cathedral City, CA 92234 Attention: City Manager	City of Coachella 53990 Enterprise Way Coachella, CA 92236 Attention: City Manager
City of Desert Hot Springs 11999 Palm Drive Desert Hot Springs, CA 92240 Attention: City Manager	City of Indian Wells 44950 Eldorado Drive Indian Wells, CA 92210 Attention: City Manager
City of Indio 100 Civic Center Mall Indio, CA 92201 Attention: City Manager	City of La Quinta 78495 Calle Tampico La Quinta, CA 92253 Attention: City Manager
City of Palm Desert 73510 Fred Waring Drive Palm Desert, CA 92260 Attention: City Manager	City of Palm Springs 3200 East Tahquitz Canyon Way Palm Springs, CA 92262 Attention: City Manager
City of Rancho Mirage 69825 Highway 111 Rancho Mirage, CA 92270 Attention: City Manager	County of Riverside County Administration Center 4080 Lemon Street Riverside, California 92501 Attention: County Clerk

Section 32. Counterparts

This Agreement may be executed in duplicate counterpart originals, each of which is deemed to be an original, and all of which when taken together shall constitute one and the same instrument.

Section 33. Privileges and Immunities

Pursuant to section 6513 of the Government Code, all of the privileges and immunities from liability, exemptions from laws, ordinances and rules, all pension, relief, disability, workmen's compensation, and other benefits which apply to the activity of officers, agents or employees of any the Parties when performing their respective functions within the territorial limits of their respective public agencies, shall apply to them to the same degree and extent while engaged in the performance of any of their functions and duties performed extraterritorially under the provisions of this Agreement.

[SIGNATURES APPEAR ON THE FOLLOWING PAGES]

IN WITNESS WHEREOF, the duly authorized representatives of the JPA Members have each executed this Agreement.

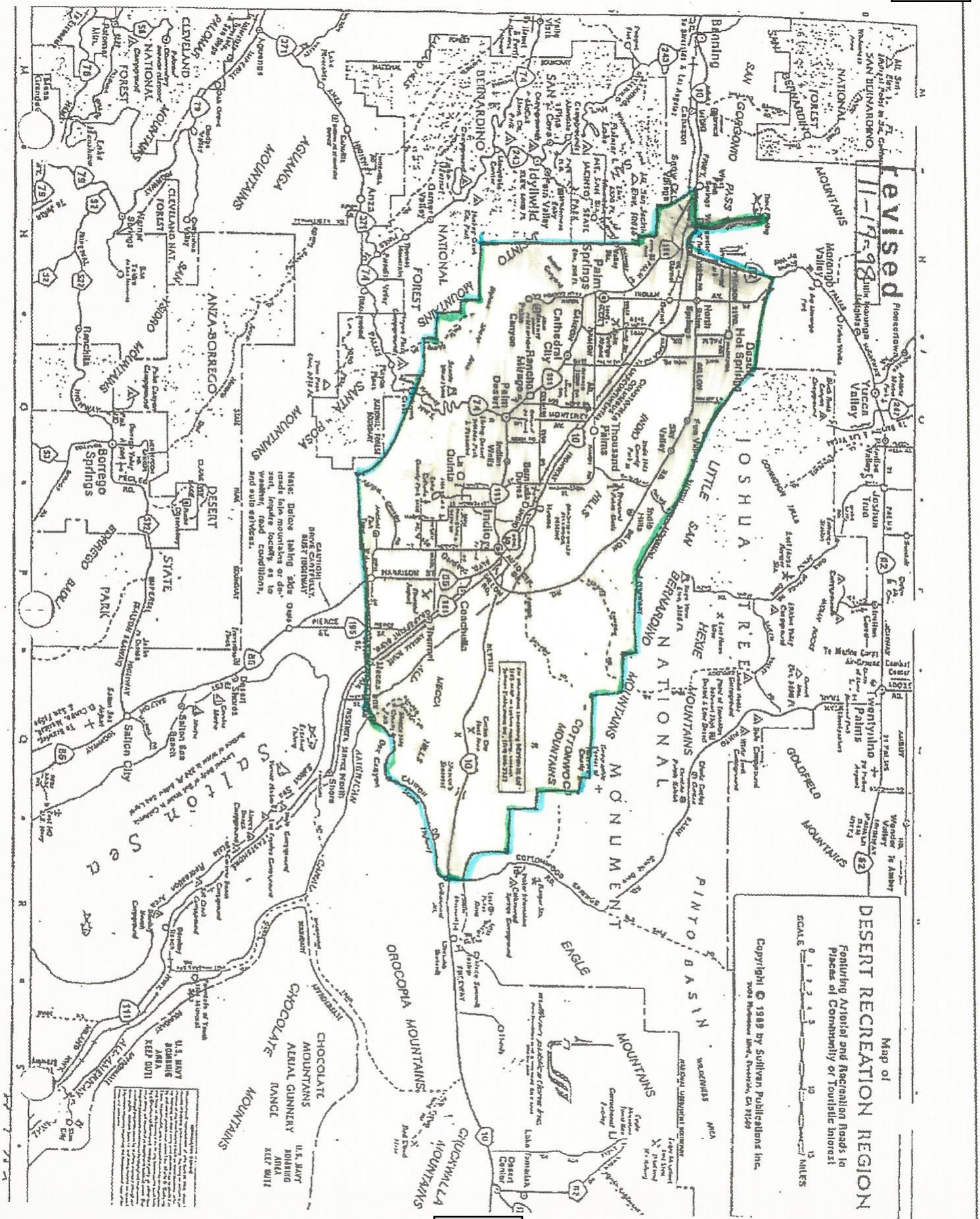
CITY OF CATHEDRAL CITY _____ Raymond Gregory, Mayor Dated: _____ _____ Andrew "Andy" Firestine, City Manager ATTEST: _____ Chrstina Burton, City Clerk APPROVED AS TO FORM: _____ Eric S. Vail, City Attorney	**CITY OF COACHELLA** _____ Dr. Frank Figueroa, Mayor Dated: _____ _____ Gustavo Romo, City Manager ATTEST: _____ Angela M. Zepeda, City Clerk APPROVED AS TO FORM: _____ Ryan Guiboa, City Attorney
CITY OF DESERT HOT SPRINGS _____ Scott Matas, Mayor Dated: _____ _____ Doria Wilms, City Manager ATTEST: _____ Jerryl Soriano, CMC, City Clerk APPROVED AS TO FORM: _____ Jennifer Mizrahi, City Attorney	**CITY OF INDIAN WELLS** _____ Dr. Toper Taylor, Mayor Dated: _____ _____ Christopher Freeland, City Manager ATTEST: _____ Angelica Avila, City Clerk APPROVED AS TO FORM: _____ Todd Leishman, City Attorney

CITY OF INDIO	**CITY OF LA QUINTA**
_____ Elaine Holmes, Mayor Dated: _____ _____ Jonathan Nicks, City Manager ATTEST: _____ Cynthia Hernandez, City Clerk APPROVED AS TO FORM: _____ Steven P. Graham, City Attorney	_____ Linda Evans, Mayor Dated: _____ _____ Jon McMillen, City Manager ATTEST: _____ Monika Redeva, City Clerk APPROVED AS TO FORM: _____ William H. Ihrke, City Attorney
CITY OF PALM DESERT	**CITY OF PALM SPRINGS**
_____ Evan Trubee, Mayor Dated: _____ _____ Chris Escobedo, City Manager ATTEST: _____ Anthony Mejia, City Clerk APPROVED AS TO FORM: _____ Isra Shah, City Attorney	_____ Naomi Soto, Mayor Dated: _____ _____ Scott Stiles, City Manager ATTEST: _____ Brenda Pree, City Clerk APPROVED AS TO FORM: _____ Jeffrey Ballinger, City Attorney

CITY OF RANCHO MIRAGE	**COUNTY OF RIVERSIDE**
_____ Lynn Mallotto, Mayor Dated: _____ _____ Isaiah Hagerman, City Manager ATTEST: _____ Kristie Ramos, City Clerk APPROVED AS TO FORM: _____ Colin D. Kirkpatrick, City Attorney	_____ Karen Spiegel, Chairman _____ Jeff Van Wagenen, County Executive Manager ATTEST: _____ Kimberly A. Rector, Clerk of the Board APPROVED AS TO FORM: _____ Minh Tran, County Counsel

EXHIBIT A

TERRITORIAL BOUNDARIES


Revised
11-17-98
Map of
DESERT RECREATION REGION
Featuring Artistic and Recreation Roads to Places of Community or Touristic Interest
Copyright © 1989 by Sullivan Publications Inc.
SCALE
MILES
Palm Springs
Cathedral City
Rancho Mirage
Palm Desert
Thousand Palms
Indio
La Quinta
Coachella
Desert Hot Springs
Yucca Valley
Joshua Tree
Twentynine Palms
Banning
San Bernardino
Morongo Valley
Borrego Springs
Salton City
Desert Shores
Mecca
Thermal
North Shore
Oasis
Box Canyon
Dillon Road
Cottonwood
Eagle
Chocolate
Orocopia Mountains
Chuckwalla Mountains
Little San Bernardino Mountains
Pinto Basin
Joshua Tree National Monument
Cottonwood Mountains
Eagle Mountains
Chocolate Mountains Aerial Gunnery Range
U.S. Navy Bombing Area Keep Out
Anza-Borrego Desert State Park
Cleveland National Forest
San Bernardino National Forest
Santa Rosa Mountains
Agua Caliente Indian Reservation
Desert Center
Lake Tamarisk
Lake Cahuilla
Salton Sea
Salton Sea State Recreation Area
Indian Wells
Bermuda Dunes
Indian Canyons
Palm Canyon
Tahquitz Canyon
Andreas Canyon
Whitewater Canyon
Morongo Indian Reservation
Pioneertown
Yucca Valley
Joshua Tree
Twentynine Palms
Wonder Valley
Amboy
Desert Center
Lake Tamarisk
Lake Cahuilla
Salton Sea
Salton City
Desert Shores
Mecca
Thermal
Oasis
Box Canyon
Dillon Road
Cottonwood
Eagle
Chocolate
Orocopia Mountains
Chuckwalla Mountains
Little San Bernardino Mountains
Pinto Basin
Joshua Tree National Monument
Cottonwood Mountains
Eagle Mountains
Chocolate Mountains Aerial Gunnery Range
U.S. Navy Bombing Area Keep Out
Anza-Borrego Desert State Park
Cleveland National Forest
San Bernardino National Forest
Santa Rosa Mountains
Agua Caliente Indian Reservation

VISIT GREATER PALM SPRINGS

JOINT POWERS AGREEMENT
("Third Amended and Restated Agreement")

A California Joint Powers Authority
Created Pursuant to California Government Code Section 6500 et seq.

_____, 2026

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EXHIBIT A

Territorial Boundaries 18

This Third Amended and Restated Joint Powers Agreement (this "Agreement") is entered into by and between the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs and Rancho Mirage, each an independent municipal corporation located in the County of Riverside, State of California, and the County of Riverside, a political subdivision of the State of California, pursuant to the Joint Exercise of Powers Act, as set forth in section 6500 et seq. of the California Government Code. The Joint Powers Authority is known as "Visit Greater Palm Springs" ("VGPS"). The parties to this Agreement are individually referred to herein as "JPA Member" and collectively as "JPA Members."

RECITALS

WHEREAS, pursuant to the Joint Exercise of Powers Act, if authorized by their legislative or other governing bodies, two or more public agencies which include, but are not limited to, a county or city, may jointly exercise any power common to the contracting parties via a Joint Powers Agreement creating a Joint Powers Authority ("JPA"); and

WHEREAS, the JPA Members entered into the original joint powers agreement on February 8, 1989, to jointly encourage, promote, and to do such other things as might be necessary to enhance, to the greatest extent possible, all aspects of the hospitality, convention and tourism industry in the Coachella Valley and to attract visitors from a world- wide market, all to the benefit of the member organizations and their citizens via the exercise of all the expressed and implied powers the JPA Members have in common; and

WHEREAS, it is intended by the JPA Members that this Agreement shall be amendatory of the Second Amended and Restated Joint Powers Agreement, dated June 14, 2024, including any subsequent amendments ("Second Amended and Restated Agreement"), and shall restate, amend and supersede the Second Amended and Restated Agreement in its entirety as of the Effective Date; and

WHEREAS, on or about _____, 2026, it was determined by the VGPS President and Chief Executive Officer and his staff that at least two thirds of the entire VGPS Executive Committee and all of the JPA Members voted to amend the purpose and powers of JPA as set forth below, among additional provisions as stated herein; and

WHEREAS, on or about _____, 2026, it was determined by the VGPS President and Chief Executive Officer and his staff that at least two thirds of the entire VGPS Executive Committee and all of the JPA Members voted to approve for adoption and execution this Third Amended and Restated Joint Powers Agreement.

NOW, THEREFORE, in consideration of the terms and conditions hereinafter set forth, and intending to be legally bound hereby, the JPA Members hereby covenant and agree as follows:

AGREEMENT

Section 1. Definitions

The following words, terms and phrases shall have the following meanings:

"Additional JPA Members" shall mean qualified municipalities that may be added as members of JPA as described in Section 8.

"Board of Directors" shall mean the Board of Directors of the Greater Palm Springs Business Alliance ("GPSBA") comprised of persons associated with the local hospitality industry for the purposes described in Section 10.

"Convention Hotel" shall mean a hotel, motel or similar property with 50 rooms or greater.

"Joint Exercise of Powers Act" shall mean California Government Code sections 6500-6536.

"JPA" shall mean the Joint Powers Authority and may also be referred to herein as VGPS.

"JPA Executive Committee" shall mean the JPA's governing body formed for the purposes and having the powers and duties set forth in Section 10.

"JPA Member" shall mean a municipality that is party to this Agreement.

"JPA Members" shall mean, collectively, the municipalities that have entered into this Agreement.

"JPA Member Contributions" shall mean the annual contribution amounts duly established pursuant to Section 12.

"Lodging Establishments" shall mean any structure, which is occupied or intended or designed for use or occupancy by transients, including but not limited to hotel, resort, motel, inn and individually owned structures; single family homes, duplexes, triplexes, mobile homes, public or private clubs, campgrounds, mobile homes or house trailers at fixed locations, or other like structure or portion thereof and dwelling utilized for short term rental and subject to local transient occupancy tax.

"Partner" shall mean a non-governmental entity whose business and activities are directly related to the convention or tourism industry and the purposes of this Agreement.

"President and Chief Executive Officer" shall mean the individual employed by VGPS, who is responsible for professionally supervising, managing, and administering VGPS's day-to- day affairs as described in paragraph (e) of Section 10 and elsewhere in this Agreement.

"TBID" shall mean Tourism Business Improvement District assessment.

"Technical Advisory Committee" or "TAC" shall mean the committee which may be appointed by a majority vote of VGPS's JPA Executive Committee for the purposes described in paragraph (d) of Section 10.

"Treasurer" shall mean the individual appointed by VGPS's JPA Executive Committee to serve the functions described at Section 19 and may be the same individual appointed as Auditor.

"VGPS Fiscal Year" shall mean the period commencing July 1 of every year and ending June 30 of the following calendar year.

"Visit Greater Palm Springs" or "VGPS" shall mean the Joint Powers Authority formed by the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs and Rancho Mirage, and the County of Riverside.

Section 2. Incorporation of Recitals

The foregoing recitals are incorporated into this Agreement by this reference as though fully set forth herein.

Section 3. Purpose

The purpose of VGPS is to benefit all JPA Members and their constituents by jointly:

(a) Marketing, attracting, encouraging, promoting, and doing such other things as might be necessary to enhance, to the greatest extent possible all aspects of the hospitality, convention, and tourism industry in the Coachella Valley and to maximize visitations from national and international markets;

(b) Doing such other things to drive, advance and support initiatives to strengthen and diversify all aspects of the regional economy of the Coachella Valley; and

(c) Developing, fostering and facilitating Coachella Valley destination-enhancing improvements and infrastructure including, but not limited to, sports complexes, entertainment venues, and meeting facilities, either directly and/or forging dynamic public-private partnerships.

Section 4. Name

The name of the JPA shall be "Visit Greater Palm Springs" ("VGPS") or such other name that may be changed at any time by a resolution approved and adopted by a two-thirds vote of the entire JPA Executive Committee.

Section 5. Second Amended and Restated Agreement Superseded - Effective Date

It is intended by the JPA Members that this Agreement shall be amendatory of the Second Amended and Restated Agreement and shall restate, amend and supersede the Second Amended and Restated Agreement. Upon its Effective Date, this Agreement shall govern the relationship of the JPA Members. This Agreement shall become effective on the date this Agreement is approved by a two-thirds vote of the entire membership of the JPA Executive Committee and a two-thirds vote of the JPA Members' legislative bodies ("Effective Date").

Section 6. Termination

(a) This Agreement may be terminated by unanimous vote of all the JPA Members' legislative bodies provided, however, the foregoing shall not be construed as limiting the rights of a JPA Member to withdraw its membership in the JPA, and thus terminate this Agreement with respect to such withdrawing JPA Member as described in Section 13; and

(b) Pursuant to section 6512 of the Government Code, upon termination of this Agreement and dissolution of the JPA, any surplus money on hand with the JPA shall be returned to the JPA Members' treasuries in proportion to the JPA Member Contributions made by the respective JPA Member to the JPA.

(c) Upon termination of this Agreement and dissolution of the JPA, all of the resources of the JPA shall be used in an effort to ensure that 100% of the pension liability is funded. Pursuant to Government Code section 6508.2, any remaining obligations of the JPA pension plan and other post-employment benefit liabilities shall be assumed by JPA Members. The JPA will maintain a policy of funding its pension liability at a minimum of 85% and will promptly notify JPA Members at any time this threshold is not met.

Section 7. JPA Members

The members of the JPA shall consist of the parties to this Agreement which include the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs and Rancho Mirage, and the County of Riverside.

Section 8. Additional Members

Additional JPA Members that qualify to join a joint powers authority under the Joint Exercise of Powers Act may be added as JPA Members at any time by a two-thirds vote of the of the entire JPA Executive Committee and a unanimous vote of the JPA Members' legislative bodies in compliance with all applicable provisions of the Joint Exercise of Powers Act and all other applicable laws.

Section 9. Governing Body

(a) The governing body of the JPA shall be known as the JPA Executive Committee and it shall be comprised of: (i) a duly elected or appointed council member of each city JPA Member; and (ii) a member of the Riverside County Board of Supervisors.

(b) Only those members of the JPA Executive Committee, whose agencies pay the JPA Member Contributions, as set forth in this Agreement, shall be entitled to vote.

Section 10. JPA Executive Committee - Powers and Duties

The JPA Executive Committee, consistent with this Agreement and all applicable laws, shall exercise all the powers and perform all duties necessary to conduct the business of the JPA, either directly or by delegation of its authority, as the JPA Executive Committee deems appropriate, which shall include but not be limited to the following:

(a) Adopt bylaws or rules of procedure to provide for the organization and administration of the JPA, as the JPA Executive Committee deems appropriate by a majority vote of the JPA Executive Committee;

(b) Approve and adopt a budget for the JPA prior to the commencement of the JPA's subsequent fiscal year, the term of which shall be set by a majority vote of the JPA Executive Committee;

(c) Delegate authority to manage destination activities and the daily operations of VGPS to GPSBA, including but not limited to strategic development, marketing, travel trade, public relations, human resources and group sales, and employ an individual who shall serve as the President and Chief Executive Officer of the JPA, who shall be responsible for professionally supervising, managing and administering the day-to-day affairs of the JPA, hire and fire JPA employees, retain consultants and independent contractors and perform such other functions as needed. Termination of the President & Chief Executive Officer will require a majority vote of the JPA Executive Committee and GPSBA Board of Directors. The Board of Directors of the GPSBA shall consist of any number of persons associated with the local hospitality industry, which may include, but not be limited to, those who own, manage, govern or serve in senior staff positions for Lodging Establishments or businesses, eateries, public and private regional sports facilities, public and private museums, public and private convention and conference facilities, commercial air transport facilities, commercial ground transportation businesses, plus any other persons from any other industry deemed appropriate. The GPSBA shall manage the destination operations of VGPS, and shall be governed by bylaws, as amended from time to time.

Activities other than tourism related activities, such as but not limited to economic diversification efforts, shall remain the responsibility of the JPA and shall be governed by the JPA Members and/or their assignee(s) as determined by the JPA Executive Committee.

(d) Appoint from time to time, if deemed necessary by a majority vote of the JPA Executive Committee, a Technical Advisory Committee (TAC) consisting of a staff member

employed by each JPA Member as designated by the respective JPA Executive Committee member, for purposes of advising the JPA Executive Committee on any technical issues of the JPA that the JPA Executive Committee may need advice on;

(e) Retain an individual licensed to practice law in the State of California who shall serve as General Legal Counsel for the JPA and who shall assist the JPA with any legal assistance as may be requested by the JPA Executive Committee or President/Chief Executive Officer or their authorized designees; and

(f) Create any committees, sub-committees, and advisory committees, as deemed necessary by a majority vote of the JPA Executive Committee, to advance and/or achieve the purposes set forth in this Agreement.

(g) Pursuant to Section 6509 of the Government Code, the powers set forth in this Agreement shall be subject to the restrictions upon the manner of exercising such similar powers as are imposed on the City of Rancho Mirage in the exercise of similar powers.

Section 11. Territorial Boundaries

The JPA's territorial boundaries include the lands situated within the unincorporated areas of the Coachella Valley situated in the County of Riverside and the lands situated within the jurisdictional boundaries of the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Springs, Palm Desert and Rancho Mirage, as depicted in Exhibit A of this Agreement. The territorial boundaries of the VGPS may only be changed by a two-thirds vote of the JPA Executive Committee and a unanimous vote of the JPA Members' legislative bodies.

Section 12. Contributions

(a) Initial Membership Fee. Each new JPA Member shall pay to the JPA a one-(1) time entry fee and operation fee calculated as follows:

(i) Entry Fee: The "Entry Fee" shall be calculated by multiplying the new JPA Member's current fiscal year's gross revenue estimate by .55%.

(ii) Operation Fee: The "Operation Fee" shall be calculated by multiplying the Entry Fee by 15.62%.

The sum of the Entry Fee and the Operation Fee is due within thirty (30) days of a new JPA Member joining the JPA.

(b) Annual Contribution. Each JPA Member shall pay to the JPA (i) the greater of $35,000 each year, or (ii) the applicable contribution amounts as set forth in the formula below, which may only be modified by a two-thirds vote of the entire JPA Executive Committee and a unanimous vote of the JPA Members' legislative bodies. JPA Members' legislative bodies shall, at a minimum, make quarterly payments of the annual contribution to VGPS.

A contribution from each of the JPA Members is a funding mechanism equal to:

.0015 x Gross Room Rental Revenue for Lodging Establishments excluding Convention Hotels, and
.0035 x Gross Room Rental Revenue for Convention Hotels

(c) The Gross Room Rental Revenue described herein shall not include any transient occupancy tax rebate incentives provided by the JPA Members.

Section 13. Withdrawal

Any Party may withdraw as a JPA Member and the obligations under this Agreement subject to the following conditions:

(a) The withdrawing JPA Member's legislative body submits a duly adopted resolution to the JPA Executive Committee providing Notice of Withdrawal.

(b) The effective date of withdrawal shall always be the last day of the VGPS's Fiscal Year.

(c) All JPA Member Contributions must be paid in full by the withdrawing JPA Member through the end of the current VGPS Fiscal Year of the year when the withdrawing JPA Member provides its Notice of Withdrawal as well as the following VGPS Fiscal Year.

(d) After giving notice of withdrawal, a withdrawing JPA Member shall not have voting privileges on the JPA Executive Committee except for operating budget items through the effective date of withdrawal.

(e) A withdrawing JPA Member may again become a party to this Agreement on condition that it pays to the treasury of the VGPS an amount equal to all JPA Member Contributions which the withdrawing JPA Member would have been required to pay if it had not withdrawn from participation.

(f) Partners within the territorial boundaries of the VGPS may remain active Partners as long as their respective government entity is a JPA Member and during the period of their JPA Member's withdrawal from the Joint Powers Agreement.

(g) In the event of withdrawal by a JPA Member, the JPA shall continue to be entitled to the full amount of the TBID unless and until the TBID expires without renewal or is disestablished pursuant to the Property and Business Improvement District Law of 1994, Streets & Highways Code §36600 et seq. The withdrawing JPA Member shall continue to be responsible for collecting the TBID on a monthly basis (including any delinquencies, penalties and interest) from each assessed business and forwarding the same to the JPA.

Section 14. Expulsion

A JPA Member may be expelled or suspended by a two-thirds (2/3) vote of the VGPS Executive Committee for an event of breach of this Agreement or the Bylaws, as amended from time to time, as determined by the remaining members of the JPA Executive Committee. The procedures for hearing and notice of expulsion and suspension shall be set forth in the bylaws of the JPA Executive Committee.

Section 15. Separate Entity

Except for termination as provided in Section 6 of this Agreement, pursuant to section 6507 of the Government Code, this JPA shall at all times be an independent public entity separate from the parties to this Agreement, and the debts, liabilities and obligations of the JPA shall be its sole responsibility and shall not become the debts, liabilities, or obligations of any one JPA Member except that any JPA Member may separately contract for, or assume responsibility for specific debts, liabilities, or obligations of the JPA.

Section 16. Powers of the JPA

Pursuant to the Joint Exercise of Powers Act, as set forth in section 6500 et seq. of the California Government Code, this JPA shall have the authority to exercise any power common to the contracting parties, including without limitation any of the following:

(a) The power to make, enter into and perform all necessary contracts;

(b) The power to engage necessary employees, to define their qualifications and duties and to provide a schedule of compensation for performance of their duties;

(c) The power to retain agents, independent contractors and consultants, including without limitation the power to engage legal counsel and other professional services;

(d) The power to acquire, construct, manage, maintain or operate any building, works or improvements;

(e) The power to acquire by purchase, grant, gift, lease or other lawful means any real property or any personal property that may be necessary or proper to carry out the purposes and intent of the JPA;

(f) The power to hold any real property or any personal property that may be necessary or proper to carry out the purposes and intent of the JPA;

(g) The power to sell, lease or otherwise dispose of any real or personal property including exchanging equivalent properties if it is deemed to be in the best interests of the JPA;

(h) The power to donate any surplus real or personal property to any public agency or nonprofit organization;

(i) The power to incur debts, liabilities or obligations, including without limitation the power to borrow money, give security therefore, and purchase on contract;

(j) The power to raise revenue for any public purpose consistent with the JPA's purposes, as set forth in this Agreement, through any legal and appropriate means including assessments which may be established and levied pursuant to the Parking and Business Improvement Area Law of 1989, Streets & Highways Code §36500 et seq., the Property and Business Improvement District Law of 1994, Streets & Highways Code §36600 et seq., and any other applicable provisions of California law authorizing the formation of assessment, benefit, or financing districts as referenced in Section 16(l);

(k) The power to form, renew, and modify improvement districts including all Lodging Establishments, as defined in Section 1, pursuant to the Parking and Business Improvement Area Law of 1989, Streets & Highways Code §36500 et seq., and the Property and Business Improvement District Law of 1994, Streets & Highways Code §36600 et seq., as well as any other applicable provisions of California law authorizing the formation of assessment, benefit, or financing districts, which authorizes joint powers agencies to establish, modify and renew parking and business improvement areas and property and business improvement districts for the purpose of tourism promotion, destination marketing, economic development, and the financing, development, operation, and maintenance of public and private improvements, facilities, and infrastructure, including sports, entertainment, meeting, cultural, and related uses. Approval of this Agreement by the JPA Members constitutes consent to:

(i) the formation of the Greater Palm Springs Convention & Visitors Bureau Tourism Marketing District adopted pursuant to Ordinance No. 2013-001, including all proceedings and actions previously taken by the VGPS in connection with formation of the said district ("2013 TMD"); and

(ii) the formation of the Greater Palm Springs Tourism Business Improvement District pursuant to Resolution No. 2016-004 and to levy an assessment of three percent (3%) on Convention Hotels;

(iii) the renewal of the Greater Palm Springs Tourism Business Improvement District pursuant to Ordinance No. 2020-005 ("2021 TBID") and to levy an assessment of three percent (3%) on Convention Hotels and one percent (1%) on vacation rentals;

(l) The power to form these districts, as discussed in the prior section, Section 16(l), and incorporated herein by this reference, shall extend to the ability to establish such districts on a regional basis or within defined subareas of the JPA's territorial boundaries ("Regional Districts") that include only those JPA Members in those Regional Districts. Those Regional Districts may, or may not, include all JPA Members depending on the makeup and reach of the Regional District. For any Regional District that does not include all JPA Members within its boundary, the formation, rate, and management district plan shall be subject to approval by the legislative bodies of only the JPA Members in those Regional Districts and may be approved by a majority vote of those JPA Members' legislative bodies, within those Regional Districts, consistent with applicable law. Incidental to this power to form these Regional Districts will be the power to plan, finance, develop, construct, acquire, operate, and maintain tourism-related

infrastructure and facilities, including but not limited to sports complexes, entertainment venues, meeting facilities, and other visitor-serving improvements, either directly or in partnership with public or private entities;

(m) The power to adopt rules, regulations, resolutions and ordinances that may be necessary or proper to carry out the purposes and intent of the JPA;

(n) The power to enforce rules, regulations, resolutions and ordinances for the administration, maintenance and operation of the JPA;

(o) The power to enter into joint powers agreements pursuant to the Joint Exercise of Powers Act, as set forth in section 6500 et seq. of the Government Code;

(p) The power to provide insurance pursuant to section 989 of the Government Code et seq.;

(q) The power to sue and be sued in the name of the JPA;

(r) The power to conduct certain activities of the JPA in any state or territory of the United States of America or in any foreign country, related to growing and diversifying the economy through promoting and marketing all aspects of the hospitality, convention and tourism industry in the Coachella Valley for the purpose of attracting visitors, groups, meetings, conventions and new businesses from national and international markets, as permitted pursuant to Government Code section 37110;

(s) The power to travel domestically and internationally that is necessary or proper in carrying out the purposes and intent of the JPA;

(t) The power to provide staff and resource support, financial assistance and subsidies to other public agencies, non-profit organizations and the private sector for purposes consistent with the purpose and intent of the JPA;

(u) The power to lobby on behalf of tourism and economic development;

(v) The power to form a non-profit corporation or other affiliated non-profit entities for the purpose of promoting and enhancing all aspects of the tourism and economic development industry; and

(w) The power to take any and all actions necessary for, or incidental to, the powers expressed or implied by this Agreement and all applicable laws.

Section 17. Power to Invest

Pursuant to Government Code section 6509.5, the JPA shall have the power to invest any money in its treasury pursuant to the provisions set forth in Government Code section 6505.5 that is not required for the immediate necessities of the JPA, as the JPA may determine from time to time is advisable, in the same manner and upon the same conditions as local agencies pursuant to Government Code section 53601.

Section 18. Bonding

Pursuant to Government Code section 6505.1, individuals occupying the following positions shall file an official bond in an amount deemed sufficient by the JPA Executive Committee:

(a) President/Chief Executive Officer;

(d) Director of Finance; and

(e) Treasurer.

Section 19. Treasurer and Auditor - Designations

Pursuant to Government Code section 6505.6, the JPA Executive Committee shall designate by resolution an officer or employee of the JPA to fill the functions of Treasurer and Auditor of the JPA, and the JPA Executive Committee may appoint one qualified person to serve as both Treasurer and Auditor or two qualified persons to serve as each separately.

Section 20. Treasurer - Duties and Responsibilities

Pursuant to section 6505.5 Government Code, the Treasurer shall do all of the following:

(a) Receive and receipt (account) for all money of the JPA and place it in the treasury of the Treasurer so designated to the credit of the JPA;

(b) Be responsible, upon his or her official bond, for the safekeeping and disbursement of all JPA money so held by the Treasurer;

(c) Pay when due, out of the money of the JPA held by the Treasurer, all sums payable on outstanding bonds and coupons of the JPA;

(d) Pay any other sums due from the JPA from JPA money, or any portion thereof, only upon warrants of the public officer performing the functions of auditor or controller who has been designated by this Agreement; and

(e) Verify and report in writing no less than five (5) times per year to the President/Chief Executive Officer, the JPA Executive Committee and to all Parties financial statement of activities for the year.

Section 21. Independent Audit

Pursuant to section 6505.6 of the Government Code, the Treasurer shall cause an independent audit to be made by a certified public accountant or public accountant, in compliance with section 6505 of the Government Code.

Section 22. Auditor's Duties

The Auditor shall perform the following duties:

(a) Review and recommend to the JPA Executive Committee accounting procedures and policies governing the JPA;

(b) Review and approve all demands listed on the Warrant Registers prior to submittal to the JPA Executive Committee;

(c) Review payroll registers at least monthly;

(d) Review all financial reports being submitted to the JPA Executive Committee and make the JPA Executive Committee aware of any discrepancies or potential problems in the reports;

(e) Review investments made by the President or Treasurer;

(f) Review the audit report prepared by a Certified Public Accounting firm prior to finalization of the report and submittal to the JPA Executive Committee; and

(g) Assist staff in the selection of the Certified Public Accounting firm.

Section 23. Attorney's Fees

In the event litigation or other proceeding is required to enforce or interpret any provision of this Agreement, the prevailing party in such litigation or other proceeding shall be entitled to an award of its actual and reasonable attorney's fees, costs and expenses incurred in the proceeding.

Section 24. Voting

Each JPA Member shall have an equal vote. A motion considered by the JPA Executive Committee shall require a majority of votes cast (more than half) to pass such motion. In the event of a tie vote, such motion before the JPA Executive Committee shall be deemed defeated.

Section 25. Severability

If any term, provision, covenant or condition of this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions, if any, of this Agreement shall continue in full force and effect, unless enforcement of this

Agreement as so invalidated would be unreasonable or grossly inequitable under all the circumstances or would frustrate the purposes of this Agreement.

Section 26. Waiver

All waivers must be in writing to be effective or binding upon the waiving Party, and no waiver shall be implied from any omission by a Party to take any action.

Section 27. Amendments

This Agreement may be amended from time to time by a two-thirds vote of the entire JPA Executive Committee and a unanimous vote of the JPA Members' legislative bodies in compliance with all applicable provisions of the Joint Exercise of Powers Act and all other applicable laws.

Section 28. Ambiguities or Uncertainties

The JPA Members have mutually negotiated the terms and conditions of this Agreement and each JPA Member received independent legal advice from its attorneys with respect to the advisability of executing this Agreement and the meaning of the provisions contained herein. As such, this Agreement is a product of the joint drafting efforts of all JPA Members and none of the JPA Members shall be deemed to have solely or independently prepared or framed this Agreement. Therefore, any ambiguities or uncertainties are not to be construed against or in favor of any JPA Member.

Section 29. Applicable Law

This Agreement shall be construed and enforced in accordance with the laws of the State of California.

Section 30. Venue

In the event that suit is brought by any party to this Agreement, the parties agree that venue shall be exclusively vested in the State courts of the County of Riverside, California or where appropriate, in the United States District Court, Southern District of California, Riverside, California.

Section 31. Notices

Any notice or communication required hereunder between the JPA and the JPA Members shall be in writing and may be given either personally or by registered mail, return-receipt requested. Notice, whether given by registered mail or personal delivery, shall be deemed to have been given and received on the actual receipt by any of the addresses designated below as the party to whom notices are to be sent. Any party hereto may at any time, upon written notice to the other party hereto, designate any other address in substitution of the address to which such notice or communication shall be given. Such notices or communications shall be given to the parties at their addresses set forth below:

City of Cathedral City 68700 Avenida Lalo Guerrero Cathedral City, CA 92234 Attention: City Manager	City of Coachella 53990 Enterprise Way Coachella, CA 92236 Attention: City Manager
City of Desert Hot Springs 11999 Palm Drive Desert Hot Springs, CA 92240 Attention: City Manager	City of Indian Wells 44950 Eldorado Drive Indian Wells, CA 92210 Attention: City Manager
City of Indio 100 Civic Center Mall Indio, CA 92201 Attention: City Manager	City of La Quinta 78495 Calle Tampico La Quinta, CA 92253 Attention: City Manager
City of Palm Desert 73510 Fred Waring Drive Palm Desert, CA 92260 Attention: City Manager	City of Palm Springs 3200 East Tahquitz Canyon Way Palm Springs, CA 92262 Attention: City Manager
City of Rancho Mirage 69825 Highway 111 Rancho Mirage, CA 92270 Attention: City Manager	County of Riverside County Administration Center 4080 Lemon Street Riverside, California 92501 Attention: County Clerk

Section 32. Counterparts

This Agreement may be executed in duplicate counterpart originals, each of which is deemed to be an original, and all of which when taken together shall constitute one and the same instrument.

Section 33. Privileges and Immunities

Pursuant to section 6513 of the Government Code, all of the privileges and immunities from liability, exemptions from laws, ordinances and rules, all pension, relief, disability, workmen's compensation, and other benefits which apply to the activity of officers, agents or employees of any the Parties when performing their respective functions within the territorial limits of their respective public agencies, shall apply to them to the same degree and extent while engaged in the performance of any of their functions and duties performed extraterritorially under the provisions of this Agreement.

[SIGNATURES APPEAR ON THE FOLLOWING PAGES]

IN WITNESS WHEREOF, the duly authorized representatives of the JPA Members have each executed this Agreement.

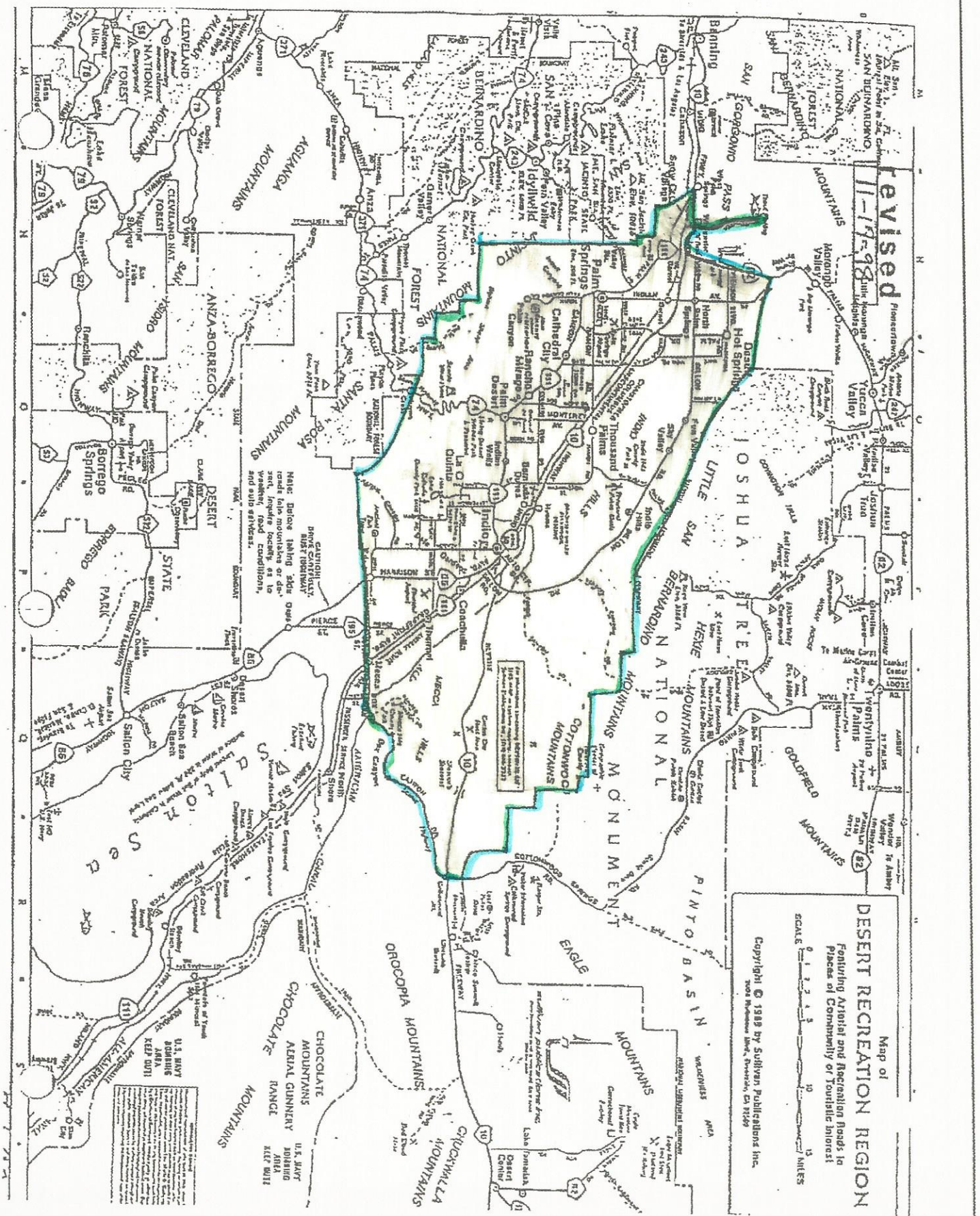
CITY OF CATHEDRAL CITY _____ Raymond Gregory, Mayor Dated: _____ _____ Andrew "Andy" Firestine, City Manager ATTEST: _____ Chrstina Burton, City Clerk APPROVED AS TO FORM: _____ Eric S. Vail, City Attorney	**CITY OF COACHELLA** _____ Dr. Frank Figueroa, Mayor Dated: _____ _____ Gustavo Romo, City Manager ATTEST: _____ Angela M. Zepeda, City Clerk APPROVED AS TO FORM: _____ Ryan Guiboa, City Attorney
CITY OF DESERT HOT SPRINGS _____ Scott Matas, Mayor Dated: _____ _____ Doria Wilms, City Manager ATTEST: _____ Jerryl Soriano, CMC, City Clerk APPROVED AS TO FORM: _____ Jennifer Mizrahi, City Attorney	**CITY OF INDIAN WELLS** _____ Dr. Toper Taylor, Mayor Dated: _____ _____ Christopher Freeland, City Manager ATTEST: _____ Angelica Avila, City Clerk APPROVED AS TO FORM: _____ Todd Leishman, City Attorney

CITY OF INDIO	**CITY OF LA QUINTA**
_____ Elaine Holmes, Mayor Dated: _____ _____ Jonathan Nicks, City Manager ATTEST: _____ Cynthia Hernandez, City Clerk APPROVED AS TO FORM: _____ Steven P. Graham, City Attorney	_____ Linda Evans, Mayor Dated: _____ _____ Jon McMillen, City Manager ATTEST: _____ Monika Redeva, City Clerk APPROVED AS TO FORM: _____ William H. Ihrke, City Attorney
CITY OF PALM DESERT	**CITY OF PALM SPRINGS**
_____ Evan Trubee, Mayor Dated: _____ _____ Chris Escobedo, City Manager ATTEST: _____ Anthony Mejia, City Clerk APPROVED AS TO FORM: _____ Isra Shah, City Attorney	_____ Naomi Soto, Mayor Dated: _____ _____ Scott Stiles, City Manager ATTEST: _____ Brenda Pree, City Clerk APPROVED AS TO FORM: _____ Jeffrey Ballinger, City Attorney

CITY OF RANCHO MIRAGE	**COUNTY OF RIVERSIDE**
_____ Lynn Mallotto, Mayor Dated: _____ _____ Isaiah Hagerman, City Manager ATTEST: _____ Kristie Ramos, City Clerk APPROVED AS TO FORM: _____ Colin D. Kirkpatrick, City Attorney	_____ Karen Spiegel, Chairman _____ Jeff Van Wagenen, County Executive Manager ATTEST: _____ Kimberly A. Rector, Clerk of the Board APPROVED AS TO FORM: _____ Minh Tran, County Counsel

EXHIBIT A

TERRITORIAL BOUNDARIES


Revised
11-15-18
Map of
DESERT RECREATION REGION
Featuring Arterial and Recreation Roads to Places of Community or Touristic Interest
Copyright © 1989 by Sullivan Publications Inc.
SCALE
MILES
Palm Springs
Cathedral City
Rancho Mirage
Palm Desert
Indian Wells
La Quinta
Indio
Coachella
Thousand Palms
Desert Hot Springs
Yucca Valley
Joshua Tree
Twentynine Palms
Banning
Beaumont
Morongo Valley
Whitewater
Mecca
Salton City
Salton Sea Beach
Borrego Springs
Anza
Idyllwild
San Jacinto
Hemet
Valley Wells
Landers
Wonder Valley
Amboy
Chocolate Mountains Aerial Gunnery Range
U.S. Navy Bombing Area Keep Out
Joshua Tree National Monument
Cottonwood Mountains
Eagle Mountains
Orocopia Mountains
Chuckwalla Mountains
Pinto Basin
Little San Bernardino Mountains
San Bernardino National Forest
Cleveland National Forest
Anza-Borrego Desert State Park
Santa Rosa Mountains
San Jacinto Mountains
Aguanga Mountains
Palomar Mountains
Goldfield Mountains
Cottonwood
Eagle
Pinto Basin
Joshua
Tree
Monument
Mountains
Desert
State
Park
Borrego
Badlands
Salton Sea
Salton City
Indio
Coachella
Palm Springs
Cathedral City
Rancho Mirage
Palm Desert
Indian Wells
La Quinta
Thousand Palms
Desert Hot Springs
Yucca Valley
Joshua Tree
Twentynine Palms
Banning
Beaumont
Morongo Valley
Whitewater
Mecca
Salton City
Salton Sea Beach
Borrego Springs
Anza
Idyllwild
San Jacinto
Hemet
Valley Wells
Landers
Wonder Valley
Amboy
Chocolate Mountains Aerial Gunnery Range
U.S. Navy Bombing Area Keep Out
Joshua Tree National Monument
Cottonwood Mountains
Eagle Mountains
Orocopia Mountains
Chuckwalla Mountains
Pinto Basin
Little San Bernardino Mountains
San Bernardino National Forest
Cleveland National Forest
Anza-Borrego Desert State Park
Santa Rosa Mountains
San Jacinto Mountains
Aguanga Mountains
Palomar Mountains
Goldfield Mountains

VISIT GREATER PALM SPRINGS

JOINT POWERS AGREEMENT
("Third Amended and Restated Agreement")

A California Joint Powers Authority
Created Pursuant to California Government Code Section 6500 et seq.

_____, 2026

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EXHIBIT A

Territorial Boundaries 18

This Third Amended and Restated Joint Powers Agreement (this "Agreement") is entered into by and between the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs and Rancho Mirage, each an independent municipal corporation located in the County of Riverside, State of California, and the County of Riverside, a political subdivision of the State of California, pursuant to the Joint Exercise of Powers Act, as set forth in section 6500 et seq. of the California Government Code. The Joint Powers Authority is known as "Visit Greater Palm Springs" ("VGPS"). The parties to this Agreement are individually referred to herein as "JPA Member" and collectively as "JPA Members."

RECITALS

WHEREAS, pursuant to the Joint Exercise of Powers Act, if authorized by their legislative or other governing bodies, two or more public agencies which include, but are not limited to, a county or city, may jointly exercise any power common to the contracting parties via a Joint Powers Agreement creating a Joint Powers Authority ("JPA"); and

WHEREAS, the JPA Members entered into the original joint powers agreement on February 8, 1989, to jointly encourage, promote, and to do such other things as might be necessary to enhance, to the greatest extent possible, all aspects of the hospitality, convention and tourism industry in the Coachella Valley and to attract visitors from a world- wide market, all to the benefit of the member organizations and their citizens via the exercise of all the expressed and implied powers the JPA Members have in common; and

WHEREAS, it is intended by the JPA Members that this Agreement shall be amendatory of the Second Amended and Restated Joint Powers Agreement, dated June 14, 2024, including any subsequent amendments ("Second Amended and Restated Agreement"), and shall restate, amend and supersede the Second Amended and Restated Agreement in its entirety as of the Effective Date; and

WHEREAS, on or about _____, 2026, it was determined by the VGPS President and Chief Executive Officer and his staff that at least two thirds of the entire VGPS Executive Committee and all of the JPA Members voted to amend the purpose and powers of JPA as set forth below, among additional provisions as stated herein; and

WHEREAS, on or about _____, 2026, it was determined by the VGPS President and Chief Executive Officer and his staff that at least two thirds of the entire VGPS Executive Committee and all of the JPA Members voted to approve for adoption and execution this Third Amended and Restated Joint Powers Agreement.

NOW, THEREFORE, in consideration of the terms and conditions hereinafter set forth, and intending to be legally bound hereby, the JPA Members hereby covenant and agree as follows:

AGREEMENT

Section 1. Definitions

The following words, terms and phrases shall have the following meanings:

"Additional JPA Members" shall mean qualified municipalities that may be added as members of JPA as described in Section 8.

"Board of Directors" shall mean the Board of Directors of the Greater Palm Springs Business Alliance ("GPSBA") comprised of persons associated with the local hospitality industry for the purposes described in Section 10.

"Convention Hotel" shall mean a hotel, motel or similar property with 50 rooms or greater.

"Joint Exercise of Powers Act" shall mean California Government Code sections 6500-6536.

"JPA" shall mean the Joint Powers Authority and may also be referred to herein as VGPS.

"JPA Executive Committee" shall mean the JPA's governing body formed for the purposes and having the powers and duties set forth in Section 10.

"JPA Member" shall mean a municipality that is party to this Agreement.

"JPA Members" shall mean, collectively, the municipalities that have entered into this Agreement.

"JPA Member Contributions" shall mean the annual contribution amounts duly established pursuant to Section 12.

"Lodging Establishments" shall mean any structure, which is occupied or intended or designed for use or occupancy by transients, including but not limited to hotel, resort, motel, inn and individually owned structures; single family homes, duplexes, triplexes, mobile homes, public or private clubs, campgrounds, mobile homes or house trailers at fixed locations, or other like structure or portion thereof and dwelling utilized for short term rental and subject to local transient occupancy tax.

"Partner" shall mean a non-governmental entity whose business and activities are directly related to the convention or tourism industry and the purposes of this Agreement.

"President and Chief Executive Officer" shall mean the individual employed by VGPS, who is responsible for professionally supervising, managing, and administering VGPS's day-to- day affairs as described in paragraph (e) of Section 10 and elsewhere in this Agreement.

"TBID" shall mean Tourism Business Improvement District assessment.

"Technical Advisory Committee" or "TAC" shall mean the committee which may be appointed by a majority vote of VGPS's JPA Executive Committee for the purposes described in paragraph (d) of Section 10.

"Treasurer" shall mean the individual appointed by VGPS's JPA Executive Committee to serve the functions described at Section 19 and may be the same individual appointed as Auditor.

"VGPS Fiscal Year" shall mean the period commencing July 1 of every year and ending June 30 of the following calendar year.

"Visit Greater Palm Springs" or "VGPS" shall mean the Joint Powers Authority formed by the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs and Rancho Mirage, and the County of Riverside.

Section 2. Incorporation of Recitals

The foregoing recitals are incorporated into this Agreement by this reference as though fully set forth herein.

Section 3. Purpose

The purpose of VGPS is to benefit all JPA Members and their constituents by jointly:

(a) Marketing, attracting, encouraging, promoting, and doing such other things as might be necessary to enhance, to the greatest extent possible all aspects of the hospitality, convention, and tourism industry in the Coachella Valley and to maximize visitations from national and international markets;

(b) Doing such other things to drive, advance and support initiatives to strengthen and diversify all aspects of the regional economy of the Coachella Valley; and

(c)
Developing, fostering and facilitating Coachella Valley destination-enhancing improvements and infrastructure including, but not limited to, sports complexes and entertainment venues, either directly and/or forging dynamic public-private partnerships.

Section 4. Name

The name of the JPA shall be "Visit Greater Palm Springs" ("VGPS") or such other name that may be changed at any time by a resolution approved and adopted by a two-thirds vote of the entire JPA Executive Committee.

Section 5. Second Amended and Restated Agreement Superseded - Effective Date

It is intended by the JPA Members that this Agreement shall be amendatory of the Second Amended and Restated Agreement and shall restate, amend and supersede the Second

Amended and Restated Agreement. Upon its Effective Date, this Agreement shall govern the relationship of the JPA Members. This Agreement shall become effective on the date this Agreement is approved by a two-thirds vote of the entire membership of the JPA Executive Committee and a two-thirds vote of the JPA Members' legislative bodies ("Effective Date").

Section 6. Termination

(a) This Agreement may be terminated by unanimous vote of all the JPA Members' legislative bodies provided, however, the foregoing shall not be construed as limiting the rights of a JPA Member to withdraw its membership in the JPA, and thus terminate this Agreement with respect to such withdrawing JPA Member as described in Section 13; and

(b) Pursuant to section 6512 of the Government Code, upon termination of this Agreement and dissolution of the JPA, any surplus money on hand with the JPA shall be returned to the JPA Members' treasuries in proportion to the JPA Member Contributions made by the respective JPA Member to the JPA.

(c) Upon termination of this Agreement and dissolution of the JPA, all of the resources of the JPA shall be used in an effort to ensure that 100% of the pension liability is funded. Pursuant to Government Code section 6508.2, any remaining obligations of the JPA pension plan and other post-employment benefit liabilities shall be assumed by JPA Members. The JPA will maintain a policy of funding its pension liability at a minimum of 85% and will promptly notify JPA Members at any time this threshold is not met.

Section 7. JPA Members

The members of the JPA shall consist of the parties to this Agreement which include the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs and Rancho Mirage, and the County of Riverside.

Section 8. Additional Members

Additional JPA Members that qualify to join a joint powers authority under the Joint Exercise of Powers Act may be added as JPA Members at any time by a two-thirds vote of the of the entire JPA Executive Committee and a unanimous vote of the JPA Members' legislative bodies in compliance with all applicable provisions of the Joint Exercise of Powers Act and all other applicable laws.

Section 9. Governing Body

(a) The governing body of the JPA shall be known as the JPA Executive Committee and it shall be comprised of: (i) a duly elected or appointed council member of each city JPA Member; and (ii) a member of the Riverside County Board of Supervisors.

(b) Only those members of the JPA Executive Committee, whose agencies pay the JPA Member Contributions, as set forth in this Agreement, shall be entitled to vote.

Section 10. JPA Executive Committee - Powers and Duties

The JPA Executive Committee, consistent with this Agreement and all applicable laws, shall exercise all the powers and perform all duties necessary to conduct the business of the JPA, either directly or by delegation of its authority, as the JPA Executive Committee deems appropriate, which shall include but not be limited to the following:

(a) Adopt bylaws or rules of procedure to provide for the organization and administration of the JPA, as the JPA Executive Committee deems appropriate by a majority vote of the JPA Executive Committee;

(b) Approve and adopt a budget for the JPA prior to the commencement of the JPA's subsequent fiscal year, the term of which shall be set by a majority vote of the JPA Executive Committee;

(c) Delegate authority to manage destination activities and the daily operations of VGPS to GPSBA, including but not limited to strategic development, marketing, travel trade, public relations, human resources and group sales, and employ an individual who shall serve as the President and Chief Executive Officer of the JPA, who shall be responsible for professionally supervising, managing and administering the day-to-day affairs of the JPA, hire and fire JPA employees, retain consultants and independent contractors and perform such other functions as needed. Termination of the President & Chief Executive Officer will require a majority vote of the JPA Executive Committee and GPSBA Board of Directors. The Board of Directors of the GPSBA shall consist of any number of persons associated with the local hospitality industry, which may include, but not be limited to, those who own, manage, govern or serve in senior staff positions for Lodging Establishments or businesses, eateries, public and private regional sports facilities, public and private museums, public and private convention and conference facilities, commercial air transport facilities, commercial ground transportation businesses, plus any other persons from any other industry deemed appropriate. The GPSBA shall manage the destination operations of VGPS, and shall be governed by bylaws, as amended from time to time.

Activities other than tourism related activities, such as but not limited to economic diversification efforts, shall remain the responsibility of the JPA and shall be governed by the JPA Members and/or their assignee(s) as determined by the JPA Executive Committee.

(d) Appoint from time to time, if deemed necessary by a majority vote of the JPA Executive Committee, a Technical Advisory Committee (TAC) consisting of a staff member employed by each JPA Member as designated by the respective JPA Executive Committee member, for purposes of advising the JPA Executive Committee on any technical issues of the JPA that the JPA Executive Committee may need advice on;

(e) Retain an individual licensed to practice law in the State of California who shall serve as General Legal Counsel for the JPA and who shall assist the JPA with any legal assistance as may be requested by the JPA Executive Committee or President/Chief Executive Officer or their authorized designees; and

(f) Create any committees, sub-committees, and advisory committees, as deemed

necessary by a majority vote of the JPA Executive Committee, to advance and/or achieve the purposes set forth in this Agreement.

(g) Pursuant to Section 6509 of the Government Code, the powers set forth in this Agreement shall be subject to the restrictions upon the manner of exercising such similar powers as are imposed on the City of Rancho Mirage in the exercise of similar powers.

Section 11. Territorial Boundaries

The JPA's territorial boundaries include the lands situated within the unincorporated areas of the Coachella Valley situated in the County of Riverside and the lands situated within the jurisdictional boundaries of the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Springs, Palm Desert and Rancho Mirage, as depicted in Exhibit A of this Agreement. The territorial boundaries of the VGPS may only be changed by a two-thirds vote of the JPA Executive Committee and a unanimous vote of the JPA Members' legislative bodies.

Section 12. Contributions

(a) Initial Membership Fee. Each new JPA Member shall pay to the JPA a one-(1) time entry fee and operation fee calculated as follows:

(i) Entry Fee: The "Entry Fee" shall be calculated by multiplying the new JPA Member's current fiscal year's gross revenue estimate by .55%.

(ii) Operation Fee: The "Operation Fee" shall be calculated by multiplying the Entry Fee by 15.62%.

The sum of the Entry Fee and the Operation Fee is due within thirty (30) days of a new JPA Member joining the JPA.

(b) Annual Contribution. Each JPA Member shall pay to the JPA (i) the greater of $35,000 each year, or (ii) the applicable contribution amounts as set forth in the formula below, which may only be modified by a two-thirds vote of the entire JPA Executive Committee and a unanimous vote of the JPA Members' legislative bodies. JPA Members' legislative bodies shall, at a minimum, make quarterly payments of the annual contribution to VGPS.

A contribution from each of the JPA Members is a funding mechanism equal to:

.0015 x Gross Room Rental Revenue for Lodging Establishments excluding Convention Hotels, and
.0035 x Gross Room Rental Revenue for Convention Hotels

(c) The Gross Room Rental Revenue described herein shall not include any transient occupancy tax rebate incentives provided by the JPA Members.

Section 13. Withdrawal

Any Party may withdraw as a JPA Member and the obligations under this Agreement subject to the following conditions:

(a) The withdrawing JPA Member's legislative body submits a duly adopted resolution to the JPA Executive Committee providing Notice of Withdrawal.

(b) The effective date of withdrawal shall always be the last day of the VGPS's Fiscal Year.

(c) All JPA Member Contributions must be paid in full by the withdrawing JPA Member through the end of the current VGPS Fiscal Year of the year when the withdrawing JPA Member provides its Notice of Withdrawal as well as the following VGPS Fiscal Year.

(d) After giving notice of withdrawal, a withdrawing JPA Member shall not have voting privileges on the JPA Executive Committee except for operating budget items through the effective date of withdrawal.

(e) A withdrawing JPA Member may again become a party to this Agreement on condition that it pays to the treasury of the VGPS an amount equal to all JPA Member Contributions which the withdrawing JPA Member would have been required to pay if it had not withdrawn from participation.

(f) Partners within the territorial boundaries of the VGPS may remain active Partners as long as their respective government entity is a JPA Member and during the period of their JPA Member's withdrawal from the Joint Powers Agreement.

(g) In the event of withdrawal by a JPA Member, the JPA shall continue to be entitled to the full amount of the TBID unless and until the TBID expires without renewal or is disestablished pursuant to the Property and Business Improvement Area Law of 1994, Streets & Highways Code §36600 et seq. The withdrawing JPA Member shall continue to be responsible for collecting the TBID on a monthly basis (including any delinquencies, penalties and interest) from each assessed business and forwarding the same to the JPA.

Section 14. Expulsion/Withdrawal

A JPA Member may be expelled or suspended by a two-thirds (2/3) vote of the VGPS Executive Committee for an event of breach of this Agreement or the Bylaws, as amended from time to time, as determined by the remaining members of the JPA Executive Committee. The procedures for hearing and notice of expulsion and suspension shall be set forth in the bylaws of the JPA Executive Committee.

Section 15. Separate Entity

Except for termination as provided in Section 6 of this Agreement, pursuant to section 6507 of the Government Code, this JPA shall at all times be an independent public entity separate from the parties to this Agreement, and the debts, liabilities and obligations of the JPA shall be its sole responsibility and shall not become the debts, liabilities, or obligations of any one JPA Member except that any JPA Member may separately contract for, or assume responsibility for specific debts, liabilities, or obligations of the JPA.

Section 16. Powers of the JPA

Pursuant to the Joint Exercise of Powers Act, as set forth in section 6500 et seq. of the California Government Code, this JPA shall have the authority to exercise any power common to the contracting parties, including without limitation any of the following:

(a) The power to make, enter into and perform all necessary contracts;

(b) The power to engage necessary employees, to define their qualifications and duties and to provide a schedule of compensation for performance of their duties;

cThe power to retain agents, independent contractors and consultants, including without limitation the power to engage legal counsel and other professional services;

(d) The power to acquire, construct, manage, maintain or operate any building, works or improvements;

(e) The power to acquire by purchase, grant, gift, lease or other lawful means any real property or any personal property that may be necessary or proper to carry out the purposes and intent of the JPA;

(f) The power to hold any real property or any personal property that may be necessary or proper to carry out the purposes and intent of the JPA;

(g) The power to sell, lease or otherwise dispose of any real or personal property including exchanging equivalent properties if it is deemed to be in the best interests of the JPA;

(h) The power to donate any surplus real or personal property to any public agency or nonprofit organization;

(i) The power to incur debts, liabilities or obligations, including without limitation the power to borrow money, give security therefore, and purchase on contract;

(j) The power to raise revenue for any public purpose consistent with the JPA's purposes, as set forth in this Agreement, through any legal and appropriate means other than levying a tax or assessment beyond the scope of those assessments which may be established and levied pursuant to the Parking and Business Improvement Area Law of 1989, Streets & Highways Code §36500 et seq., and the Property and Business Improvement District Law of 1994, Streets & Highways Code §36600 et seq;

(k) The power to form, renew, and modify improvement districts including all Lodging Establishments, as defined in Section 1, pursuant to the Parking and Business Improvement Area Law of 1989, Streets & Highways Code §36500 et seq., and the Property and Business Improvement District Law of 1994, Streets & Highways Code §36600 et seq., as well as any other applicable provisions of California law authorizing the formation of assessment, benefit, or financing districts, which authorizes joint powers agencies to establish, modify and renew parking and business improvement areas and property and business

improvement districts for the purpose of tourism promotion, destination marketing, economic development, and the financing, development, operation, and maintenance of public and private improvements, facilities, and infrastructure, including sports, entertainment, cultural, and related uses. Approval of this Agreement by the JPA Members constitutes consent to:

(i) the formation of the Greater Palm Springs Convention & Visitors Bureau Tourism Marketing District adopted pursuant to Ordinance No. 2013-001, including all proceedings and actions previously taken by the VGPS in connection with formation of the said district ("2013 TMD"); and

(ii) the formation of the Greater Palm Springs Tourism Business Improvement District pursuant to Resolution No. 2016-004 and to levy an assessment of three percent (3%) on Convention Hotels;

(iii) the renewal of the Greater Palm Springs Tourism Business Improvement District pursuant to Ordinance No. 2020-005 ("2021 TBID") and to levy an assessment of three percent (3%) on Convention Hotels and one percent (1%) on vacation rentals;

(l) The power to form these districts, as discussed in the prior section, Section 16(k), and incorporated herein by this reference, shall extend to the ability to establish such districts on a regional basis or within defined subareas of the JPA's territorial boundaries ("Regional Districts") that include only those JPA Members in those Regional Districts. Those Regional Districts may, or may not, include some or all JPA Members depending on the makeup and reach of the Regional District. For any Regional District that does not include all JPA Members within its boundary, the formation, rate, and management district plan shall be subject to approval by the legislative bodies of only the JPA Members in those Regional Districts and may be approved by a majority vote of those JPA Members' legislative bodies, within those Regional Districts, consistent with applicable law. Incidental to this power to form these Regional Districts will be the power to plan, finance, develop, construct, acquire, operate, and maintain tourism-related infrastructure and facilities, including but not limited to sports complexes, entertainment venues, and other visitor-serving improvements, either directly or in partnership with public or private entities;

(m) The power to adopt rules, regulations, resolutions and ordinances that may be necessary or proper to carry out the purposes and intent of the JPA;

(n) The power to enforce rules, regulations, resolutions and ordinances for the administration, maintenance and operation of the JPA;

(o) The power to enter into joint powers agreements pursuant to the Joint Exercise of Powers Act, as set forth in section 6500 et seq. of the Government Code;

(p) The power to provide insurance pursuant to section 989 of the Government Code et seq.;

(q) The power to sue and be sued in the name of the JPA;

(r) The power to conduct certain activities of the JPA in any state or territory of the United States of America or in any foreign country, related to growing and diversifying the

economy through promoting and marketing all aspects of the hospitality, convention and tourism industry in the Coachella Valley for the purpose of attracting visitors, groups, meetings, conventions and new businesses from national and international markets, as permitted pursuant to Government Code section 37110;

(s) The power to travel domestically and internationally that is necessary or proper to carrying out the purposes and intent of the JPA;

(t) The power to provide staff and resource support, financial assistance and subsidies to other public agencies, non-profit organizations and the private sector for purposes consistent with the purpose and intent of the JPA;

(u) The power to lobby on behalf of tourism and economic development;

(v) The power to form a non-profit corporation or other affiliated non-profit entities for the purpose of promoting and enhancing all aspects of the tourism and economic development industry; and

(w) The power to take any and all actions necessary for, or incidental to, the powers expressed or implied by this Agreement and all applicable laws.

Section 17. Power to Invest

Pursuant to Government Code section 6509.5, the JPA shall have the power to invest any money in its treasury pursuant to the provisions set forth in Government Code section 6505.5 that is not required for the immediate necessities of the JPA, as the JPA may determine from time to time is advisable, in the same manner and upon the same conditions as local agencies pursuant to Government Code section 53601.

Section 18. Bonding

Pursuant to Government Code section 6505.1, individuals occupying the following positions shall file an official bond in an amount deemed sufficient by the JPA Executive Committee:

(a) President/Chief Executive Officer;

(b) Director of Finance; and

(c) Treasurer.

Section 19. Treasurer and Auditor - Designations

Pursuant to Government Code section 6505.6, the JPA Executive Committee shall designate by resolution an officer or employee of the JPA to fill the functions of Treasurer and Auditor of the JPA, and the JPA Executive Committee may appoint one qualified person to serve as both Treasurer and Auditor or two qualified persons to serve as each separately.

Section 20. Treasurer - Duties and Responsibilities

Pursuant to section 6505.5 Government Code, the Treasurer shall do all of the following:

(a) Receive and receipt (account) for all money of the JPA and place it in the treasury of the Treasurer so designated to the credit of the JPA;

(b) Be responsible, upon his or her official bond, for the safekeeping and disbursement of all JPA money so held by the Treasurer;

(c) Pay when due, out of the money of the JPA held by the Treasurer, all sums payable on outstanding bonds and coupons of the JPA;

(d) Pay any other sums due from the JPA from JPA money, or any portion thereof, only upon warrants of the public officer performing the functions of auditor or controller who has been designated by this Agreement; and

(e) Verify and report in writing no less than five (5) times per year to the President/Chief Executive Officer, the JPA Executive Committee and to all Parties financial statement of activities for the year.

Section 21. Independent Audit

Pursuant to section 6505.6 of the Government Code, the Treasurer shall cause an independent audit to be made by a certified public accountant or public accountant, in compliance with section 6505 of the Government Code.

Section 22. Auditor's Duties

The Auditor shall perform the following duties:

(a) Review and recommend to the JPA Executive Committee accounting procedures and policies governing the JPA;

(b) Review and approve all demands listed on the Warrant Registers prior to submittal to the JPA Executive Committee;

(c) Review payroll registers at least monthly;

(d) Review all financial reports being submitted to the JPA Executive Committee and make the JPA Executive Committee aware of any discrepancies or potential problems in the reports;

(e) Review investments made by the President or Treasurer;

(f) Review the audit report prepared by a Certified Public Accounting firm prior to finalization of the report and submittal to the JPA Executive Committee; and

(g) Assist staff in the selection of the Certified Public Accounting firm.

Section 23. Attorney's Fees

In the event litigation or other proceeding is required to enforce or interpret any provision of this Agreement, the prevailing party in such litigation or other proceeding shall be entitled to an award of its actual and reasonable attorney's fees, costs and expenses incurred in the proceeding.

Section 24. Voting

Each JPA Member shall have an equal vote. A motion considered by the JPA Executive Committee shall require a majority of votes cast (more than half) to pass such motion. In the event of a tie vote, such motion before the JPA Executive Committee shall be deemed defeated.

Section 25. Severability

If any term, provision, covenant or condition of this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions, if any, of this Agreement shall continue in full force and effect, unless enforcement of this Agreement as so invalidated would be unreasonable or grossly inequitable under all the circumstances or would frustrate the purposes of this Agreement.

Section 26. Waiver

All waivers must be in writing to be effective or binding upon the waiving Party, and no waiver shall be implied from any omission by a Party to take any action.

Section 27. Amendments

This Agreement may be amended from time to time by a two-thirds vote of the entire JPA Executive Committee and a unanimous vote of the JPA Members' legislative bodies in compliance with all applicable provisions of the Joint Exercise of Powers Act and all other applicable laws.

Section 28. Ambiguities or Uncertainties

The JPA Members have mutually negotiated the terms and conditions of this Agreement and each JPA Member received independent legal advice from its attorneys with respect to the advisability of executing this Agreement and the meaning of the provisions contained herein. As such, this Agreement is a product of the joint drafting efforts of all JPA Members and none of the JPA Members shall be deemed to have solely or independently prepared or framed this Agreement. Therefore, any ambiguities or uncertainties are not to be construed against or in favor of any JPA Member.

Section 29. Applicable Law

This Agreement shall be construed and enforced in accordance with the laws of the State of California.

Section 30. Venue

In the event that suit is brought by any party to this Agreement, the parties agree that venue shall be exclusively vested in the State courts of the County of Riverside, California or where appropriate, in the United States District Court, Southern District of California, Riverside, California.

Section 31. Notices

Any notice or communication required hereunder between the JPA and the JPA Members shall be in writing and may be given either personally or by registered mail, return-receipt requested. Notice, whether given by registered mail or personal delivery, shall be deemed to have been given and received on the actual receipt by any of the addresses designated below as the party to whom notices are to be sent. Any party hereto may at any time, upon written notice to the other party hereto, designate any other address in substitution of the address to which such notice or communication shall be given. Such notices or communications shall be given to the parties at their addresses set forth below:

City of Cathedral City 68700 Avenida Lalo Guerrero Cathedral City, CA 92234 Attention: City Manager	City of Coachella 53990 Enterprise Way Coachella, CA 92236 Attention: City Manager
City of Desert Hot Springs 11999 Palm Drive Desert Hot Springs, CA 92240 Attention: City Manager	City of Indian Wells 44950 Eldorado Drive Indian Wells, CA 92210 Attention: City Manager
City of Indio 100 Civic Center Mall Indio, CA 92201 Attention: City Manager	City of La Quinta 78495 Calle Tampico La Quinta, CA 92253 Attention: City Manager
City of Palm Desert 73510 Fred Waring Drive Palm Desert, CA 92260 Attention: City Manager	City of Palm Springs 3200 East Tahquitz Canyon Way Palm Springs, CA 92262 Attention: City Manager
City of Rancho Mirage 69825 Highway 111 Rancho Mirage, CA 92270 Attention: City Manager	County of Riverside County Administration Center 4080 Lemon Street Riverside, California 92501 Attention: County Clerk

Section 32. Counterparts

This Agreement may be executed in duplicate counterpart originals, each of which is deemed to be an original, and all of which when taken together shall constitute one and the same instrument.

Section 33. Privileges and Immunities

Pursuant to section 6513 of the Government Code, all of the privileges and immunities from liability, exemptions from laws, ordinances and rules, all pension, relief, disability, workmen's compensation, and other benefits which apply to the activity of officers, agents or employees of any the Parties when performing their respective functions within the territorial limits of their respective public agencies, shall apply to them to the same degree and extent while engaged in the performance of any of their functions and duties performed extraterritorially under the provisions of this Agreement.

[SIGNATURES APPEAR ON THE FOLLOWING PAGES]

IN WITNESS WHEREOF, the duly authorized representatives of the JPA Members have each executed this Agreement.

CITY OF CATHEDRAL CITY _____ Raymond Gregory, Mayor Dated: _____ _____ Andrew Firestine, City Manager ATTEST: _____ Christina Burton, City Clerk APPROVED AS TO FORM: _____ Eric S. Vail, City Attorney	**CITY OF COACHELLA** _____ Dr. Frank Figueroa, Mayor Dated: _____ _____ Gustavo Romo, City Manager ATTEST: _____ Angela M. Zepeda, City Clerk APPROVED AS TO FORM: _____ Ryan Guiboa, City Attorney
CITY OF DESERT HOT SPRINGS _____ Scott Matas, Mayor Dated: _____ _____ Doria Wilms, City Manager ATTEST: _____ Jerryl Soriano, CMC, City Clerk APPROVED AS TO FORM: _____ Jennifer Mizrahi, City Attorney	**CITY OF INDIAN WELLS** _____ Dr. Toper Taylor, Mayor Dated: _____ _____ Christopher Freeland, City Manager ATTEST: _____ Angelica Avila, City Clerk APPROVED AS TO FORM: _____ Todd Leishman, City Attorney

CITY OF INDIO _____ Elaine Holmes, Mayor Dated: _____ _____ Jonathan Nicks, City Manager ATTEST: _____ Cynthia Hernandez, City Clerk APPROVED AS TO FORM: _____ Steven P. Graham, City Attorney	**CITY OF LA QUINTA** _____ Linda Evans, Mayor Dated: _____ _____ Jon McMillen, City Manager ATTEST: _____ Monika Redeva, City Clerk APPROVED AS TO FORM: _____ William H. Ihrke, City Attorney
CITY OF PALM DESERT _____ Evan Trubee, Mayor Dated: _____ _____ Chris Escobedo, City Manager ATTEST: _____ Anthony Mejia, City Clerk APPROVED AS TO FORM: _____ Isra Shah, City Attorney	**CITY OF PALM SPRINGS** _____ Naomi Soto, Mayor Dated: _____ _____ Scott Stiles, City Manager ATTEST: _____ Brenda Pree, City Clerk APPROVED AS TO FORM: _____ Jeffrey Ballinger, City Attorney

CITY OF RANCHO MIRAGE	**COUNTY OF RIVERSIDE**
_____ Lynn Mallotto, Mayor Dated: _____ _____ Isaiah Hagerman, City Manager ATTEST: _____ Kristie Ramos, City Clerk APPROVED AS TO FORM: _____ Colin Kirkpatrick, City Attorney	_____ Karen Spiegel, Chairman _____ Jeff Van Wagenen, County Executive Officer ATTEST: _____ Kimberly A. Rector, Clerk of the Board APPROVED AS TO FORM: _____ Minh Tran, County Counsel

EXHIBIT A

TERRITORIAL BOUNDARIES

STAFF REPORT
10/14/2026

TO: Honorable Mayor and City Council Members

FROM: Gustavo J. Romo, City Manager

PREPARED BY: Jessica Torres, PIO Department Assistant
Anita Ward, Care Solace Consultant

SUBJECT: Discussion of Proposed Social and Mental Health Care Coordination Services with Care Solace, Inc. Utilizing Opioid Settlement Funds

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PROJECT DESCRIPTION:

Mental health affects everyone - nearly half of the population will experience a mental health concern during the course of their lifetime. According to the report, Key Substance Use and Mental Health Indicators in the United States: Results from the 2021 National Survey on Drug Use and Health developed by SAMHSA (Substance Abuse and Mental Health Services Administration):

- 18.8 percent of adults aged 18 or older (or 46.5 million people) received any of the following mental health services in the past year: inpatient or outpatient mental health services, prescription medication for a mental health issue, or virtual (i.e., telehealth) services.
- About four percent of Americans - across all income, geographic, and ethnic backgrounds - live with a chronic, severe, and disabling mental illness.
- Approximately 21 percent of adolescents have had a mental health disorder by the age of 18.

Care Solace proposes to assist the City of Coachella by providing its residents with a streamlined, confidential, and free pathway to mental health and substance use care. The service acts as a care coordination platform that connects people to vetted, local providers.

How Care Solace Can Help

- Connecting Residents to Providers: Care Solace has a large database of mental health care and substance use treatment providers. It can match Coachella residents with professionals based on their specific needs, insurance, and other preferences.
- Personalized Assistance: Care Solace offers a 24/7/365 "Care Companion" team that can guide residents through finding and scheduling appointments. They can even make calls on the resident's behalf, helping them navigate insurance and reduce wait times.

- Addressing Barriers to Care: The service is designed to remove common obstacles to seeking mental health support, such as the difficulty of finding a provider who is accepting new patients or the confusion of navigating different insurance plans. Care Solace can assist residents whether they have private insurance, Medicaid, or no insurance at all.
- Support for the Whole Community: Care Solace works with municipalities to provide community-wide solutions for all residents. The platform can also help with connecting people to social services like housing and food assistance.
- Confidentiality: The service is confidential, and any information shared is securely stored. Users can even access an anonymous self-service tool to search for providers on their own.

STAFF RECOMMENDATION:

Staff recommends that the City Council direct staff to prepare a Professional Services Agreement with Care Solace, Inc. to provide social and mental health care coordination services utilizing funds received through the National Opioid Settlement Agreements and place the Agreement on the agenda for the next regularly scheduled Council meeting for consideration.

FISCAL IMPACT:

Annual pricing for the City of Coachella is based on a fee of $1.00 per resident/per year. There is sufficient funding in the Opioid Settlement Agreements revenue accounts to award a Professional Services Agreement to Care Solace, Inc. without impacting the City's General Fund or any other non-restricted funds.

BACKGROUND:

This item was previously placed on the September 21st City Council meeting agenda. Due to the consultant's absence, the item is being brought back for discussion.

California has joined multiple national lawsuits against manufacturers, distributors, and other entities responsible for aiding the opioid epidemic. As a result, the City of Coachella has received funds from national Opioid Settlement Agreements (OSA) and anticipates receiving funds for the next five to twelve years, depending on the settlement. Each state's share of the funding has been determined by agreement among the states using a formula that considers the impact of the opioid crisis on the state - the number of overdose deaths, the number of residents with Substance Use Disorder (SUD), and the number of opioids prescribed - along with the population of the state. California jurisdictions receiving OSA allocations must utilize funds for substance use prevention, intervention, harm reduction, treatment, and recovery services in communities.

The City is considering entering into an agreement with Care Solace, Inc. ("Contractor") for a three-year term to utilize a portion of funding received by the City of Coachella under the California Opioid Settlements to provide services to the community. Through this additional

strategy to expand the use of OSA funds, the Contractor would serve as a central hub for social and mental health care coordination services for Coachella residents.

DISCUSSION/ANALYSIS:

Care Solace provides timely connections to verified mental health providers and local social services, expands on existing programs, and bridges the gaps for needs that exceed the scope of those services. Serving as a coordinated point of entry to mental health and social services, Care Solace supports the entire Coachella ecosystem from first responders to crisis centers, to social workers, to courts and jails, and to all residents. Through a tech-enabled human approach, Care Solace will ensure that individuals receive equitable access to reliable, ethical, and high-quality mental health care, regardless of coverage, including private insurance, Employee Assistance Program (EAP), Medicaid, and sliding scale options for those without insurance. Care Solace's care coordination will help bridge the gap to behavioral health services for individuals in even the most vulnerable communities.

Care Solace's three main proprietary services - Care Loop, Care Match, and Care Companions - will amplify the City's current initiatives and services while filling gaps and offering insights through its proposed Scope of Services (Attachment A).

The Contractor's Provider Database offers City residents and agencies access to more than 473,000 verified mental health providers, 110,000 of which are in California, including those offering advanced pathways to care. Providers are geocoded, so an individual can select a local provider for in-person sessions if that is the preference. Selection filters also include language, ethnicity, age, specialization, and more. All services are confidential and accessible 24/7/365, can be accessed via phone or internet, and do not require any special equipment or access speed.

This proposed project aligns with DHCS requirements for using opioid abatement funding:

1. Approved Uses:
CONNECT PEOPLE WHO NEED HELP TO THE HELP THEY NEED (CONNECTIONS TO CARE)

Provide connections to care for people who have - or are at risk of developing - Opioid Use Disorder (OUD) and any co-occurring Substance Use Disorder / Mental Health conditions (SUD/MH) through evidence-based or evidence-informed programs or strategies that may include, but are not limited to, those that:

i. Support centralized call centers that provide information and connections to appropriate services and supports for persons with OUD and any co-occurring SUD/MH conditions.

ii. Purchase automated versions of Screening, Brief Intervention, and Referral to Treatment (SBIRT) services and support ongoing costs of the technology.

iii. Expand warm hand-off services to transition to recovery services. Care Solace delivers monthly impact reports including Key Performance Indicators (KPIs) through a variety of data points, as well as live Impact Reporting via an administrative dashboard, allowing the City team secure access to real-time data on community mental health and KPIs. Additional data

can be requested, such as client satisfaction and feedback on Care Solace customer services from users who utilize the Care Companion services.

CONCLUSION:

Care Solace's efforts underscore the City's Strategic Plan by leveraging data analytics to provide transparency and guide evidence-informed decision-making. Care Solace's goal is to provide a single interface to mental health services and thereby ensure that communities can easily and equitably access mental health care and wraparound social services, without being limited by resources or fragmentation. It is the only service that aggregates hundreds of thousands of clinical therapy and telehealth resources as well as insurance information into one database to streamline care coordination and reduce time and attrition in accessing mental health care. As the only U.S.-based mental health care coordination service with proprietary software, a database of more than 673,000 health care providers, and warm-handoff processes, the Contractor uniquely qualifies as a Single Available Source for procurement.

Implementation of the Care Solace Central Hub of Care will provide another powerful tool in Coachella's toolkit to connect residents with licensed behavioral health care providers and social services, and will further efforts to impact mental health and community well-being through a dedicated funding source.

ATTACHMENT(S):

Attachment A: Care Solace Proposed Scope of Services

care solace®

Calming the Chaos of Mental Health Care

The City of Coachella mental health challenges

Coachella is young and overwhelmingly Latino (~97% Hispanic/Latino, ~45,400 residents, ~25% under 18). Stigma, language, cost, and provider shortages are repeatedly cited as barriers.

Mental health issues are common in Coachella / Coachella Valley

- About **26% of Coachella Valley adults** have been diagnosed with one or more mental health disorders (2025 HARC survey).
- **Treatment access is a major gap.** In 2025, more than **26,000 Coachella Valley adults needed mental health care in the past year and could not get it –** reported barriers (**cost, complexities, insurance, waitlists, few providers, transportation**).
- **Youth rates are high.** About **one in five Coachella Valley children have been diagnosed with a mental health condition** (2025). Data gathered from the Coachella Valley Unified School District (CVUSD) reveals specific youth mental health challenges:
  - **Chronic Sadness/Hopelessness:** Around **31% of middle and high school students** in CVUSD reported experiencing chronic feelings of sadness or hopelessness in the past 12 months.
  - **Suicidal Ideation:** Approximately **14% of local middle/high school students** reported seriously considering suicide in the past year.
  - **Bullying/Harassment:** About **26% reported experiencing harassment or bullying** on school grounds

Coachella Valley Community Health Needs Assessment (CHNA): Health Assessment and Research for Communities (HARC) conducts triennial community health surveys across the Coachella Valley. Findings for Eastern Coachella Valley (including Coachella):

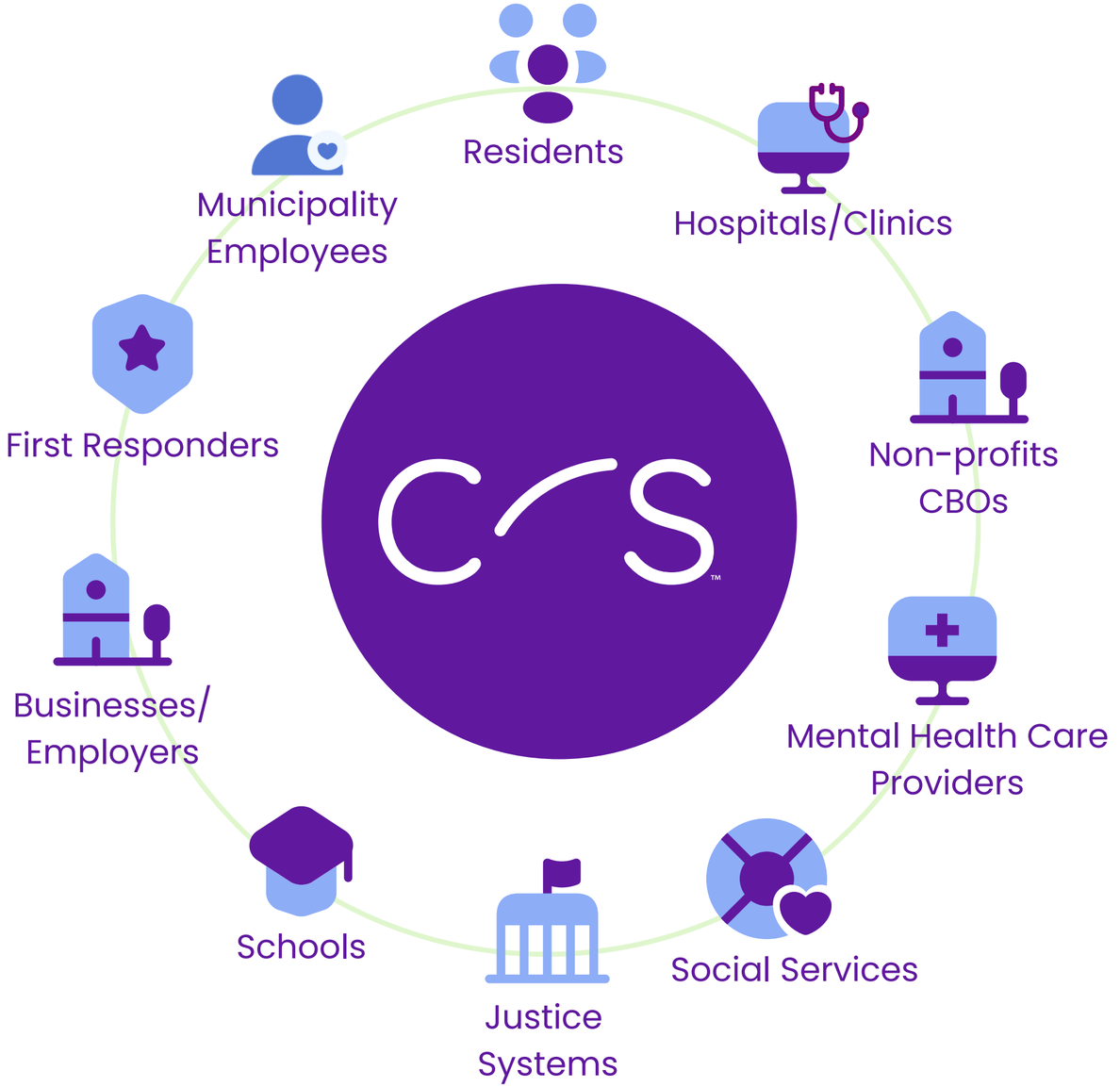
- **Geographic & Economic Disparities: Low-income, geographically isolated communities** in the East Valley face higher rates of being **under-insured or uninsured**, directly creating barriers to mental healthcare.

- **Provider Shortages:** Over **86% of hospital beds and a overwhelming majority of specialty providers (including psychiatry) are located in the Western Valley** (Palm Springs/Rancho Mirage), forcing East Valley residents to travel or face long waitlists.

- **Language Barriers:** Over **50% of residents identify as Hispanic/Latino** and **~40% prefer speaking Spanish** at home, highlighting a critical need for bilingual mental health providers.

Care Solace proposes to assist the City of Coachella by providing its residents with a streamlined, confidential, and free pathway to mental health and substance use care. The service acts as a care coordination platform - a hub - that connects people to vetted, local mental health and social services providers.

- **Connecting Residents to Providers:** Care Solace has a large curated network of mental health care and substance use treatment providers.
- **Personalized Assistance:** Care Solace offers a 24/7/365 service through a Care Companion team that offer services in **more than 200 languages.**
- **Addressing Barriers to Care:** The service is designed to remove common obstacles to seeking mental health support, even insurance.
- **Support for the Whole Community**
- **Confidentiality:** Users can access an anonymous self-service tool to search for providers on their own.



Care Solace makes it easy to access care



Resident, CBO, noprofit, first responder, hospital

Care Coordination from Care Solace

Care Companions work with providers, city social services and community-based organizations to find the right care for the person in need

Mental Health Providers Social Services

Care Match Self-Serve Tool

For an anonymous pathway to care, your residents can utilize Care Match, our self-serve tool, to find verified providers on their own.

Scan QR Code

Residents use our proprietary software to easily submit referrals. We navigate the mental health care system and report on impacts.

Call a Care Companion

Departments, agencies, and residents connect through a dedicated QR code, or with a single call or text. Care is available 24/7/365 in 200+ languages to coordinate care.

HOW CARE SOLACE COULD SUPPORT COACHELLA, CA:

Bridging the Gap in Mental Health Care

1. UNDERSTANDING COACHELLA'S MENTAL HEALTH LANDSCAPE

THE NEED: Current Gaps



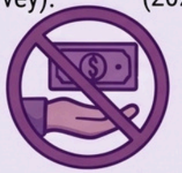
Adult mental illness is common: About 26% of Coachella Valley adults (2025 HARC survey).



Treatment Access Gap: Over 26,000 adults could not get mental health care (2025 HARC survey).



Community Demographic: ~97% Hispanic/Latino with language barriers as a cited issue.



Financial Barriers: Cost and being uninsured limit affordable care



SYSTEM IS COMPLEX: **Navigational Challenges:** Stigma and complexity make care difficult to find.

CURRENT RESOURCES (Overwhelmed)



Local Clinics



Non-Profits



School Programs



First Respondors

STRATEGIC IMPACTS



REDUCED POLICE CALLS: Fewer mental health crises in community



FASTER CARE ACCESS: Cuts through waitlists



IMPROVED OUTCOMES: Consistent treatment



STRENGTHENED COMMUNITY: Stigma, language, cost, and provider barriers (CVUSD & HARC data).

2. CARE SOLACE: A TAILORED SOLUTION

Care Solace

THE SOLUTION: Integrated Support





Coachella Residents

24/7 LIVE SUPPORT: Personal 'Care Companions' to guide



MULTILINGUAL NAVIGATORS: 200+ Languages, including Spanish



APPOINTMENT SCHEDULING: Vetted referrals, not just lists



VETTED PROVIDER NETWORK: Local options, including Medi-Cal, private, sliding scale



WHOLE-PERSON CARE: Connects to Social Determinants (Food, Housing)

FOR CITY OF [illegible]LS & RESIDENTS

Riverside County and Care Solace
Other Riverside County cities: Beaumont, Murrieta, Temecula

Total Service Requests: 99,906

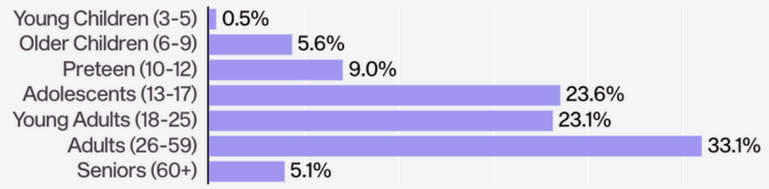
Case Origination

Warm Handoffs	Self Referrals	Self-Service Searches
44,119	4,112	51,562

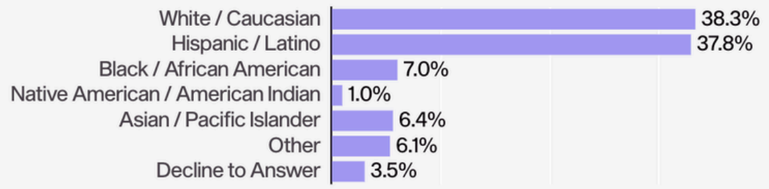
Request Type

Mental Health	Social Service	EHR Support
91,129	400	112

Service Requests By Age Group

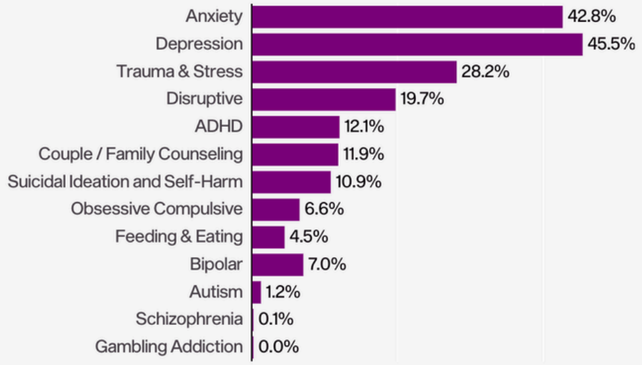


Service Requests By Ethnicity

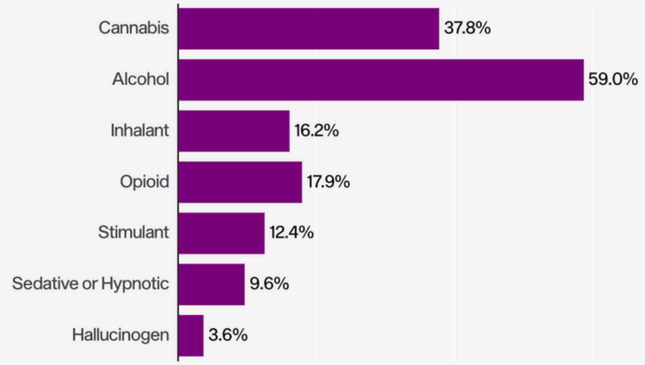


Riverside County Presenting Needs

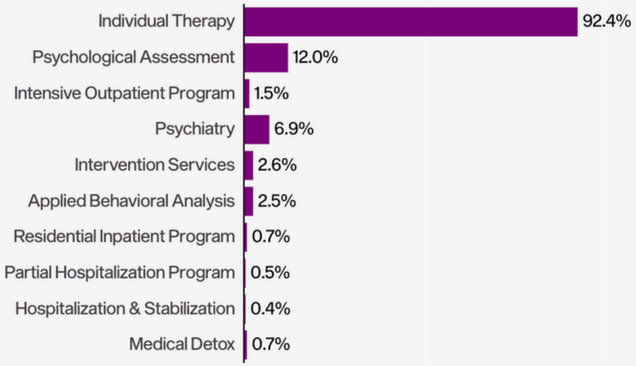
Percent Of Service Requests by DSM Category



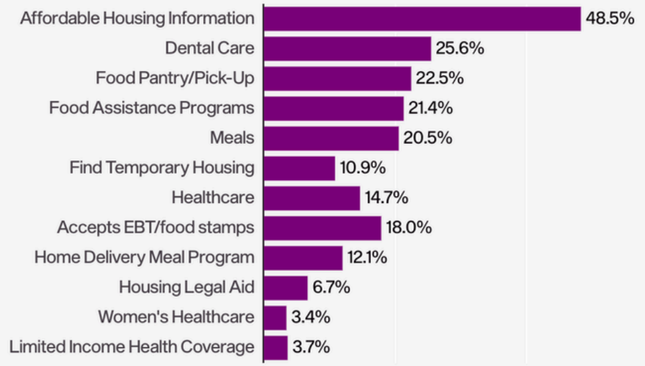
Percent Of Service Requests by Substance Abuse Category



Percent Of Service Requests by Treatment Type



Percent Of Service Requests by Social Service



Care Solace Addresses the Provider Challenges

No commercial relationship with providers.

110,000 in California
4,432 in Riverside County
1,400 offer teletherapy

Matches are made using many factors

Location and current contact information
Preferred communication method
Accepted insurances
Language and culture
Age groups
Specializations (DSM-5)
Availability



DreamLab Counseling
Clinical Social Work/Therapist, MSW, LCSW

2411 Summerhill Road, Texarkana, TX 75501
Offers Teletherapy to all Texas Residents
(870) 587-7021 — Teletherapy, Individual Therapy
6 Miles
Check Availability

Texarkana Holistic Counseling PLLC
Licensed Professional Counselor, LPC, BSN

4140 McKnight Road, Texarkana, TX 75503
Offers Teletherapy to all Texas Residents
(903) 307-3650 — Teletherapy, Individual Therapy
7 Miles
Check Availability



Katie A Walker
Licensed Professional Counselor, MS, LPC, RYT200

5221 North Park Rd, Texarkana, TX 75503
Offers Teletherapy to all Texas Residents
(903) 791-1051 — Teletherapy, Individual Therapy
8 Miles
Check Availability



Monica H Bailey
Clinical Social Work/Therapist, LCSW (she, her)

Texarkana, TX 75503
Offers Teletherapy to all Texas Residents
(903) 913-8688 — Teletherapy, Individual Therapy
11 Miles
Check Availability

Private Sector Associates of
The United States Conference of Mayors

United States Conference of Mayors
Business Council 2024 Best Practices Report

Mayors and Businesses Driving Economic Growth

2024

THE UNITED STATES
CONFERENCE OF MAYORS



Mayor Lori Stone shares the Murrieta referral card.

Murrieta faced access challenges: limited providers, unavailable beds, fragmented services, static shared lists, obstacles related to no insurance and public insurance, scarcity of culturally relevant care, and obscured provider availability.

"Our main priority is ensuring that all of our residents have access to necessary resources and solutions. Mental health is a top crisis in America, which led us to partner with Care Solace. Regardless of insurance or severity of need, Care Solace is there for our residents and those that work in Murrieta, seven days a week, 24 hours a day, 365 days a year. Anyone can speak to a live person to help navigate the care system, which is invaluable."

The City of Murrieta, CA launched a three year partnership with Care Solace to close the gaps in access to mental health care and wrap-around social, community, and medical services in support of the 120,000 Murrieta residents, as well as the school district and city departments/agencies, Care Solace serves as a c navigation hub to connect individuals to providers and services.

Care Solace is an approved, fundable strategy under the opioid settlement's Schedule E.

Schedule E Categories & Care Solace Alignment

1. Prevention Programs (Section A.1)

- Care Solace enables early intervention by making it easier for residents to access behavioral health services before reaching crisis levels.
- Supports prevention of opioid misuse through improved access to mental health and substance use resources.

2. Connection to Care (Section A.2)

- Provides 24/7 anonymous matching to substance use disorder (SUD) and mental health providers based on need, insurance, and availability.
- Care Companions offer human support to guide individuals through appointment scheduling and follow-ups.

3. Treatment and Recovery Support (Section A.4)

- Refers individuals to outpatient/inpatient treatment, medication-assisted treatment (MAT) providers, and recovery programs.
- Enhances continuity of care and supports treatment retention.

4. First Responder & Diversion Programs (Section A.5)

- Complements co-responder and mobile crisis response teams by providing post-crisis navigation and linkage to services.
- Reduces reliance on emergency departments and law enforcement.

5. Support for People in Recovery (Section A.7)

- Facilitates continued access to support resources during and after treatment.
- Helps residents reintegrate and maintain recovery through long-term service coordination.

caresolace®

Calming the Chaos of Mental Health Care

Anita.Ward@caresolace.org

213-880-1238

care/solace

Proposal for City of Coachella, CA

Opioid Settlement Funds: Citywide Mental Health Care Coordination

Submitted by Care Solace, Inc.

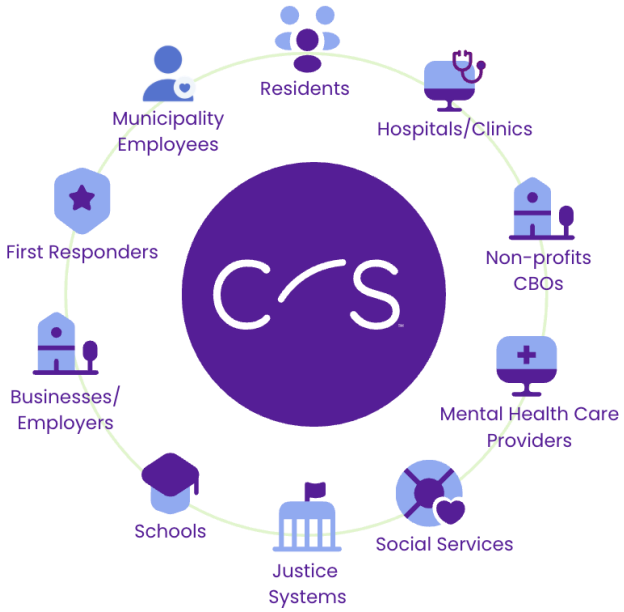
Primary Contact: Anita Ward, Chief Growth Officer
anita.ward@caresolace.org | 213-880-1238

Executive Summary

Care Solace appreciates the opportunity to propose citywide mental health care coordination to the city of Coachella, CA funded through California's Opioid Settlement Fund (OSF). Care Solace is a behavioral health care navigation platform on a mission to improve access to care, regardless of circumstance. Through a tech-enabled, human-delivered model, Care Solace ensures that every Coachella resident, regardless of insurance status, language, or ability to pay, receives a rapid, well-matched connection to mental health, substance use disorder (SUD), and social services.

Coachella is a predominantly Latino community (about 97% Hispanic/Latino) of approximately 43,000 to 46,000 residents. Care Solace's Spanish-primary, 200+ language Care Companion model, 24/7/365 availability, and no-barrier access design align directly with the community's needs and with the opioid settlement's core mandate to connect people who need help to the help they need.





Care Solace serves as a Central Hub of Care

Connecting first responders, justice systems, school health professionals, community-based organizations, county services, mental health care providers, social services, and residents through a single coordinated point of entry available 24 hours a day, 7 days a week, 365 days a year.

4.1 Organization / Firm Information

Field	Details
Legal Name	Care Solace, Inc.
Entity Type	C Corporation
EIN	47-4430091
Founded	2017
Headquarters	120 Birmingham Dr, Ste 200, Cardiff, CA 90007
Website	www.caresolace.org
Primary Contact	Anita Ward, Chief Growth Officer
Phone	213-880-1238
Email	anita.ward@caresolace.org

Care Solace, Inc. is a social purpose organization that provides human-centered, technology-enabled care navigation that connects individuals with verified, available, insurance-matched behavioral health, substance use, and social services 24 hours a day, 7 days a week, 365 days a year, in more than 200 languages. The core model pairs the Care Match platform - a multi-modal system that ingests insurance, location, clinical need, language, age, and provider data for real-time matching - with live human Care Companions. This navigation infrastructure converts a person's decision to seek help into a confirmed, attended appointment - closing the most dangerous gap in the behavioral health continuum. Care Solace navigates individuals to whatever evidence-based care they need, including MOUD, residential treatment, faith-based recovery programs, outpatient therapy, sober housing, and co-occurring disorder treatment.

Care Solace's services are directly aligned with California's approved Opioid Settlement Fund uses, including High Impact Abatement Activities (HIAA), Schedule A Core Strategies (Warm Hand-Off Programs and Recovery Services), and Schedule E remediation categories detailed later in this proposal.

4.2 Experience and Capabilities

Overview

Care Solace has provided behavioral health care coordination services since 2017 demonstrating nearly a decade of operational experience. The organization serves 14,000+ community partners including school districts, municipalities, employers, first responder agencies, counties, states, and community-based organizations across all 50 states. The platform has facilitated hundreds of thousands of care connections for individuals facing behavioral health, substance use disorder, and social services challenges.

Full Service Model

Care Solace delivers services to City residents, departments, and agencies through five integrated components:

Care Companions

Care Companions are live human navigators, available by phone, email, video chat, or text 24 hours a day, 7 days a week, 365 days a year.

- Respond to individuals with empathy in more than 200 languages
- Gain the trust of the individual
- Conduct a personalized needs assessment covering clinical need, desired treatment type, social services need, cultural preference, language, insurance status, and any accommodations the individual may need
- Search and verify provider availability, specialties, and acceptance of Medi-Cal, private insurance, EAP, and sliding-scale/uninsured options
- Schedule appointments directly on the individual's behalf (concierge-level service)
- Follow up to confirm appointments were attended and that Care Solace and provider services met expectations - if not, they assist in locating additional providers
- Facilitate warm handoffs to detox, residential SUD treatment, medication-assisted treatment (MAT) programs, and recovery residences

Every Care Companion is trained in trauma-informed communication and supervised by a licensed clinical team equipped to manage complex and escalated cases, including active crises and individuals with Opioid Use Disorder (OUD).

Care Match Self-Service Portal

Care Match is a confidential, anonymous, 24/7/365 self-service online portal for care navigation. Care Solace will create and operate a proprietary web link co-branded with the City of Coachella's logo, made available on any City website or benefit platform. From any cell phone, mobile device, or computer, and in any language, an individual can confidentially search Care Solace's proprietary provider database and be matched to verified community providers based on:

- Location
- Mental health concern(s)
- Addictions
- Type of preferred treatment, including SUD/MAT specialization
- Language, proximity, gender, and cultural identity of a provider
- Insurance or financial need, including Medi-Cal, private insurance, EAP, sliding-scale, or self-pay
- Faith-based services
- LGBTQIA+ allied services

Verified Provider Database

Care Solace maintains a continuously updated, verified provider database:

Category	Scale	Notes
National Provider Network	700,000+	Verified behavioral health and social services providers
California Providers	100,000+	Includes Medi-Cal-enrolled, EAP, sliding-scale, and uninsured options
SUD / MAT Specialists	Included	Detox, residential treatment, outpatient SUD, and MAT facilities
Social Services Resources	Included	Housing, food, transportation, job training, recovery support
Languages Supported	200+	Spanish supported as a primary language for the Coachella community

All providers are verified for active licensure, insurance acceptance, and availability, and are geo-coded so individuals can select a local, in-person provider, or telehealth if preferred.

Social Services Database

Care Companions work with the individual to understand their holistic needs, including food, shelter, and additional medical care. Care Solace's integrated social services connects residents to resources supporting the full range of social determinants of health addressing non-clinical barriers that frequently derail recovery, including housing, food access, transportation, employment, and legal aid.

Dedicated Client Success Team

A dedicated Client Success team ensures consistent delivery of services to City residents and agencies and provides ongoing data and impact reporting to the City team, including real-time onboarding support for staff and community partners.

Experience with Opioid Use Disorder and Medi-Cal Populations

Care Solace has extensive experience serving individuals with OUD and SUD across its partner communities. The platform is specifically configured to surface MAT providers, residential SUD facilities, and recovery residences. Care Companions are trained to engage individuals at any stage of readiness, including those in active crisis, using motivational interviewing techniques and trauma-informed practices.

Across the national network, over half of service requests facilitated through Care Solace involve individuals with public insurance (Medi-Cal/Medicaid) or no insurance at all, reflecting deep operational experience serving the uninsured and underinsured populations most severely impacted by the opioid epidemic. Care Solace's model means no individual is turned away based on inability to pay or insurance status.

Ecosystem Support: City Partners, First Responders, and CBOs

Care Solace is purpose-built to serve a city ecosystem: municipal governments and city departments, police departments and first responder agencies, homeless intervention and street outreach teams, employers and EAPs, schools and school districts, and community-based and faith organizations. For Coachella, Care Solace will establish direct onboarding and training for city staff, first responders, and community partners so that every point of contact, from a 911 call to a community health fair, can activate a warm handoff to Care Solace in real time.

Equity, Inclusion, and Cultural Competency

Coachella is a predominantly Latino community with significant Spanish-speaking and uninsured populations - precisely the communities Care Solace is designed to serve. The equity framework includes Spanish as a primary supported language (not an add-on) with 200+ additional languages available; culturally responsive Care Companions trained to navigate diverse cultural frameworks around mental health and substance use; provider filtering by cultural affiliation, LGBTQIA+ competency, and faith alignment; no-barrier access with no insurance or appointment required to reach a Care Companion; and SDOH integration addressing housing, food, and transportation barriers to recovery.

Riverside County Behavioral Health Landscape: Local Market Data

Coachella is located within Riverside County. Care Solace's existing Riverside County data, drawn from a live provider database and Service Demand Overview dashboard, demonstrates both the depth of local provider capacity available through Care Solace and the specific behavioral health and substance use patterns of the surrounding community that a Coachella deployment would serve.

Verified Provider Capacity in Riverside County

Care Solace's verified provider database includes 39,790 total published providers in Los Angeles County, of which 10,293 (25.9%) offer teletherapy, expanding access for residents facing transportation or scheduling barriers.

Age Group Served	Provider Count	% of LA County Providers
Children (3–11)	1,769	39.6%
Adolescents (12–17)	2,910	65.1%
Adults (18–64)	4,268	95.5%
Seniors (65+)	2,143	48%

Care Type	Provider Count	% of LA County Providers
Anxiety	4,155	93%
Depression	4,110	92%
Trauma & Stress	4,062	90%
Bipolar	3,881	87%
Disruptive Behavior	3,809	85.3%
Suicidal Ideation and Self-Harm	3,830	85.7%
Obsessive Compulsive	3,334	75%
Couple / Family Counseling	1,772	39.7%

This provider density means Coachella residents referred through Care Solace are not limited to a small local panel; they draw on more than 4,000 verified Riverside County providers spanning every major care type and age group, with same-region teletherapy options available for over 1,400 of them.

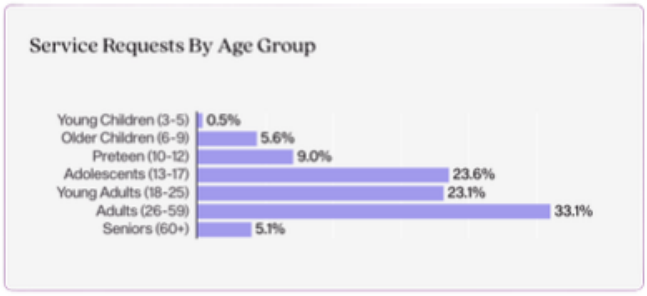
Regional Service Demand: What Riverside County Residents Are Requesting

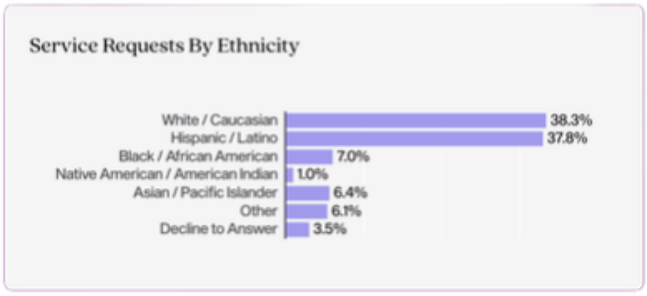
Care Solace's Service Demand Overview dashboard for Los Angeles County reflects 78,603 total service requests, providing a directly relevant picture of the behavioral health and substance use needs a Coachella deployment is likely to encounter.



The near-even split between warm handoffs (agency/staff-initiated) and self-service searches demonstrates that Care Solace's model successfully serves both institutional referral pathways, the core mechanism this proposal is designed to fund, and residents who prefer anonymous, self-guided access.

Demographics of LA County Service Requests





Hispanic/Latino residents already represent a large share of Riverside County service requests through Care Solace, directly mirroring Coachella's demographic composition and reinforcing the relevance of Care Solace's Spanish-language, culturally responsive model to this community.

Insurance Type	% of Requests
Private Insurance	38.6%
Public Insurance (Medi-Cal/Medicaid)	47.9%
No Insurance	9.6%
Self Pay	2%
Unknown Insurance	1%
Military Insurance	0.9%

Nearly 60% of Riverside County service requests involve public insurance, no insurance, or self-pay. These reflect the exact population segments most affected by the opioid crisis and least likely to have an existing path to treatment absent a no-barrier navigation service like Care Solace.

Substance Use and Opioid-Specific Demand

Within the Substance Abuse category of Riverside County service requests, opioid-related need accounts for 18% of substance use service requests, alongside alcohol (59%), cannabis (37%), sedative/hypnotic (10%), stimulant (12%), inhalant (16%), and hallucinogen (4%) needs. This confirms sustained regional demand for the SUD and MAT navigation pathways Care Solace is proposing to deliver under this opioid settlement-funded contract.

Substance Category	% of Substance-Related Requests
Alcohol	59%
Cannabis	37.8%
Opioid	17.9%
Inhalant	16.2%
Sedative or Hypnotic	9.6%
Stimulant	12.4%
Hallucinogen	3.6%

Care Solace's Service Needs data also shows that of all social service needs requested alongside mental health and SUD services in Riverside County, affordable housing information is the single largest need at 48.5%, followed by meals (20.5%), food assistance (21.4%), and food pantry access (25.6%). This underscores why Care Solace's integrated SDOH services, not a standalone clinical referral list, is essential to supporting individuals through the full arc of recovery.

Projected Return on Investment for Coachella

Using Care Solace's cost-offset modeling methodology, which is grounded in published cost-of-illness research on untreated serious mental illness (SMI), including the Kaiser/Commonwealth (“KC”) study baselines, `the following table projects the financial and public-health impact of a Care Solace deployment in Coachella..

Metric	Coachella, CA
Census Population Estimate	47,000
Estimated Cases of Serious Mental Illness (SMI) in City	4,043
Estimated Count of Untreated SMI Cases in City	1,435
Estimated Annual Cost per Individual with Untreated SMI (KC Study Baselines)	$6,608.86
Estimated Total Cost of Untreated SMI in City (Annual)	$9,484,591
Care Solace Price per Resident	$1.00
Estimated Price for Care Solace's Service (Annual, at $1.00/resident)	$47,000
Untreated SMI Individuals Breakeven Point	6 individuals
Untreated SMI Utilization Percentage Breakeven Point	0.45%
Expected Annual Savings at 3% Utilization Goal (Untreated SMI Only)	$241,084
Expected Suicide Preventions at 3% Utilization Goal (Untreated SMI Only)	1

The Case for Investment

At a 3% utilization goal, Care Solace is projected to generate over $240,000 in annual cost offsets for Coachella from untreated SMI alone, approximately 5× the estimated annual service cost, while helping connect residents to opioid and substance use treatment before crisis escalation. The breakeven point is remarkably low: successfully connecting just 6 previously untreated SMI individuals to care, or reaching 0.45% utilization among the untreated SMI population, fully offsets the cost of the program for the year.

Note: This ROI model is calculated on untreated SMI cost offsets only and does not include the additional avoided costs associated with opioid overdose, emergency department utilization, incarceration, or lost productivity — all of which Care Solace's SUD/MAT navigation and warm hand-off services are also designed to reduce. Figures should be read alongside the RFP's stated target population of approximately 47,000 residents; Care Solace will confirm final population-based pricing at contract negotiation.

4.3 Project Period

Care Solace confirms full availability and capacity to operate throughout the anticipated contract period. Care Solace is an operationally mature organization with established infrastructure, staffing, and technology systems capable of onboarding immediately upon contract execution.

Timeline	Phase	Key Activities
Month 1	Onboarding & Setup	Contract execution; City branding applied to portal; staff and partner training; Care Companion team briefed on Coachella community context
Month 2	Soft Launch	Portal live; Care Companions active; first responder and City staff warm handoff protocols in place
Month 3	Full Operations	All channels active; first monthly impact report delivered to City
Months 4–ongoing	Ongoing Service Delivery	Full 24/7/365 operations; monthly KPI reports; quarterly OSF remediation summaries; annual HIAA documentation

4.4 Staffing and Capacity

Name / Role	Title	Responsibilities
Anita Ward	Chief Growth Officer	Primary relationship and contract oversight; executive point of contact for City leadership
Natasha Conahan	Chief Operating Officer	Oversees all Care Companion operations and clinical protocols
Kevin Coordt	Customer Success Lead	Day-to-day client success, reporting, and City integration; named prior to contract execution
Ashley McDevitt	Provider Research Lead	Maintains and expands the California provider database; ensures SUD/MAT provider availability
Care Companion Team	24/7 Navigation Staff	Multilingual Care Companions (Spanish-primary) available around the clock via phone, text, email, and video

Name / Role	Title	Responsibilities
Vivian Richards	Clinical Oversight	Licensed mental health professional supervising complex and escalated cases

Clinical Oversight
All Care Companion interactions involving OUD, active SUD, or crisis situations are supervised by a licensed mental health professional, ensuring clinical safety and appropriate escalation pathways for Coachella's highest-need residents.

4.5 Cost Proposal

Care Solace proposes a transparent, population-based pricing model aligned to the City's available Opioid Settlement Funds of $109,295.23 and a target population of approximately 62,000 Coachella residents.

Line Item	Amount / Detail
Contract Period	TBD
Target Population	47,000 residents
Annual Per-Resident Rate	$1.00
Total Contract Value	$47,000
Pricing Model	Population-based flat rate; unlimited service access for all residents

All services described in this proposal — 24/7 Care Companions, the self-service portal, provider database access, reporting, and HIAA documentation — are included within the proposed contract value. There are no hidden fees, per-use charges, or add-on costs. Care Solace's model is specifically designed to provide comprehensive coverage regardless of the volume of resident utilization.

2.4 Implementation and Reporting

Care Solace provides a dedicated analytics dashboard and monthly impact reports to the City of Coachella. All data is strictly anonymized and free of Personally Identifiable Information (PII). Reports include:

- Total utilization and number of users
- Total number of matches and successful connections
- Time to match and time to appointment
- Total communications and confirmed appointments
- Referral sources (staff-initiated warm handoffs vs. resident self-search)
- Demographic breakdowns (age, gender, ethnicity)
- Insurance pathways utilized (Medi-Cal, private, uninsured/sliding scale)
- Top 100 providers accepting referrals and top 100 insurance plans associated with service requests

- Zip code analysis to identify geographic access patterns
- Type of needs, including opioid/SUD-related vs. general mental health

Monthly reports will specifically delineate KPIs related to opioid remediation — including the number of successful connections to SUD and MAT providers — to support the City's mandatory annual expenditure reporting to DHCS. Care Solace will also produce an annual summary that maps service utilization directly to California's High Impact Abatement Activities (HIAA) List of Opioid Remediation Uses, as required.

HIAA Compliance

Care Solace's reporting infrastructure is already configured to map service utilization to California's HIAA and Schedule A/B/E OSF approved uses — providing the City with audit-ready annual documentation without additional administrative burden.

Schedule E Alignment: Opioid Settlement Fund Remediation Categories

Because Coachella's award is funded through opioid settlement dollars, Care Solace's services have been mapped directly to California's Schedule E approved opioid remediation categories, demonstrating that this engagement is a fundable, high-value use of the City's OSF allocation.

Schedule E Category	How Care Solace Delivers
A.1 — Prevention Programs	Enables early intervention by making it easier for residents to access behavioral health services before reaching crisis levels; supports prevention of opioid misuse through improved access to mental health and SUD resources
A.2 — Connection to Care	Provides 24/7 anonymous matching to SUD and mental health providers based on need, insurance, and availability; Care Companions guide individuals through appointment scheduling and follow-ups
A.4 — Treatment and Recovery Support	Refers individuals to outpatient/inpatient treatment, MAT providers, and recovery programs; enhances continuity of care and supports treatment retention
A.5 — First Responder & Diversion Programs	Complements co-responder and mobile crisis response teams by providing post-crisis navigation and linkage to services; reduces reliance on emergency departments and law enforcement
A.7 — Support for People in Recovery	Facilitates continued access to support resources during and after treatment; helps residents reintegrate and maintain recovery through long-term service coordination

Cross-Reference: HIAA and Schedule A/B Alignment

OSF Category	Approved Use	How Care Solace Delivers
HIAA #2	New/Expanded SUD Treatment Infrastructure	Expands access to SUD/MAT providers for all Coachella residents via 24/7 Care Companions and verified provider database
Schedule A — Core Strategy E	Warm Hand-Off Programs and Recovery Services	Care Companions facilitate live warm handoffs to detox, residential treatment, MAT, and recovery residences — the defining function of this RFP

OSF Category	Approved Use	How Care Solace Delivers
Schedule B — Section B	Support People in Treatment and Recovery	Follow-through check-ins confirm appointment attendance; SDOH navigation supports housing, transportation, and job training for individuals in recovery
Schedule B — Section C	Connect People Who Need Help to the Help They Need	The Care Match platform and 24/7 Care Companions are purpose-built for this mandate — connecting residents to verified, available providers in real time

Why This Matters for Coachella

Care Solace is an approved, fundable strategy under the opioid settlement's Schedule E. Its measurable outcomes, real-time reporting, and equity-focused delivery model make it a high-value investment that helps Coachella meet public health goals while optimizing the use of restricted opioid funds.

4.6 References

Care Solace provides the following references for organizations receiving similar care coordination and navigation services. Additional references available upon request.

Reference 1

Field	Detail
Type of Service	Citywide behavioral health care coordination and navigation
Organization	City of Monrovia, CA
Contact Name / Title	Dylan Feik, City Manager
Email / Phone	dfeik@monroviaca.gov

Reference 2

Field	Detail
Type of Service	Citywide behavioral health care coordination and navigation
Organization	City of Stockton, CA
Contact Name / Title	Alex Bailey, Program Manager III
Email / Phone	alex.bailey@stocktonca.gov

Reference 3

Field	Detail
Type of Service	Citywide behavioral health care coordination and navigation
Organization	City of Murrieta, CA

Field	Detail
Contact Name / Title	Lori Stone, City Councilmember
Email / Phone	stone@murrietaca.gov

Closing

Care Solace is ready to serve the City of Coachella. We are grateful for the City's commitment to addressing the opioid crisis and to ensuring every resident — regardless of insurance status, language, or circumstance — has a clear path to care. Care Solace exists precisely for this mission. We welcome the opportunity to serve as Coachella's Central Hub of Care and look forward to the next steps.

For questions regarding this proposal, please contact:

Anita Ward, Chief Growth Officer, Care Solace, Inc.

anita.ward@caresolace.org | 213-880-1238

STAFF REPORT
10/14/2026

TO: Honorable Mayor and City Council Members

FROM: Kendra Reif, Community Development Director

PREPARED BY: Kendra Reif, Community Development Director

SUBJECT: Urgency Ordinance No. 1239 Establishing Expedited Permitting Procedures for Electric Vehicle Charging Stations

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STAFF RECOMMENDATION:

Staff recommends that the City Council adopt Urgency Ordinance No. 1239, adding Chapter 17.120, Electric Vehicle Charging Station Permitting, to Title 17 of the Coachella Municipal Code, and make the environmental determination set forth in Section 4 of the ordinance. Adoption as an urgency ordinance requires a four-fifths vote of the City Council and is intended to take effect immediately pursuant to Government Code Section 36937(b).

FISCAL IMPACT:

The ordinance does not appropriate funds or approve City construction of charging infrastructure. Implementation would require staff time to maintain the permitting checklist, update application materials and the City website, coordinate departmental reviews, and administer statutory processing timelines. Permit fees would be charged pursuant to the applicable City fee schedule and would be limited to the City's estimated reasonable cost of providing the service. The amount of any additional administrative cost or permit revenue has not been quantified for this report.

EXECUTIVE SUMMARY:

Urgency Ordinance No. 1239 would add Chapter 17.120 to the Coachella Municipal Code to establish expedited permitting procedures for electric vehicle charging stations consistent with California Government Code Sections 65850.7 and 65850.71. The ordinance provides for administrative review, electronic applications and signatures, a publicly available permitting checklist, and specified processing deadlines while maintaining applicable building, electrical, fire, accessibility, and public health and safety requirements.

Urgency adoption is proposed to address uncertainty affecting current and future permit applications and pending litigation alleging noncompliance with State permitting requirements, without admitting any allegation or liability. The ordinance supports the General Plan's

greenhouse gas reduction policies and includes a determination that adoption is not subject to CEQA or, alternatively, is exempt under the common-sense exemption.

Staff recommends adoption by a four-fifths vote of the City Council, with immediate effectiveness. Implementation would require administrative staff time but would not authorize a capital expenditure or appropriate additional funding.

BACKGROUND:

Assembly Bill 1236 and Assembly Bill 970, codified in Government Code Sections 65850.7 and 65850.71, establish requirements for expedited review of electric vehicle charging station permit applications. These requirements include administrative permitting, a publicly available application checklist, electronic submittals, and specified processing timelines. Review of charging equipment is limited to applicable public health and safety requirements, except where additional review is expressly authorized by State law.

The proposed ordinance establishes a dedicated chapter of the Municipal Code to provide a clear permitting framework for applicants and City staff. It applies to both charging stations serving an existing primary use and facilities where vehicle charging is the primary use of the site.

DISCUSSION:

Chapter 17.120 would establish the following permitting procedures and requirements.

Administrative review and application checklist. The Building Official would administer the expedited process and maintain a checklist of required application information. The checklist, forms, submittal requirements, and applicable fees would be published on the City website. Applications and supporting documents could be submitted electronically, and electronic signatures would be accepted as required by State law.

Processing deadlines. For applications proposing 1 to 25 charging stations at a single site, the ordinance specifies five business days to issue an incompleteness notice and 20 business days after an application is deemed complete for the specified adverse action. For applications proposing more than 25 charging stations, those periods are 10 and 40 business days, respectively. Applications may be deemed complete or approved when the City does not act within the applicable periods, subject to the conditions established by State law.

Health and safety review and appeals. Charging stations would remain subject to applicable building, electrical, accessibility, fire, structural, and utility safety requirements. A conditional use permit may be required only upon the findings authorized by State law concerning a specific adverse public health or safety impact. Denial requires substantial evidence that the impact cannot be satisfactorily mitigated or avoided. The ordinance establishes appeals to the Planning Commission and, for a denied conditional use permit, to the City Council.

Small and large charging stations. The ordinance distinguishes charging stations ancillary to another use from facilities where charging is the primary use. Small stations would not undergo

discretionary architectural or aesthetic review solely because charging equipment is proposed. For large stations, the draft includes a three-acre minimum lot size, 200-foot minimum street frontage, underlying-zone setbacks and height limits, security plans, and circulation requirements. Noncharging amenities, such as commercial kiosks, restrooms, and resting facilities, would undergo administrative architectural and site plan review as described in the ordinance.

Parking and private association approvals. Required parking for an existing use would be reduced as necessary to accommodate charging equipment, consistent with State law. Applicable accessibility requirements would continue to apply. City permit approval would not be conditioned on approval by a homeowners' or property owners' association.

Implementation and State law. The ordinance addresses right-of-way installations, concurrent departmental review, inspections, and fees limited to reasonable service costs. It authorizes the Building Official to update administrative procedures and expressly provides that mandatory State law controls in the event of a conflict. All siting, utility, and development requirements must be implemented within those State-law limits.

ENVIRONMENTAL REVIEW:

Consistent with Section 4 of the proposed ordinance, adoption is not a project subject to the California Environmental Quality Act pursuant to CEQA Guidelines Sections 15060(c)(2) and 15060(c)(3), because the ordinance establishes administrative permitting procedures and will not result in a direct or reasonably foreseeable indirect physical change in the environment. In the alternative, adoption is exempt under CEQA Guidelines Section 15061(b)(3), because it can be seen with certainty that the ordinance itself will not have a significant effect on the environment.

Individual installations processed through a building permit or similar nondiscretionary approval are ministerial and are not subject to CEQA. Any discretionary use permit required pursuant to Government Code Section 65850.7 remains subject to CEQA to the extent required by law. Adoption of the ordinance does not approve a specific charging facility or construction project.

ALTERNATIVES:

The City Council may adopt the urgency ordinance; direct revisions and adopt an amended urgency ordinance following City Attorney review; or continue the item and provide direction to staff. Continuing the item would delay establishment of the Municipal Code procedures and would not suspend the City's obligations under State law.

RECOMMENDED ALTERNATIVE(S):

Staff recommends that the City Council adopt Urgency Ordinance No. 1239, adding Chapter 17.120, Electric Vehicle Charging Station Permitting, to Title 17 of the Coachella Municipal Code, and make the environmental determination set forth in Section 4 of the ordinance. Adoption as an urgency ordinance requires a four-fifths vote of the City Council and is intended to take effect immediately pursuant to Government Code Section 36937(b).

ATTACHMENTS:

1. Proposed Urgency Ordinance No. 1239 adding Chapter 17.120 to the Coachella Municipal Code.

URGENCY ORDINANCE NO. 1239

AN URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COACHELLA, CALIFORNIA, ADDING A NEW CHAPTER 17.120 TO THE COACHELLA MUNICIPAL CODE ESTABLISHING PROCEDURES FOR EXPEDITED PERMIT PROCESSING OF ELECTRIC VEHICLE CHARGING SYSTEMS WITHIN THE CITY OF COACHELLA

WHEREAS, the State of California has established a policy to promote and encourage the use of electric vehicles and electric vehicle charging infrastructure and to remove unreasonable barriers to the installation of electric vehicle charging stations; and

WHEREAS, California Government Code Section 65850.7 requires cities and counties to administratively approve applications to install electric vehicle ("EV") charging stations through the issuance of a building permit or similar nondiscretionary permit and requires local agencies to establish an expedited, streamlined permitting process for such installations; and

WHEREAS, the State of California adopted Assembly Bill ("AB") 1236 and its companion AB 970, which mandate "by-right" administrative approval and strict timelines for local review to reduce barriers to EV charging infrastructure installations; and

WHEREAS, AB 1236 requires every city and county in California to adopt an expedited and streamlined permitting process for EV charging stations to support broader EV deployment goals; and

WHEREAS, AB 970 builds on California's earlier EV charging permit streamlining law (AB 1236) by establishing specific deadlines for local jurisdictions to process electric vehicle charging station permit applications and tying automatic application approval to jurisdiction inaction; and

WHEREAS, California Government Code Section 65850.71 establishes mandatory timelines for determining the completeness and approval of applications for electric vehicle charging stations; and

WHEREAS, in developing this Ordinance, the City has consulted with the Riverside County Fire Department and Imperial Irrigation District, as applicable, consistent with Government Code section 65850.7; and

WHEREAS, the City is concerned that an overconcentration of large-scale electric-vehicle charging stations within particular areas of the City could create cumulative impacts on surrounding land uses, including increased vehicle and truck traffic, queuing, noise, lighting and glare, electrical-grid demand, public safety, and the availability of land for other commercial and industrial uses, and therefore finds it necessary to establish reasonable, objective siting and

development standards that address those impacts while remaining consistent with applicable state law; and

WHEREAS, the City Council desires to facilitate the installation of electric vehicle charging infrastructure within the City of Coachella while protecting public health and safety and ensuring compliance with applicable building, electrical, accessibility, and fire safety standards; and

WHEREAS, an expedited and streamlined permitting process will reduce unnecessary regulatory barriers, provide greater certainty to property owners, businesses, contractors, and electric vehicle charging providers, and support the expansion of electric vehicle charging infrastructure throughout the City; and

WHEREAS, the City Council finds that adoption of this Urgency Ordinance is consistent with California Government Code Sections 65850.7 and 65850.71 and other applicable provisions of State law; and

WHEREAS, Government Code section 65850.7 required the City to adopt an expedited, streamlined permitting process for electric vehicle charging stations by September 30, 2017; litigation is now pending alleging that the City has not fully complied with that requirement; and, without admitting any allegation or liability, the City Council finds that immediate adoption is necessary to eliminate uncertainty affecting current and future permit applications, ensure that such applications are processed uniformly and without unlawful barriers under objective health-and-safety standards, avoid continued delay in the installation of code compliant charging infrastructure, and reduce the risk that judicial proceedings will disrupt the City's permitting operations or divert public resources; therefore, allowing the urgency ordinance to become effective immediately, rather than after the ordinary statutory period, is necessary for the immediate preservation of the public peace, health, and safety; and

WHEREAS, the City Council further finds that adoption of this Ordinance promotes the orderly development of the City and serves the best interests of the residents of Coachella; and

WHEREAS, all prerequisites to the adoption of this Ordinance have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COACHELLA DOES ORDAIN AS FOLLOWS:

SECTION 1. INCORPORATION OF RECITALS.

The City Council hereby finds that all of the foregoing recitals presented herewith are true and correct and are hereby incorporated and adopted as findings of the City Council**.**

SECTION 2. FINDINGS.

The City Council of the City of Coachella herby adopts this Ordinance based on the following findings:

A. General Plan Consistency. Based on the entire record before the City Council and all written and oral evidence presented, including the staff report, the City Council hereby finds and determines that the proposed Ordinance is consistent with the goals and policies of the City of Coachella General Plan and is reasonably related to the public welfare of the citizens of the City and surrounding regions. Specifically, the provisions of this Ordinance promote the use of electric vehicles by allowing electric vehicle charging stations to be approved administratively in the City to be consistent with California Government Code section 65850.7. Permitting these types of uses within the City of Coachella furthers the City's goals and policies as set forth in the City of Coachella General Plan, specifically:

a. General Plan Elements: Permitting electric vehicle charging stations in the City with specific objective development standards, is consistent with the goals and polices of the City of Coachella Sustainability and Natural Environment Element, specifically:

i. GHG reduction incentives. Periodically review fee structures for potential opportunities to provide financial and administrative incentives to support installation of renewable energy generators, energy efficiency measures, land use patterns, and other measures that reduce greenhouse gas emissions.

ii. Municipal operations. Conduct city operations and institutionalize practices that reduce municipal greenhouse gas (GHG) emissions and lead the community in reducing GHG emissions.

iii. Existing GHG emissions. Work with community members and businesses to support their efforts to reduce greenhouse gas emissions.

b. Finally, the City Council finds the proposed Ordinance to permit electric vehicle charging stations by-right is reasonably related to the public welfare of the citizens of the City and surrounding region; more specifically, the proposed Ordinance includes appropriate development standards to ensure that the permitted stations meet all City public health and safety standards including Building and Safety Codes.

SECTION 3. CHAPTER 17.120 IS ADDED TO TITLE 17 OF THE COACHELLA MUNICIPAL CODE.

Title 17 of the Coachella Municipal Code is hereby amended to add Chapter 17.120 to read in its entirety as follows:

CHAPTER 17.120 – ELECTRIC VEHICLE CHARGING STATION PERMITTING

17.120.010 – Intent and Purpose.

The purpose and intent of this Chapter is to:

A. Promote and encourage the installation and use of electric vehicle charging stations within the City;

B. Establish an expedited and streamlined permitting process for electric vehicle charging stations consistent with California Government Code Sections 65850.7 and 65850.71, as those sections may be amended from time to time;

C. Remove unreasonable barriers and minimize costs associated with permitting electric vehicle charging stations;

D. Provide a clear, predictable, and timely administrative review process for electric vehicle charging station applications; and

E. Protect public health and safety and preserve the Building Official's authority to identify and address higher-priority life-safety conditions.

17.120.020 – Definitions.

"Building Official" means the Building Official of the City of Coachella or the Building Official's authorized designee.

"City" means the City of Coachella.

"Electric vehicle charging station" or "charging station" means any level of electric vehicle supply equipment station that is designed and built in compliance with Article 625 of the California Electrical Code, as amended from time to time, and delivers electricity from a source outside an electric vehicle into a plug-in electric vehicle.

A **"small electric vehicle charging station"** means a station that is designed and operated as a use ancillary to the primary permitted use on site (such as a single family residence, condominium, apartment, office building, commercial retail, parking lot, garage or structure) in order to deliver electricity to personal or commercial passenger vehicles and trucks owned or operated by individuals who either reside or work on the site or are guests on the site where the charging station is located.

A **"large electric vehicle charging station"** means a station that is designed and operated as the primary permitted use on the site in order to charge personal passenger vehicles and trucks and/or commercial passenger vehicles and trucks and which is open to the public, whether with or without the payment of fees, subscriptions or other monetary charges for the service. A "large electric vehicle charging station" includes the electrical and mechanical equipment as defined in Article 625 of the California Electrical Code, and any subsequent amendments, that is necessary to deliver electricity from a source outside the electric vehicle into a plug-in electric vehicle. It does not include ancillary equipment and facilities that are not directly necessary for the charging of plug-in electric vehicles, including but not limited to, canopies (with or without solar panels), patronage resting facilities, commercial sale kiosks or buildings, public restrooms, family amenities or pet amenities. Such ancillary equipment and facilities are not subject to the expedited application and permitting requirements of this Ordinance and shall be subject to Administrative Architectural and

Site Plan Review pursuant to Chapter 17 of the City of Coachella Municipal Code.

An **"electronic submittal"** means the submission of an application or associated documentation by electronic mail, internet-based permitting system or portal, or other electronic means authorized by the City.

A **"feasible method to satisfactorily mitigate or avoid a specific, adverse impact"** includes, but is not limited to, any cost-effective method, condition, or mitigation imposed by the City on another similarly situated application in a prior successful application for a permit.

A **"specific, adverse impact"** means a significant, quantifiable, direct, and unavoidable impact based on objective, identified, and written local., state or federal public health or safety standards, policies, or conditions in existence on the date the application is deemed complete.

17.120.030 – Applicability.

A. This Chapter applies to the permitting of all electric vehicle charging stations in the City. Electric vehicle charging stations legally established or permitted prior to the effective date of this ordinance are not subject to the requirements of this ordinance unless physical modifications or alterations are undertaken that materially change the size, type, or components of a charging station or hydrogen stations in such a way as to require a new permit.

B. Applications qualifying for expedited processing pursuant to California Government Code Sections 65850.7 and 65850.71 shall be processed administratively and shall not be subject to discretionary review except as expressly authorized by State law and this Chapter.

C. Nothing in this Chapter shall exempt an electric vehicle charging station from applicable health and safety requirements of local, State, or federal law.

17.120.040 – Expedited Permitting Process.

A. The Building Official shall implement and maintain an expedited, streamlined administrative permitting process for electric vehicle charging stations consistent with California Government Code Sections 65850.7 and 65850.71.

B. The Building Official shall adopt and maintain a checklist identifying all information and requirements necessary for an electric vehicle charging station application to qualify for expedited review.

C. The checklist may incorporate or refer to the recommendations and best practices contained in the most current version of the “Plug-In Electric Vehicle Infrastructure Permitting Checklist” of the “Zero-Emission Vehicles in California: Community Readiness Guidebook” as published by the Governor’s Office of Planning and Research, or any successor publication or guidance issued by the State of California.

D. The City's checklist, application forms, submittal requirements, applicable fees, and other required permitting documentation shall be made available on a publicly accessible City website.

E. The Building Official is authorized to administratively update the checklist, application requirements, forms, and procedures as necessary to remain consistent with amendments to State law, applicable building and electrical codes, and State-issued permitting guidance, provided such updates do not impose requirements inconsistent with State law.

17.120.050 – Electronic Submittal and Signatures.

A. The City shall allow electronic submittal of applications for electric vehicle charging stations and all associated supporting documentation.

B. The City shall accept electronic signatures on applications, forms, plans, and other required documentation in lieu of wet signatures to the extent required by State law.

C. Electronic applications may be submitted through the City's online permitting system, electronic mail, or another electronic method designated by the Building Official.

17.120.060 – Application Completeness.

A. Prior to submitting an application for processing, the applicant shall verify that the installation of an electric vehicle charging station will not have specific, adverse impact to public health and safety and building occupants. Verification by the applicant includes but is not limited to: electrical system capacity and loads; electrical system wiring, bonding and overcurrent protection; building infrastructure or existing easements affected by charging station equipment and associated conduits/piping/ducting; and areas of charging station equipment and vehicle circulation or parking.

B. A permit application that satisfies the information requirements in the City's adopted checklist shall be deemed complete and be promptly processed. A completed application does not authorize an applicant to energize, connect, or otherwise utilize an electrical vehicle charging station until approval and all necessary permits are granted by the City.

C. If the Building Official determines that the permit application is incomplete, he or she shall issue a written correction notice to the applicant, detailing all deficiencies in the application and any additional information required to be eligible for expedited permit issuance.

D. For an electric vehicle charging station, the Building Official shall issue the notice not later than:

a. Five business days after submission of the application, if the application is for at least 1, but not more than 25 electric vehicle charging stations at a single site.

b. Ten business days after submission of the application, if the application is for more than 25 electric vehicle charging stations at a single site.

If the Building Official fails to issue a written correction notice to the applicant within the time prescribed, the application shall be deemed complete.

E. A permit application for an electric vehicle charging station shall demonstrate compliance with Imperial Irrigation District utility policies prior to approval.

17.120.070 – Administrative Review and Approval.

A. The Building Official shall review all electric vehicle charging station applications to determine whether the charging station meets all health and safety requirements of local, state, and federal law. The requirements in this Section are declared to be limited to those standards necessary to ensure that the charging station will not have an unmitigated specific adverse impact on public health and safety. Notwithstanding the expedited permit processing set forth in this Chapter, the Building Official retains authority at all times to identify and address higher priority life-safety situations.

B. Upon confirmation by the Building Official that the permit application and supporting documents meet the requirements of the City adopted checklist, and is consistent with all applicable laws and safety standards, the Building Official shall, consistent with Government Code section 65850.7, as may be amended, approve the application and issue all necessary permits.

C. If the Building Official makes a finding based on substantial evidence that the electric vehicle charging station could have a specific, adverse impact upon the public health or safety, the City may deny the permit and require the applicant to apply for a conditional use permit pursuant to Chapter 17 of the City of Coachella Municipal Code. For an electric vehicle charging station, the Building Official shall issue the denial and finding not later than:

a. Twenty business days after the application is deemed complete, if the application is for at least 1, but not more than 25 electric vehicle charging stations at a single site.

b. Forty business days after the application is deemed complete, if the application is for more than 25 electric vehicle charging stations at a single site.

If the Building Official fails to issue to the applicant a written denial/finding and referral to the Planning Commission for a conditional use permit within the time prescribed, the application shall be deemed approved.

17.120.080 – Appeals.

The Building Official's decision may be appealed by the applicant to the Planning Commission by submitting a written request for a review of such decision within five business days of such decision, requesting review of such decision by the Planning Commission. Such request shall be made in writing to the Development Services Department. Upon receipt of such request, the Development Services Department shall schedule the matter for Planning Commission review and shall forward to the Planning Commission for its consideration all of the documents and materials submitted with the permit application, together with a report on the decision of the Building Official and the reasons therefor. The Planning Commission may act upon the application as if it were the initial consideration of the application. No public hearing shall be required for such action. If the Planning Commission finds that there is not substantial evidence of a specific, adverse impact upon the public health or safety, the Planning Commission shall order issuance of the permits for the charging station or hydrogen station. If the Planning Commission finds that there is substantial evidence of a specific, adverse impact upon the public health or safety, the Planning Commission shall order that the applicant apply for a conditional use permit pursuant to Chapter 17 of the City of Coachella

Municipal Code.

Notwithstanding any provision of Chapter 17 to the contrary, an application for a conditional use permit to install an electric vehicle charging station shall not be denied unless the Planning Commission makes written findings based upon substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. The findings shall include the basis for the rejection of potential feasible alternatives. If denied, the Planning Commission's decision may be appealed by the applicant to the City Council in the manner provided by Chapter 17 of the City of Coachella Municipal Code.

Any conditions imposed by the Building Official, Planning Commission or the City Council shall be designed to mitigate the specific adverse impact(s) upon the public health or safety at the lowest cost possible.

17.120.090 Homeowners' and Property Owners' Associations

The City shall not condition approval of an electric vehicle charging station permit upon approval of the charging station by a homeowners' association or other association as defined in California Civil Code Section 4080.

Nothing in this Section shall be construed as determining or modifying the private rights or obligations of an applicant under applicable covenants, conditions, restrictions, leases, easements, or other private agreements.

17.120.100 Parking

A. If an electric vehicle charging station or associated equipment interferes with, reduces, eliminates, or otherwise impacts parking spaces otherwise required for an existing use, the number of required parking spaces for the existing use shall be reduced by the amount necessary to accommodate the electric vehicle charging station and associated equipment, consistent with California Government Code Section 65850.71.

B. The installation of an electric vehicle charging station shall not, by itself, require replacement parking for spaces displaced by the charging station or associated equipment when prohibited by State law.

C. Nothing in this Section eliminates applicable accessibility requirements for parking spaces, electric vehicle charging stations, accessible routes, or associated facilities.

17.120.110 Installation and Safety Requirements

Electric vehicle charging stations shall comply with all applicable State and federal health, safety, accessibility, and performance requirements, including, as applicable:

A. The California Building Code;

B. The California Electrical Code, including Article 625;

C. The California Green Building Standards Code;

D. Applicable accessibility requirements of the California Building Code;

E. Applicable requirements and standards established by the Society of Automotive Engineers;

F. Applicable standards established by the National Electrical Manufacturers Association;

G. Applicable standards of nationally recognized testing laboratories, including Underwriters Laboratories or successor organizations;

H. Applicable rules and requirements of the California Public Utilities Commission and California Department of Food and Agriculture; and

I. Other applicable State or federal health and safety requirements.

17.120.120 Electrical and Structural Requirements

A. An electric vehicle charging station shall meet the applicable safety and performance standards established by the California Electrical Code, the Society of Automotive Engineers, the National Electrical Manufacturers Association, and accredited testing laboratories such as Underwriters Laboratories, and where applicable, rules of the Public Utilities Commission and Imperial Irrigation District ("IID ") or other applicable local electric utility company regarding safety and reliability.

B. Installation of electric vehicle charging stations and associated wiring, binding, disconnecting means and overcurrent protective devices shall meet the requirements of Article 625 and all applicable provisions of the California Electrical Code.

C. Electric vehicle charging stations shall be incorporated into applicable electrical load calculations for new and existing electrical services. Charging equipment shall be treated as a continuous load where required by the California Electrical Code.

D. Anchorage of either floor-mounted or wall-mounted electric vehicle charging stations shall meet the requirements of the California Building or Residential Code as applicable per occupancy, and the provisions of the manufacturer's installation instructions. Mounting of charging stations shall not adversely affect building elements.

E. Installation shall not adversely affect required structural, fire-resistance-rated, accessibility, or other life-safety elements of a building or site.

17.120.130 Additional Objective Health and Safety Standards for Large Electric Vehicle Charging Stations

A. For large electric vehicle charging stations, the minimum lot size shall be 3.0 acres. Minimum street frontage for large electric vehicle charging stations shall be 200 feet.

B. Building setbacks: Same as underlying zoning.

C. Amenities. Amenities and other ancillary equipment and facilities that are not directly necessary for the charging of plug-in electric vehicles from an outside source, including but not limited to, canopies (with or without solar panels), patronage resting facilities, commercial sales kiosks or buildings, public restrooms, family amenities or pet amenities, are not subject to the expedited application and permitting requirements of this ordinance but shall be subject to Administrative Architectural and Site Plan Review pursuant to Chapter 17 of the City of Coachella Municipal Code.

D. Building Height: Same as underlying zoning.

E. Security: All large electric vehicle charging stations shall include a security plan subject to review and approval by the Development Services Department and the Police Department. The security plan may include, but is not limited to a security surveillance system, security personnel, or a perimeter wrought iron or tubular steel fence with visibility into the facility at a maximum height of 8 feet.

F. Vehicle Types and Circulation/Parking: The applicant shall identify the vehicle types served by the station.

a. Access/Internal Circulation/ Egress from the Site. The applicant shall provide appropriate truck and other vehicle turning templates on plan subject to review and approval by the City's Engineering Department.

b. Driveways, parking, and queuing areas shall comply with all Fire Codes, Traffic Engineering and Planning/Zoning requirements.

c. All proposed signage for the station shall be subject to Chapter 17 of the City of Coachella Municipal Code.

17.120.140 Planning and Zoning Review for Small Electric Vehicle Charging Stations

A. Installation of a small electric vehicle charging station shall not be subject to discretionary planning or zoning review except where expressly authorized by California Government Code Section 65850.7 or other applicable State law.

B. Planning review, when necessary, shall be administrative and limited to determining compliance with objective requirements that are consistent with State law.

C. A small electric vehicle charging station application shall not be subjected to discretionary architectural, aesthetic, or design review solely because electric vehicle charging equipment is proposed.

D. Nothing in this Section prevents application of objective accessibility, circulation, right-of-way, fire access, or other health and safety standards authorized by State law.

17.120.150 Coordination of City Review

To the extent practicable and consistent with applicable law, City departments reviewing an electric vehicle charging station application shall coordinate their reviews concurrently rather than sequentially.

The Building Official may establish administrative procedures to consolidate Building, Planning, Engineering, Fire, and other applicable City reviews in order to meet the processing timelines established by State law.

17.120.160 Public Right-of-Way Installations

A. Electric vehicle charging stations proposed within the public right-of-way shall additionally comply with California Government Code Section 65850.72 and applicable, published City requirements governing work within the public right-of-way that are consistent with State law.

B. The City shall develop and publish the checklist, fees, charges, and other information required by California Government Code Section 65850.72. The City Council shall adopt any criteria used to determine appropriate locations within the public right-of-way or, if it determines there are no appropriate locations, the City shall publish that determination as required by State law.

C. Nothing in this Chapter grants a private party the right to occupy or use City property or public right-of-way without obtaining any separate authorization required by law.

17.120.170 Fees

Permit fees for electric vehicle charging stations shall be established by resolution of the City Council or other applicable City fee schedule and shall not exceed the City's estimated reasonable cost of providing the service for which the fee is charged, consistent with California Government Code section 66014 and other applicable State law.

Nothing in this Chapter authorizes the imposition of a fee prohibited by State law.

17.120.180 Inspections

A. The City shall conduct required inspections of permitted electric vehicle charging station installations in a timely manner.

B. The Building Official may establish procedures for consolidated inspections, remote inspections, photographic verification, or other inspection methods when permitted by applicable law and determined appropriate by the Building Official.

C. Approval of an inspection shall not relieve an owner, contractor, installer, or equipment provider from responsibility for compliance with applicable codes, manufacturer's specifications, utility requirements, or other applicable laws.

17.120.190 Administrative Regulations

The Building Official is authorized to establish administrative policies, procedures, checklists,

standard plans, forms, and technical guidance necessary to implement this Chapter, provided such requirements are consistent with applicable State law.

Administrative procedures may be modified without amendment of this Chapter when necessary to reflect amendments to State law, building codes, State permitting guidance, technology, or City permitting systems.

17.120.200 Conflict With State Law

This Chapter shall be interpreted to be consistent with California Government Code Sections 65850.7, 65850.71, and 65850.72 and other applicable State law.

If any provision of this Chapter conflicts with a mandatory provision of State law, the applicable State law shall control, and the remaining provisions of this Chapter shall remain in effect.

SECTION 4. CEQA DETERMINATION.

The City Council finds that adoption of this Ordinance is not a project subject to the California Environmental Quality Act pursuant to CEQA Guidelines Sections 15060(c)(2), and 15060(c)(3), because the Ordinance establishes administrative permitting procedures and it will not result in a direct or reasonably foreseeable indirect physical change in the environment. In the alternative, adoption of this Ordinance is exempt under CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that the Ordinance itself will not have a significant effect on the environment.

Individual applications processed through a building permit or similar nondiscretionary permit are ministerial and are not subject to CEQA. Any discretionary use permit required under California Government Code Section 65850.7 shall remain subject to CEQA to the extent required by law.

SECTION 5. SEVERABILITY.

If any section, subsection, subdivision, sentence, or clause or phrase in this Ordinance or any part thereof is for any reason held to be unconstitutional, invalid or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this Ordinance or any part thereof. The City Council hereby declares that it would have adopted each section irrespective of the fact that any one or more subsections, subdivisions, sentences, clauses, or phrases are declared unconstitutional, invalid, or ineffective.

SECTION 6. EFFECTIVE DATE.

This Ordinance shall take effect immediately.

SECTION 7. PUBLICATION AND CERTIFICATION.

The City Clerk shall certify to the adoption of this Ordinance and cause it, or a summary of it, to be published or posted in the manner required by California Government Code Section 36933, in a

newspaper of general circulation printed and published within the City of Coachella, pursuant to all legal requirements.

I hereby certify that the foregoing Ordinance was **PASSED, APPROVED AND ADOPTED** by the City Council of the City of Coachella on the October 14, 2026.

DR. FRANK FIGUEROA
MAYOR

ATTEST:

ANGELA M. ZEPEDA
CITY CLERK

APPROVED AS TO FORM:

RYAN GUIBOA
CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF COACHELLA)

I HEREBY CERTIFY that the foregoing Urgency Ordinance No. 1239 was duly adopted by the City Council of the City of Coachella at a regular meeting thereof, held on this October 14, 2026 by the following vote of Council:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Delia Granados
Deputy City Clerk

STAFF REPORT
10/14/2026

TO: Honorable Mayor and City Council Members

FROM: Castulo Estrada, Utilities Director

PREPARED BY: Castulo Estrada, Utilities Director

SUBJECT: Receive and File the Water and Wastewater Cost of Service and Rate Study Prepared by NewGen Strategies & Solutions and Authorize Staff to Initiate the Proposition 218 Notice and Public Hearing Process for Proposed Water and Wastewater Rates for Fiscal Years 2027 through 2031

STAFF RECOMMENDATION:

Staff recommends that Council review the Draft Water and Wastewater Cost of Service and Rate Studies prepared by NewGen Strategies & Solutions and approve the proposed five-year water and wastewater rate schedules for purposes of Proposition 218 noticing.

FISCAL IMPACT:

The Cost of Service and Rate Studies includes proposed rate increases which shall be considered each year. Recommended rates summarized in the Studies shall be implemented after a successful Proposition 218 process.

BACKGROUND:

The City of Coachella owns and operates the Utility System providing potable water service and wastewater service to the residents, businesses and industries within the City and its service areas. The cost of water and wastewater service is recovered through water and wastewater rates. The last Water Utility Revenue Rate Analysis (rate study) was finalized in 2009. In March of 2010, Ordinance No. 1016 adopted new rates commencing May 1, 2010. Ordinance No. 1016 adopted the following schedule:

Effective Date	**5/1/2010**	**1/1/2011**	**1/1/2012**	**1/1/2013**	**1/1/2014**	**1/1/2015**
Monthly Meter Charge						
5/8" – 3/4"	$9.69	$10.66	$11.92	$12.52	$13.14	$13.80
1"	$13.57	$14.93	$16.69	$17.53	$18.40	$19.32
1 1/2"	$17.45	$19.19	$21.46	$22.53	$23.66	$24.84
2"	$28.11	$30.92	$34.57	$36.30	$38.12	$40.02

Effective Date	5/1/2010	1/1/2011	1/1/2012	1/1/2013	1/1/2014	1/1/2015
3"	$106.62	$117.28	$131.14	$137.70	$144.59	$151.82
4"	$135.70	$149.27	$166.91	$175.26	$184.02	$193.22
6"	$203.55	$223.91	$250.37	$262.88	$276.03	$289.83
8"	$281.09	$309.20	$345.74	$363.03	$381.18	$400.24
Consumption Charge (per HCF)						
Block 1: 0 – 41 HCF	$1.05	$1.16	$1.30	$1.36	$1.43	$1.50
Block 2: Over 41 HCF	$1.21	$1.31	$1.45	$1.51	$1.58	$1.65

Per the above table, the last water rate increase was adopted on 1/1/2015. Water rates have not been adjusted since.

Similarly, the last Wastewater Rate Study for the Coachella Sanitary District (CSD) was finalized in November of 2017 and adopted a schedule of annual rate increases effective July 1, 2018 through July 1, 2021. The last sewer rate increase took effect on 7/1/2021, and sewer rates have not been adjusted since. The current single-family residential sewer charge is $49.74 per month.

Council previously authorized a Professional Services Agreement with NewGen Strategies & Solutions (NewGen) to conduct a Comprehensive Water and Wastewater Rate Study. NewGen has completed a draft Water and Wastewater Cost of Service and Rate Study (Study) for the City, which is presented with this report.

Primary Drivers:

Operational and maintenance costs increase every year due to a number of factors including the cost of materials, inflation, increase in staff, and increase in infrastructure inventory. The 2023 Utility Operations Staffing Study prepared by Raftelis found the Utilities Department understaffed relative to peer agencies and recommended 10 new full-time positions across the water and wastewater utilities. The 2024 Base Compensation Study prepared by Arthur J. Gallagher & Co. found that the City's utility salaries were, on average, 12.2% below the market median. The Water and Wastewater Cost of Service Studies incorporate the findings of the Staffing and Compensation reports.

Wastewater operations face similar pressures. For the wastewater utility, the Study includes the phased addition of 3.5 wastewater treatment operator positions and one SCADA and instrumentation technician identified in the Staffing Study, the salary adjustments from the Compensation Study, and new funding of $500,000 per year for depreciation beginning in FY 2027. CSD must also continue to meet its existing debt obligations and debt service coverage requirements.

On April 17, 2024, the State Water Resources Control Board re-adopted a Maximum Contaminant Level (MCL) of 10 parts per billion for hexavalent chromium (chromium-6), effective October 1, 2024. Chromium-6 occurs naturally in the groundwater of the Coachella Valley. All six of CWA's active wells exceed the new MCL, with average concentrations ranging from roughly 13 to 22 parts per billion, and Well 20 is also anticipated to require treatment. CWA's compliance plan was

accepted by the Division of Drinking Water on November 3, 2025, which, together with Senate Bill 466, extends the construction completion deadline to July 3, 2031.

Following bench- and pilot-scale testing, CWA selected reduction coagulation filtration as the treatment technology for all seven well sites. The preliminary estimated capital cost is $54.1 million, including approximately $5.0 million for design. These figures are preliminary estimates based on the Preliminary Design Report and are subject to change as design progresses. Once all treatment systems are operational, the new facilities are expected to add approximately $891,000 per year in operating and maintenance costs.

The Study develops a five-year financial plan for Fiscal Years (FY) 2027 through 2031 accommodating both staffing demands as well as the Chrome 6 related expenditures. Proposed rates would take effect on January 1 of each year from 2027 through 2031.

DISCUSSION/ANALYSIS:

Water Rates

Revenue Requirement. The Study projects that CWA's net revenue requirement will increase from approximately $9.4 million in FY 2026 to $15.8 million in FY 2031. The increase is front-loaded: the net revenue requirement rises 42.7% in FY 2027 as pay-as-you-go capital spending begins and staffing costs increase, then by 5.8%, 5.1%, 5.3%, and 0.7% in the following four years. The Study conservatively assumes CWA will fund the entire chromium-6 construction program with revenue bonds, adding approximately $2.5 million in annual debt service beginning in FY 2030.

Financial Condition. At current rates, CWA's debt service coverage ratio is projected at 0.07x in FY 2026, below the 1.10x required by its bond covenants. Under the proposed rates, coverage recovers to 1.37x in FY 2027 and remains at or above 1.28x in each year of the forecast. The water fund balance is also projected to decline to approximately $1.7 million in FY 2027, about $548,000 below the recommended reserve level. Projected rates assure that the expected fund balance meets or exceeds the recommended level in each year thereafter.

Rate Structure. CWA's current rates consist of a fixed monthly meter charge and a two-tier volumetric rate that applies equally to all customers. The Study recommends a fixed monthly meter charge that scales with meter size and a three-tier volumetric rate.

Rate Component	Jan 1, 2027	Jan 1, 2028	Jan 1, 2029	Jan 1, 2030	Jan 1, 2031
Monthly Meter Charge					
5/8" – 3/4"	$19.67	$20.81	$21.87	$23.02	$23.19
1"	$26.88	$28.43	$29.88	$31.45	$31.68
1 1/2"	$44.89	$47.49	$49.90	$52.52	$52.91
2"	$66.51	$70.36	$73.93	$77.82	$78.39

Rate Component	Jan 1, 2027	Jan 1, 2028	Jan 1, 2029	Jan 1, 2030	Jan 1, 2031
3"	$134.97	$142.77	$150.02	$157.91	$159.07
4"	$225.04	$238.06	$250.14	$263.30	$265.23
6"	$495.27	$523.91	$550.50	$579.46	$583.72
8"	$585.34	$619.19	$650.62	$684.84	$689.88
Consumption Charge (per HCF)					
Tier 1: 0 – 8 HCF	$2.89	$3.06	$3.21	$3.38	$3.41
Tier 2: 9 – 17 HCF	$3.08	$3.25	$3.42	$3.60	$3.63
Tier 3: Over 17 HCF	$3.84	$4.06	$4.27	$4.49	$4.52

Customer Bill Impacts. A single-family residential customer with a ¾-inch meter using 21 hundred cubic feet (HCF) per month currently pays $45.30 per month. That bill would increase to $85.83 on January 1, 2027, an 89.5% increase, and then by 5.8%, 5.1%, 5.3%, and 0.7% in the following four years, reaching $101.16 in FY 2031. First-year increases for other sample customers range from 100.5% for multi-family residential to 128.4% for high-use commercial. Even with the proposed increase, CWA's estimated FY 2028 bill of $90.80 for the same single-family customer is below the $104.72 average of 18 regional water agencies surveyed.

Wastewater Rates

Revenue Requirement. Wastewater revenue requirement is expected to expand from $8.0 million in FY 2026 to $10.3 million in FY 2031. Operation and maintenance expense is projected to increase from approximately $6.1 million in FY 2026 to $9.5 million over this forecast period, driven by general cost escalation, the staffing and compensation adjustments described above, and funding for depreciation. Rate-funded debt service remains stable, while the $7.9 million capital improvement program is almost entirely growth-related and is funded from connection fees. The Study accommodate the expansion in required revenues by recommending revenue adjustments of 5.3%, 9.8%, 6.8%, 4.8%, and 3.9%, effective January 1 of each year from 2027 through 2031.

Financial Condition. The sewer operating fund begins in a stable position with over $11.0 million in reserves, but will need to use some of it’s balance to account for capital projects. The operating fund will transfer approximately $4.55 million to the connection fee fund to assure that the growth fund remains solvent while growth-related projects are concluded. These transfers will be made from existing reserves, will not affect sewer rates, and will be repaid as future connection fee revenue is received. Under the proposed rates, the operating fund balance is projected to decline from approximately $11.0 million at the end of FY 2026 to approximately $6.7 million at the end of FY 2031, remaining above the minimum reserve requirement in every year. Debt service coverage ranges from 2.49x to 4.38x, well above the 1.25x target. The Study applies the same reserve policy as the water utility: 90 days of operation and maintenance expense plus 30 days of capital spending.

Rate Structure. NewGen reviewed CSD's existing rate structure and recommends keeping it. Single-family residential customers would continue to pay a flat monthly charge, and all other customers would continue to pay a fixed monthly charge based on meter size plus a volumetric

charge per HCF of water use that varies by customer class to reflect wastewater strength. The proposed rates realign each charge with the cost of service. Proposed rates are summarized below; the full schedule for all meter sizes is included as an attachment.

Rate Component	Current	1/1/2027	1/1/2028	1/1/2029	1/1/2030	1/1/2031
Single-Family (flat)	$49.74	$54.73	$60.21	$63.23	$66.38	$68.32
¾-inch Fixed Charge	$24.08	$26.34	$30.07	$32.05	$33.63	$34.65
Multi-Family ($/HCF)	$3.55	$3.93	$4.17	$4.31	$4.53	$4.66
Comm. Low ($/HCF)	$3.09	$3.13	$3.32	$3.44	$3.61	$3.72
Comm. Medium ($/HCF)	$4.00	$4.78	$5.08	$5.26	$5.52	$5.68
Comm. High ($/HCF)	$8.90	$12.57	$13.35	$13.81	$14.51	$14.92
Institutional ($/HCF)	$3.04	$3.05	$3.24	$3.35	$3.52	$3.62

Customer Bill Impacts. The single-family residential monthly sewer charge would increase from $49.74 to $54.73 on January 1, 2027, a 10.0% increase, and would reach $68.32 in FY 2031. Because the Study found that single-family, multi-family, and medium- and high-strength commercial customers were not previously paying their full share of cost of service expenses, first-year increases vary by class: 38.6% for high-strength commercial, 18.9% for medium-strength commercial, 10.3% for multi-family, and approximately 2% for low-strength commercial and institutional customers. After FY 2028, annual increases range from approximately 3% to 5% for all classes. The current single-family charge of $49.74 is about 2% below the $50.78 average of 18 regional agencies surveyed. The estimated FY 2028 charge of $60.21 would be above the current average, although the comparison does not reflect increases other agencies may adopt by then.

Proposition 218 Process. If Council approves the recommended action, staff will mail written notice of the proposed water and wastewater rates to all affected property owners and customers of record at least 45 days before the public hearing. Council may adopt the proposed rates following the public hearing unless written protests are received from a majority of affected parcels. Adopting rates would also allow CWA to submit a complete DWSRF financing application for the chromium-6 program.

Attachments

1. Draft Water Cost of Service and Rate Study (NewGen Strategies & Solutions, October, 2026)
2. Draft Wastewater Cost of Service and Rate Study (NewGen Strategies & Solutions, October, 2026)
3. CWA_Prop 218 Notice_DRAFT-ENG-final
4. CSD_Prop 218 Notice_DRAFT-ENG-final

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NewGen Strategies & Solutions

www.newgenstrategies.net



REPORT

WATER COST OF SERVICE & RATE STUDY

OCTOBER 2026

City of COACHELLA EST. 1946

Prepared for:
Mr. Cástulo Estrada – Utilities Director
City of Coachella
53462 Enterprise Way
Coachella, CA 92236

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NewGen Strategies & Solutions

900 Bestgate Road, Suite 402
Annapolis, MD 21401
Phone: (410) 266-9101

October 7, 2026

Mr. Cástulo Estrada
Utilities Director
City of Coachella
53462 Enterprise Way
Coachella, CA 92236

Subject: Coachella Water Authority Cost of Service and Rate Study

Dear Mr. Estrada,

NewGen Strategies and Solutions, LLC is pleased to submit to the City of Coachella our report detailing our completed Water Cost of Service and Rate Study for the Coachella Water Authority. This report summarizes our study's results regarding the forecasted costs of providing water treatment and distribution service to the City's water customers and our recommendations for recovering those costs over the fiscal years 2027 through 2031. The rates described in our report are fair and equitable, align with Proposition 218 requirements, and will result in the sustainable operation of the City's water utility.

We appreciate the opportunity to provide our services to the City and would like to express our sincere appreciation to City staff. The dedication and assistance provided by City staff was essential to the completion of this study. It has been a distinct pleasure to work with the City of Coachella. Please contact us if you have any questions regarding our study or our recommendations.

Sincerely,
NewGen Strategies and Solutions, LLC

DocuSigned by:
C11651334F8F462...
Eric Callocchia
Partner

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EXECUTIVE SUMMARY

The City of Coachella (City) retained NewGen Strategies and Solutions, LLC (NewGen) to prepare a comprehensive water cost of service and rate study. The study establishes a five-year financial plan for the water utility, allocates the cost of providing water service among customer classes in proportion to the demands each class places on the system, and designs rates that recover those costs in a manner consistent with Proposition 218. This Executive Summary presents the study's principal findings and recommendations; the analysis supporting them is set out in Sections 1 through 6 and the appendices that follow.

The central conclusion of the study is that CWA's existing water rates are no longer sufficient to fund the cost of providing water service. The Authority must finance an estimated $54.1 million state-mandated Chromium-6 treatment program alongside its ongoing operating and capital needs, and at current rates the water fund is projected to produce a debt service coverage ratio of 0.07x in FY 2026 — below the 1.10x required by the Authority's bond covenants. NewGen recommends that CWA adopt the five-year, cost-of-service-based rate schedule developed in this study, with rates effective January 1 of each year from 2027 through 2031, and that it initiate the Proposition 218 notice and protest process required to do so.

Why Rates Must Increase

The single largest driver of the Authority's revenue requirement is California's Chromium-6 maximum contaminant level, which took effect in 2024 and requires public water systems to reduce hexavalent chromium concentrations to 10 parts per billion. CWA has identified seven groundwater wells — Wells 11, 12, 16, 17, 18, 19, and 20 — that require treatment to achieve compliance. The Authority selected Reduction Coagulation Filtration as the treatment approach, at an estimated capital cost of $54.1 million, together with the ongoing operating costs of running and maintaining the new facilities.

Because the Drinking Water State Revolving Fund (DWSRF) application process requires an applicant to demonstrate adopted rates sufficient to repay a loan before a complete financing package can be submitted, the financial plan underlying this study conservatively assumes that CWA self-funds the entire program through revenue bonds, with no grant or subsidized financing. That assumption adds approximately $2.5 million of annual debt service beginning in FY 2030. If the Authority subsequently secures a DWSRF loan, or the principal forgiveness for which it may qualify as a Disadvantaged Community, its actual revenue requirement will fall below the level the adopted rates are designed to recover.

Combined with the Authority's ongoing operating and maintenance costs, existing debt service, and pay-as-you-go capital program, these obligations increase the net revenue requirement from $8.0 million in FY 2026 to $15.8 million in FY 2031. The increase is heavily front-loaded: the net revenue requirement rises 68.7% in FY 2027 as capital spending begins and operating costs step up, then changes by 5.8%, 5.1%, 5.3%, and 0.7% over the four years that follow.

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Cost of Service and Rate Design

Rates were developed using the industry-standard, three-step process described in Section 3. Costs were first functionalized into the activities the utility performs — supply and treatment, transmission and distribution, customer service, and metering. Functionalized costs were then allocated to the demand components that cause them: base (average day) demand, maximum day demand, maximum hour demand, and customer- and meter-related costs. Finally, allocated costs were distributed to customer classes in proportion to each class's contribution to those demands.

Applied to the Test Year 2030 net revenue requirement of $15.7 million, this process allocates 54.8% of costs to base demand, 6.9% to customer-related costs, 17.7% to maximum day demand, 11.1% to meter-related costs, and 9.5% to maximum hour demand. Customer- and meter-related costs are recovered through fixed monthly service charges that scale with meter size, and the base, maximum day, and maximum hour costs are recovered through a three-tier volumetric rate. Because higher tiers reflect a greater share of peaking cost, the tier differentials are grounded in measured system demand characteristics rather than in conservation policy alone — an important distinction under Proposition 218 and the case law interpreting it.

The resulting rate schedule is summarized below. The full schedule for all meter sizes appears in Table 4-1.

Table ES-1
Proposed Water Rates, FY 2027 – FY 2031

Rate Component	Effective January 1, 2027	Effective January 1, 2028	Effective January 1, 2029	Effective January 1, 2030	Effective January 1, 2031
Monthly Meter Charge (¾-inch)	$19.67	$20.81	$21.87	$23.02	$23.19
Tier 1: 0 – 8 HCF	$2.89	$3.06	$3.21	$3.38	$3.41
Tier 2: 9 – 17 HCF	$3.08	$3.25	$3.42	$3.60	$3.63
Tier 3: Over 17 HCF	$3.84	$4.06	$4.27	$4.49	$4.52

Customer Bill Impacts

The rate adjustment falls unevenly across time rather than across customer classes: the great majority of the increase occurs in the first year, after which annual changes are modest. A single-family residential customer with a ¾-inch meter using 21 HCF per month currently pays $45.30 per month. That bill increases to $85.83 effective January 1, 2027, and then rises by 5.8%, 5.1%, 5.3%, and 0.7% in the following four years, reaching $101.16 in FY 2031. First-year increases for other customer categories range from 100.5% for multi-family residential to 128.4% for high-use commercial accounts, with institutional customers at 109.7%.

Notwithstanding the magnitude of the first-year adjustment, CWA remains competitively priced within its region. At 21 HCF per month, the Authority's estimated FY 2028 bill of $90.80 is below the $104.72 average of the 18 comparison agencies surveyed in Section 5, and 12 of those 18 agencies charge more than CWA would for the same level of service. The Authority moves from among the lowest-priced agencies in the survey to a position near the middle of the group.

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Financial Outlook

Under the recommended rates, total water fund revenues grow from $10.7 million in FY 2027 to $16.5 million in FY 2031, sufficient to fund operating and maintenance costs, existing and future debt service, and the pay-as-you-go portion of the capital improvement program. Debt service coverage recovers from 0.07x in FY 2026 to 1.37x in FY 2027 and remains at or above 1.25x in every subsequent year — above the 1.10x covenant requirement and at the recommended limit. The ending fund balance dips to $1.7 million in FY 2027, below the recommended minimum, before recovering to $6.2 million by FY 2031. The Authority meets or exceeds its recommended reserve balance in every year of the forecast except FY 2027, against targets of 90 days of operating expenses for the operating reserve and 30 days of average annual pay-as-you-go capital spending for the capital reserve.

Recommendations

- **Adopt the five-year rate schedule.** Fixed monthly service charges by meter size and three-tier volumetric rates should take effect January 1 of each year from 2027 through 2031, as set out in Table 4-1.
- **Initiate the Proposition 218 process without delay.** Written notice must be mailed to affected property owners and customers of record at least 45 days before the public hearing, and adopted rates are a prerequisite to submitting a complete DWSRF financing package.
- **Pursue DWSRF financing, including principal forgiveness.** As a Disadvantaged Community, CWA may qualify for principal forgiveness that would reduce debt service below the level assumed in this study.
- **Formally adopt a reserve policy.** An operating reserve of 90 days of operating expenses and a capital reserve of 30 days of average annual pay-as-you-go capital spending should be codified.
- **Monitor annually and update the study within five years.** The study should be revisited sooner if the scope, schedule, or financing terms of the Chromium-6 program change materially, or if water sales diverge significantly from projected demand.
- **Pair the adjustment with outreach and customer assistance.** The Authority should communicate the regulatory basis for the Chromium-6 program ahead of the public hearing and evaluate a low-income assistance program funded from a source other than water rate revenue.
-

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Section 1
BACKGROUND AND SCOPE OF WORK

City of Coachella Background

The City of Coachella is located at the east end of the Coachella Valley in Riverside County, California, approximately 40 miles south of Palm Springs. Incorporated in 1946, Coachella encompasses approximately 30 square miles and is home to a population of roughly 43,000 residents. The surrounding area is characterized by agricultural land to the south, undeveloped land to the east and north, and urban growth to the west.

The City's utility service area encompasses approximately 32 square miles and has a sphere of influence that extends across approximately 53 square miles in the eastern Coachella Valley. The City provides utility services to approximately 9,255 residential and commercial customers across its water system and 8,919 across its wastewater system.

Coachella Water Authority

The City of Coachella began providing water service in 1957 and serves as the municipal water utility for the City. CWA provides potable water service to approximately 9,000 residential and commercial customers within a service area of roughly 32 square miles. The Authority's water system is designed around local groundwater as its principal source of supply, supplemented by a distribution infrastructure built to serve the demands of a growing desert community.

Water Supply

The CWA's primary source of water supply is local groundwater pumped from City-owned and operated wells. The system currently includes six (6) operational wells, all of which are active within the City's distribution system. The total pumping capacity of the active wells is approximately 11,800 gallons per minute (gpm), or approximately 16.9 million gallons per day (MGD).

Distribution System Infrastructure

The water distribution system is divided into two pressure zones — the Low Zone and the 150 Zone — and includes the following key infrastructure components:

- Six active groundwater wells (with a future Well 20 under construction)
- Three (3) storage reservoirs with a total reservoir storage capacity of approximately 10.5 million gallons (MG)
- Two (2) booster pumping stations
- Approximately 120 miles of pipeline, ranging from 4 inches to 24inches in diameter

Together, these facilities provide reliable potable water service to the approximately 9,000 residential and commercial customer connections within the CWA service area.

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Current Rate Structure

CWA currently employs a two-part water rate structure comprised of fixed monthly meter charges that vary by meter size and a two-tier inclining block volumetric rate structure. The existing rate structure does not distinguish between customer classes; all customers are subject to the same meter charges, volumetric tier thresholds and per hundred cubic feet (HCF) rate in each tier.

Study Background

The City of Coachella engaged NewGen Strategies and Solutions, LLC (NewGen) to conduct a Comprehensive Water Rate Study for the CWA. The purpose of this Study was to ensure that the City's water utilities have sufficient, defensible funding to meet their operational, capital, and current debt service obligations, and that utility rates are proportionate to the cost of providing service consistent with the requirements of Proposition 218.

The pressures driving the need for this Study included, among other factors:

- Increasing costs of labor, materials, and water supply
- Regulatory mandated Chromium-6 treatment requirements
- The need to fund major capital asset maintenance and replacement
- The requirement to maintain adequate reserves and meet existing debt service obligations
- The City's Utilities Department Utility Manpower Study recommendations
- A Compensation Study's recommendations

NewGen's analysis encompasses a five-year rate forecast period from Fiscal Year (FY) 2027 through FY 2031, with recommended rates anticipated to take effect on January 1, 2027, following the completion of Proposition 218 noticing and public hearing process

California's Chromium-6 (Hexavalent Chromium) Treatment Mandate

Hexavalent chromium, commonly called chromium-6, is an odorless and tasteless heavy metal that may be found in groundwater naturally or as a result of improper disposal of contaminated industrial waste. Studies have linked long-term exposure to a risk of cancer when ingested. In the Coachella Valley specifically, the presence of chromium-6 is not a product of industrial contamination. The rock, gravel, sands, and sediments that make up the Coachella Valley's groundwater aquifer naturally contain chromium-3, and through weathering and natural chemical reactions over extended periods, chromium-6 is naturally formed from chromium-3 and is present in low levels in the groundwater.

Regulatory History of Chromium-6

California first adopted a specific Maximum Contaminant Level (MCL) for chromium-6 in 2014, setting a limit of 10 parts per billion (ppb). That MCL was invalidated in 2017 through a court ruling that found the state had not adequately documented the economic feasibility of compliance. For the next seven years, chromium-6 was only indirectly regulated through the broader total chromium standard, which meant a water system could technically be in compliance even with relatively high chromium-6 levels as long as total chromium stayed below 50 ppb.

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On April 17, 2024, the California State Water Resources Control Board voted to re-adopt a maximum contaminant level (MCL) of 10 parts per billion (ppb) for hexavalent chromium, after completing a new and more thorough economic feasibility analysis. The new MCL became effective October 1, 2024. California is the only state to set its own MCL specifically for chromium-6. The federal standard for total chromium used by other states is 100 ppb.

Community water systems were required to complete initial compliance sampling by April 1, 2025, and compliance plans are required within 90 days for any source that exceeds the MCL. The rule allows water systems up to three years to achieve compliance, with the timeline scaled by system size.

Implications for Coachella Water Authority

The chromium-6 mandate has a profound and system-wide impact on CWA. All six of CWA's active groundwater wells (Wells 11, 12, 16, 17, 18, and 19) draw from the East Whitewater River Subbasin of the Coachella Valley Groundwater Basin, and all six have average chromium-6 concentrations above the 10 µg/L MCL, with measured levels ranging from roughly 13 µg/L at Well 18 up to 22 µg/L at Well 17. A seventh well (Well 20), currently under development and expected online in 2028, is also anticipated to require treatment after testing. In short, CWA's entire groundwater supply portfolio requires treatment.

With over 9,255 service connections, CWA falls in the regulation's 1,000–9,999 connection category, which carried an initial compliance deadline of October 1, 2027. However, the passage of Senate Bill 466, which shields water systems from violation determinations while actively implementing a state board-approved compliance plan, has given CWA additional time to comply. CWA's compliance plan was accepted by the Division of Drinking Water on November 3, 2025, extending the effective construction completion deadline to July 3, 2031.

Following a technology evaluation and bench- and pilot-scale testing completed in 2025, CWA selected reduction coagulation filtration (RCF) as the preferred treatment technology for all impacted well sites. The RCF process works by adding a small dose of ferrous iron (ferrous chloride) to the raw water, which chemically reduces the soluble hexavalent chromium to the much less toxic trivalent form. The resulting chromium precipitate is then captured through filtration media before the water enters the distribution system. The existing sodium hypochlorite already used for disinfection at each well serves double duty as the oxidant in the RCF process, keeping the chemical systems relatively streamlined.

A Preliminary Design Report (PDR), prepared by Corona Environmental Consulting in collaboration with Water Works Engineers, establishes the design and operational parameters for RCF systems at each wellsite, along with conceptual capital and O&M cost estimates. The design targets a finished water chromium-6 concentration of 8 µg/L or less at the entry point to the distribution system, conservatively below the 10 µg/L MCL to provide a compliance buffer.

NewGen’s study incorporates both the capital and operational costs of implementing the treatment plan developed in the Preliminary Design Report.

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Study Process

NewGen completed the study using a four-step process:

- **Revenue Requirements** – Development of the full cost of providing water service
- **Cost of Service** – Allocation of revenue requirements to customer classes or types of customers consistent with their demands on the system
- **Financial Plan** – Development of a financial plan to fund system revenue requirements considering current and future customers and demand
- **Utility Pricing** – Development of specific water rates consistent with the Cost-of-Service analysis and sufficient to generate revenue to meet the requirements of the Financial Plan

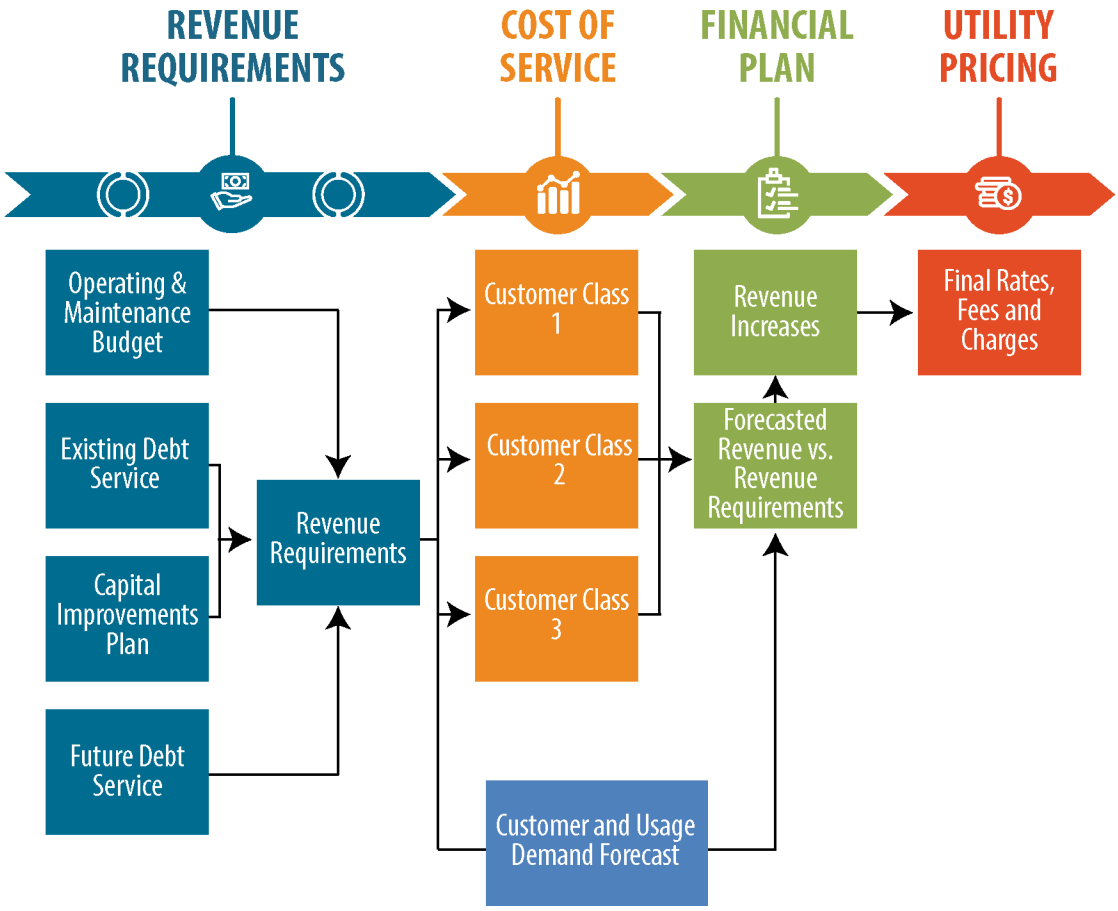


Figure 1-1. Cost of Service Study Process

This report details the information provided to NewGen to conduct the study and NewGen's findings, conclusions, and recommendations regarding CWA's water rates.

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Section 2
REVENUE REQUIREMENTS

Operating and Maintenance Costs

The CWA's operating budget is organized into two broad functional divisions: Administration and Operations. Together they reflect the full scope of activities required to manage, maintain, and deliver water service within the City of Coachella's service area.

Administration

The Administration division handles the organizational, financial, legal, and regulatory overhead of running the utility. Its expenditure categories span several areas:

Staffing and Compensation includes salaries for regular full-time employees as well as part-time and temporary staff, standby and overtime pay, and benefit-related costs such as group health insurance, payroll tax obligations, and contributions to PERS (the California Public Employees' Retirement System). These costs reflect the management, billing, customer service, finance, and administrative personnel who keep the utility running day to day.

Professional and Legal Services covers contracted support that the authority does not staff internally, including City Attorney services (both general and special matters), professional and contract services for consulting or technical assistance, and merchant account fees associated with payment processing.

Regulatory and Franchise Obligations reflect the CWA's status as a utility operating within the City of Coachella. The budget includes a Franchise Fee Expense and an In Lieu Tax Expense, both of which represent payments to the City in lieu of the taxes and fees that a private utility would otherwise owe.

Overhead and General Expenses include communications, advertising, meetings, general office supplies, minor equipment, minor software, and dues and subscriptions.

Intergovernmental Transfers include a transfer to the City's General Fund representing a General Government Administration Fee representing the water utility's share of citywide overhead services such as HR, IT, and finance support.

Operations

The Operations division covers the hands-on, day-to-day work of physically producing and delivering water to customers.

Field Staffing includes the wages and benefits of the crews who operate and maintain the water system such as well operators, maintenance technicians, field supervisors, and related personnel. As with administration, this includes regular salaries, standby and overtime pay (particularly important for 24/7 operational coverage and emergency response), temporary staff, group insurance, payroll taxes, and PERS retirement contributions.

Repair and Maintenance Services covers the ongoing upkeep of the distribution system, including pipeline repairs, pump and well maintenance, valve exercising, hydrant maintenance, and general infrastructure preservation.

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Professional Services and Lab Fees reflect contracted technical support and the cost of water quality testing. Utilities are required under state and federal regulations to regularly test their water supply, and lab fees cover the analysis of samples collected throughout the system.

Energy Charges includes the electricity consumed by groundwater pumping. Extracting water from the aquifer and pressurizing it through the distribution system is highly energy-intensive, making electricity one of the dominant recurring costs of running a groundwater-based system.

Ground Water Replenishment reflects payments made for managed aquifer recharge, a practice where imported water or recycled water is injected into the ground to replenish the underlying groundwater basin. This is both an operational requirement and a water supply sustainability measure.

Equipment and Vehicle Costs cover the rental and use of equipment and vehicles necessary for field operations, including maintenance trucks, excavation equipment, and specialized tools.

Fuel is budgeted separately for the Water Department's vehicle fleet.

Communications and Supplies provide the operational infrastructure for field work, including radios or mobile communications used by crews, as well as the general supplies (fittings, pipe materials, lubricants, tools) consumed in day-to-day maintenance.

Computer Software supports operations-side systems, likely including work order management, asset management, or SCADA-adjacent software used to monitor and control the water system.

Manpower Study

In September 2023, Raftelis completed a Utility Operations Staffing Study for the City of Coachella's Utilities Department, evaluating both the Water Authority and Sanitary District across staffing levels, organizational structure, technology, and maintenance practices. Benchmarking against five peer utilities in southern California, including CVWD, Indio Water Authority, Mission Springs Water District, Desert Water Agency, and the City of Redlands, the study found that Coachella's ratios of customer accounts, pipeline miles, and wastewater volume per employee were consistently above peer averages, strongly indicating that the department was understaffed relative to its workload.

Raftelis issued nine recommendations spanning staffing additions, organizational restructuring, technology upgrades, and compensation, with the central staffing recommendation being the addition of 10 new full-time positions across both utilities, including a Chief Treatment/Distribution Operator for the Water Authority, three additional Water Operator I positions, four Wastewater Operator I positions, a shared Equipment Operator, and a shared SCADA/Instrumentation Technician.

Since the 2023 study, the City has implemented a phased-in plan to increase staffing levels consistent with the Staffing Study. NewGen’s study includes additional new staff above and beyond the FY 2026 budgeted positions to bring the number of water staff to a level consistent with the Staffing Study.

Compensation Study

In August and September 2024, Arthur J. Gallagher & Co. (Gallagher) completed a Base Compensation Study for the City of Coachella covering 12 utility-related benchmark classifications including positions such as Water Superintendent, Water Distribution Operator, Senior Water Service Worker, SCADA/Instrumentation Technician, Assistant Engineer, and several wastewater roles. The study compared the City's salaries at that time against a defined labor market of comparable water and wastewater agencies in the region.

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The central finding was that the City's base salaries were, on average, 12.2% below the market median. Gallagher considered this finding significant given its standard that salaries within 5% of the median are competitive. Nearly all surveyed classifications fell below market, with some positions lagging by 20% or more. Gallagher recommended a new salary schedule and proposed range placements for each classification aligned to market median data, with the intent of providing the City with a structured, defensible framework for closing the compensation gap over time and improving its ability to recruit and retain qualified utility staff.

The City has incorporated the recommendations of the Compensation Study into its budgets, and NewGen's study reflects labor costs consistent with the findings of the Compensation Study. The City's plan is to adjust salaries over three years, with FY 2027 being the second year and FY 2028 being the final year.

Chromium-6 Operating Costs

The Preliminary Design Report provides O&M cost estimates of the ongoing financial burden the RCF treatment program will impose on CWA's operations. The O&M costs are broken down into five categories, as follows:

- **Energy.** Each RCF system adds pumping load that does not exist today related to roughly 18–25 additional horsepower per wellsite, depending on flow, and results in additional electricity consumption at each location. At CWA's current electricity rate of $0.114/kWh, the incremental annual energy cost per well ranges from roughly $5,000 to $9,000, depending on each well's utilization rate. Because CWA's wells operate at very different frequencies the energy impact varies substantially by wellsite.
- **Chemicals.** Two chemicals are consumed continuously by the RCF process: ferrous chloride ($FeCl_2$), the reducing agent that converts hexavalent chromium to its trivalent form, and sodium hypochlorite (NaOCl), the oxidant already used for disinfection that also drives the precipitation reaction. Ferrous chloride is dosed at approximately 1.13 mg/L, consuming about 12 pounds per day per well when operating at full design capacity. At $0.50/lb, the annual ferrous chloride cost per well runs roughly $4,000–$14,000 depending on utilization. Sodium hypochlorite is used in small additional amounts, adding only a few thousand dollars annually. Combined chemical costs per well fall in the range of approximately $5,000–$14,000 per year.
- **Residuals** Management (Backwash Disposal). The filter vessels must be backwashed periodically to flush out accumulated chromium solids. For the six active wells discharging to the sanitary sewer, CWA negotiated a zero-dollar sewer discharge fee with the City of Coachella and the Valley Sanitation District, making backwash disposal essentially free from a direct-cost standpoint. The main residuals-related cost for sewer-discharge wells is a small water loss penalty resulting from the unrecovered backwash volume, which represents treated water that cannot be delivered to customers. At CWA's current water rate, this amounts to less than $200 per well per year and is essentially negligible. Well 19 is the exception: its sewer capacity constraints require a recycle-backwash approach in which backwash water is recycled back through the system and the resulting concentrated solids are hauled off-site for disposal. This makes Well 19 significantly more expensive to operate than the other wells, adding tens of thousands of dollars annually in solids disposal costs that push its total O&M to $173,000/year under the recommended design alternative, which is roughly 30–60% higher than the sewer-discharge wells.
- **Filter Media Replacement.** The granular media inside the filter vessels (sand, anthracite, and gravel) must be replaced approximately every ten years as it loses effectiveness. The PDR

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amortizes this cost on an annual basis. Disposal of spent media adds to the cost, at $40 per cubic foot. The annualized media replacement cost per well ranges from approximately $7,000 to $10,000 depending on the number of vessels and media volumes involved.

- **Personnel**. Each treatment system requires daily operator attention. The PDR budgets one person-hour per day for routine operations tasks (checking chemical feeds, conducting inspections, reviewing system readings), at an assumed labor rate of $120/hour. This equates to approximately $43,800 per year in operations personnel cost applied equally to all seven well sites, regardless of how often the well runs, since daily checks are required whether the well is operating or idle. In addition, management and regulatory compliance activities including reporting, sampling coordination, and regulatory interaction are estimated at one person-hour per week at $180/hour, adding approximately $9,360 per year per wellsite. Together, personnel costs are the largest single O&M cost category at every wellsite, comprising roughly half of each well's total annual O&M burden.
- **Equipment Maintenance.** An annual maintenance allowance equal to 2% of major electrical and mechanical equipment value is included per wellsite, covering routine preventive maintenance on pumps, valves, instrumentation, and chemical feed equipment. This ranges from approximately $44,000 to $63,000 per well depending on the equipment inventory at each site.

Across all seven well sites under the recommended design alternatives, total annual O&M for chromium-6 treatment will increase existing operations by approximately $891,000 per year once all systems are operational.

Table 2-1 shows the FY 2026 budget and a five-year forecast of operating and maintenance costs of CWA's system, including the impacts of the Compensation and Manpower studies.

Table 2-1
Operating and Maintenance Cost Forecast (000's)

Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Administration	$2,139	$796	$819	$844	$869	$894
Operations (Base FY 2026)	$3,567	$4,287	$4,422	$4,562	$4,705	$4,854
Manpower Study	$0	$286	$535	$714	$736	$760
Chrome-6 O&M	$0	$0	$0	$446	$891	$919
Transfers Out to General Fund	$1,481	$3,393	$3,516	$3,644	$3,777	$3,914
Transfers to Capital Reserve	$0	$0	$1,500	$3,500	$1,500	$1,250
Total O&M	**$7,187**	**$8,762**	**$10,793**	**$13,708**	**$12,478**	**$12,591**
$ Change		$1,575	$2,031	$2,916	($1,231)	$113
% Change		21.9%	23.2%	27.0%	(9.0%)	0.9%

Debt Service

The Coachella Water Authority currently carries five debt and lease obligations with a combined annual debt service of approximately $1.45 million in FY 2025, declining over time as individual instruments mature. The largest single obligation is the Water Refunding Bonds 2022B, which retires in FY 2033 and was issued alongside the Water Refunding Bonds 2022A as part of a 2022 refinancing of prior water

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revenue bonds. The CWA also pays a Series 2020 Pension Obligation Bonds, which were issued to finance unfunded CalPERS liabilities. All three of these obligations carry both principal and interest components.

The fourth and final obligation is a Water System Lease, which carries a flat annual payment of approximately $142k, running through at least FY 2058. All existing obligations are funded entirely through rates, with no connection fee revenues assigned to debt service. The total remaining debt service across all instruments is approximately $21.5 million. Annual obligations remain relatively stable through FY 2032, then step down meaningfully after the 2022B bonds retire, falling to roughly $616K–$620K per year through the mid-2030s, and declining further thereafter as additional instruments mature.

Table 2-2
Annual Debt Service (000's)

Debt Obligation	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Series 2022A	$349	$353	$352	$350	$348	$351
Series 2022B	$764	$763	$761	$769	$770	$770
Series 2020	$194	$192	$192	$192	$192	$191
CWA Loan	$142	$142	$142	$142	$142	$142
Total Debt Service	**$1,449**	**$1,451**	**$1,447**	**$1,453**	**$1,452**	**$1,455**
$ Change		$2	($4)	$6	($1)	$3
% Change		0.1%	(0.3%)	0.4%	(0.0%)	0.2%

Planned Capital Improvements

CWA's capital improvement program can be categorized into three types:

- **Developer Funded Expansion:** The City maintains a list of projects that would expand the CWA's service are. These projects include transmission and distribution main extensions, new Wells, and new water storage facilities. The total estimated costs of these projects is approximately $100 million, and the timeline over which they may be completed extends past 2035. All of these projects would be Developer Funded, meaning that the City would not embark on them unless there was a commitment from a developer to fund 100% of the project cost, meaning none of these projects would incur a capital cost to the City's ratepayers. There will be some operational cost impacts resulting from these projects. However, given the uncertain timing for these projects, no additional operating costs have been included in this study. Therefore, NewGen's study does not include any additions to the revenue requirements attributable to Developer Funded expansion projects.
- **Connection Fee Funded Expansion**: The City has several projects planned that will be funded with Connection Fee revenues and/or reserves (Fund 177). As of the end of FY 2025, the City held approximately $10.8 million in Fund 177 reserves and anticipates an additional $6.1 million in Connection Fee revenue through FY 2031. This results in approximately $16.9 million in funds available for City funded expansion-related projects. The total estimated project cost for Connection Fee expansion projects is approximately $14.6 million, resulting in an estimated end of FY 2031 Fund 177 reserve balance of $2.2 million. Because these projects will be funded with Fund 177 reserves and revenues, they have no impact on the City's water ratepayers.
- **Rehabilitation of Existing Assets:** During the study period, the City has several rehabilitation projects planned, including the re-lining of a 3.6-million-gallon (MG) reservoir, aging pipeline

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replacement, well rehabilitation, and SCADA system upgrades. These projects are assumed to be PAYGO funded, i.e., funded with ratepayer revenues as they are completed. The revenue requirement impact of these projects is included in NewGen's rate forecasts.

Chromium-6 Capital Improvements

The City selected Alternative 2 from the PDR as the preferred method to treat Chromium-6. Alternative 2 is the lower-cost, smaller-footprint Reductive Chromium Filtration (RCF) treatment approach, using a higher hydraulic loading rate of 7 gpm/ft². The following improvements are required at each site:

- New well pump (2,000 gpm, size varies by site)
- One (1) reduction vessel: 8.0 ft diameter × 21 ft side shell horizontal baffled vessel
- 24 filtration vessels (vs. 32 in Alt. 1): 4 ft diameter × 5 ft tall vertical vessels on a 28 ft × 22 ft concrete slab
- Chemical feed & storage: 300-gal ferrous chloride tank and feed pump, sodium hypochlorite feed pump, chemical conduit and injection points (2×), static mixer
- Site fencing: New 8-ft CMU block wall with sliding gate

Some of the sites also have specific improvement needed, as summarized below

Table 2-3
Preliminary Site Specific Chromium-6 Improvement Summary

Well	Backwash	Tank	Notes
Well 11	Direct to Sewer	None	Demolish/replace existing fencing; reroute existing watermain
Well 12	EQ to Sewer	14,000-gal	Existing NaOCl storage sufficient
Well 16	EQ to Sewer	EQ Tank	New well pump TDH TBD
Well 17	EQ to Sewer	EQ tank	Highest loading rate of all sites
Well 18	Direct to Sewer	None	Smaller footprint vs. Alt. 1
Well 19	Backwash Recycle	Reclamation tank	No sewer connection needed; off-site sludge hauling required
Well 20	EQ to Sewer	24,000-gal	Infiltration basin; transformer; new building

Based on the improvements necessary at each site, the total capital costs for Chromium-6 improvements are shown in Table 2-4.

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Table 2-4
Summary of Chromium-6 Capital Costs (000's)

Well	Chrome-6 Capital
Well 11	$6,700
Well 12	$6,300
Well 16	$7,100
Well 17	$6,500
Well 18	$7,000
Well 19	$6,700
Well 20	$8,800
Design for all Wells	$5,000
Total	**$54,100**

Financing of Chromium-6 Improvements

Three primary funding pathways to funding the Chormium-6 improvements are available to the City:

Self-Funded (Revenue Bonds): The City can finance the full cost of improvements through the issuance of revenue bonds backed by water rate revenues. This approach results in the highest annual debt service cost and the largest corresponding impact on customer rates, as ratepayers bear 100% of the capital cost.

Drinking Water State Revolving Fund (DWSRF) – Low-Interest Loan: The DWSRF program, administered by the State Water Resources Control Board, provides low-interest loans (typically 1–2%) for qualifying drinking water infrastructure projects. A DWSRF loan would cover up to 100% of eligible project costs and would significantly reduce the City's annual debt service compared to conventional bond financing. However, it requires the City to demonstrate financial capacity, including adopted rates, before a complete financing package can be submitted.

DWSRF – Principal Forgiveness: As a Disadvantaged Community (DAC), the City of Coachella may qualify for principal forgiveness on a portion of its DWSRF loan, effectively converting part of the loan into a grant that does not need to be repaid. This represents the most favorable form of financial assistance available and could meaningfully reduce the total cost burden on ratepayers. Principal forgiveness is competitive and subject to availability of funding in each DWSRF cycle.

NewGen's rate study and financial model assume the City receives no grant funding and will self-fund 100% of the Chromium-6 capital costs through revenue bond debt service. This conservative assumption was necessary because the DWSRF application process requires adopted rates as a prerequisite, meaning the City cannot submit a complete financing package until a Proposition 218 process has been completed and new rates are in effect. Any principal forgiveness or favorable loan terms subsequently obtained would reduce the revenue requirement below what the adopted rates are designed to recover, providing the City with future financial flexibility.

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Miscellaneous Revenues

Each year, CWA records revenues other than those generated by its user rates. To determine the appropriate amount of rate revenue required each year, these revenues offset the total revenue requirement of the system. These revenues are as follows:

- **Groundwater Replenishment Revenue**: CWA receives payments for groundwater replenishment activities performed by CVWD which are then used to pay CVWD. This pass through revenue is budgeted at $550,000 in FY 2026 and $570,000 annually from FY 2027 onward, held flat thereafter throughout the study period.
- **Other Charges / Other Revenue**: Miscellaneous operating revenues, including other charges for service and other revenue line items, are projected at a combined $100,000 in FY 2026 and $72,500 per year from FY 2027 onward, reflecting items such as service charges and incidental fees not captured in base rate revenue.
- **Turn-On Fees:** Revenues from water service turn-on/reconnection fees were budgeted at $20,000 in FY 2026 and are projected at $21,500 annually from FY 2027 onward.
- **Interest Income:** Interest earnings on CWA fund balances are projected at $60,000 per year throughout the study period.

Table 2-5 summarizes the offsetting revenue forecast, which totals $729,000 per year from FY 2027 onward.

Table 2-5
Miscellaneous Revenue Forecast (000's)

Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Ground Water Replenishment	$550	$570	$570	$570	$570	$570
Other Charges / Revenues	$100	$72	$72	$72	$72	$72
Turn-On Fees	$20	$22	$22	$22	$22	$22
Interest Income	$0	$60	$60	$60	$60	$60
Total Misc. Revenue	**$670**	**$724**	**$724**	**$724**	**$724**	**$724**
$ Change		*$54*	*$0*	*$0*	*$0*	*$0*
% Change		*8.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

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Revenue Requirement Forecast

Given the operating and capital costs detailed in this report, NewGen developed the five-year revenue requirement forecast shown in Table 2-6 below.

Table 2-6
Revenue Requirement Forecast (000's)

Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Operating Costs	$7,187	$8,762	$10,793	$13,708	$12,478	$12,591
Existing Debt Service	$1,449	$1,451	$1,447	$1,453	$1,452	$1,455
Future Debt Service	$0	$0	$0	$0	$2,517	$2,517
PAYGO Capital	$0	$3,950	$2,700	$500	$0	$0
Total Rev. Req.	**$8,636**	**$14,163**	**$14,940**	**$15,661**	**$16,447**	**$16,563**
Less: Misc. Revenues	($670)	($724)	($724)	($724)	($724)	($724)
Net Rev. Req.	**$7,966**	**$13,439**	**$14,216**	**$14,937**	**$15,723**	**$15,839**
$ Change		*$5,473*	*$777*	*$721*	*$786*	*$116*
% Change		*68.7%*	*5.8%*	*5.1%*	*5.3%*	*0.7%*

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Section 3
COST OF SERVICE AND RATE DESIGN ANALYSIS

Proposition 218

California's Proposition 218, formally titled the "Right to Vote on Taxes Act," was approved by California voters on November 5, 1996, and became effective on November 6, 1996. The measure added Articles XIII C and XIII D to the California Constitution, significantly expanding the fiscal protections first established by Proposition 13 (1978) and later extended by Proposition 62 (1986). The measure fundamentally restructured the procedural and substantive requirements governing how local agencies including cities, counties, special districts, and water agencies may impose, extend, or increase property-related fees and charges. For water utilities, Proposition 218 represents the primary constitutional framework within which rates must be established and adjusted.

Scope and Applicability

Article XIII D applies to "property-related fees and charges", defined as any levy other than an ad valorem tax, special tax, or assessment imposed by an agency upon a parcel or upon a person as an incident of property ownership. Water, sewer, and solid waste service charges have been explicitly recognized by both the California Legislature and the courts as property-related fees subject to Article XIII D's requirements.

The provisions of Proposition 218 apply to all local agencies, as defined to include any county, city, city and county, school district, special district, authority, agency, and any other municipal public corporation or district. As a water agency, the Coachella Water Authority is fully subject to the requirements of Article XIII D in setting and adjusting its water service rates and charges.

Substantive Rate-Setting Requirements

Article XIII D, Section 6 establishes five substantive legal requirements that property-related fees and charges must satisfy. These requirements define the constitutional bounds of lawful rate-setting authority:

- Revenues shall not exceed the funds required to provide the property-related service. The total revenue collected from a fee or charge may not exceed the reasonable cost of providing the service for which the fee is imposed. This is commonly referred to as the "revenue sufficiency" or "cost-of-service" requirement.
- Revenues shall not be used for any purpose other than that for which the fee or charge was imposed. Rate revenues collected from water customers must be dedicated exclusively to the provision of water service and may not be diverted to general fund purposes or unrelated programs.
- The amount of a fee or charge imposed upon any parcel or person shall not exceed the proportional cost of the service attributable to the parcel. Individual rates must bear a reasonable relationship to the cost of serving each class of customer or parcel. This "proportionality" requirement underlines the cost-of-service methodology used in a properly structured rate study.

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- No fee or charge may be imposed for a service unless that service is used by, or immediately available to, the owner of the property in question. Rates may not be imposed on parcels that have no access to or use of the service.
- No fee or charge may be imposed for general governmental services including, but not limited to, police, fire, ambulance, or library services, where the service is available to the general public in substantially the same manner as it is to property owners. Water rates are clearly tied to a specific, metered service and are not implicated by this provision under normal circumstances.

These substantive requirements are central to the analytical framework of any rate study conducted under California law, and they directly inform the cost-of-service and rate design methodologies employed in this report.

The rate study presented in this report has been designed and conducted in full compliance with the requirements of Article XIII D of the California Constitution. The cost-of-service analysis allocates revenues and costs in a manner consistent with the proportionality requirement; rate revenues are structured to fund only those services provided to ratepayers; and the proposed rates do not exceed the reasonable cost of providing water service. Prior to adoption of any rates recommended herein, CWA will conduct the required Proposition 218 noticing and protest hearing process in accordance with applicable law, providing all affected parcel owners not less than 45 days' written notice and the opportunity to file written protests.

Cost of Service Process

The cost-of-service allocation is the analytical foundation of cost-based rate setting. The purpose of this analysis is to distribute the system's total revenue requirement among its customer classes in proportion to the costs each class imposes on the system. This methodology follows the industry-standard approach described in the American Water Works Association (AWWA) Manual of Water Supply Practices M1 — Principles of Water Rates, Fees, and Charges (Manual M1) and is widely recognized in utility ratemaking practice, including in legal and regulatory proceedings where the cost basis of rates is subject to scrutiny.

The allocation process consists of three steps: (1) functionalization of costs, (2) allocation of functionalized costs to demand components, and (3) distribution of costs to customer classes based on units of service. Each step is described in detail below.

Step 1: Functionalization of Costs

The first step is to assign the utility's total Test Year revenue requirement — comprising operating expenses (OPEX) and annualized capital costs (CAPEX) — to the discrete functions of the water system. A function represents a distinct operational activity or physical component of the system that serves a specific and identifiable purpose. Common water system functions include:

- **Supply & Treatment** — costs associated with pumping groundwater and treating it to meet regulatory and quality standards.
- **Transmission & Distribution** — costs associated with the pipe network that conveys water from treatment to the customer meter.
- **Meter Services** — costs associated with customer meters, including installation, maintenance, and replacement.

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- **Customer Service & Billing** — costs associated with customer accounts, meter reading, billing, collections, and related administrative functions.

For operating costs, functionalization is accomplished by reviewing each budget line item and attributing it to the function(s) it supports. For capital costs, functionalization is based on the Replacement Cost New Less Depreciation (RCNLD) of the utility's asset inventory, which values each asset category and assigns it to the appropriate system function. The result of this step is a complete accounting of the revenue requirement organized by system function rather than by budget category.

Step 2: Allocation of Functionalized Costs to Demand Components

Once costs have been organized by function, each function's costs are allocated to one or more demand components — also referred to as cost causation components. This step is the conceptual heart of the M1 methodology, as it links the cost of each function to the specific characteristic of customer demand that drives the need for that function.

Manual M1 identifies the following primary demand components for water service:

- **Base Demand** represents the cost of serving customers as if all demand were perfectly uniform throughout the year — that is, at the system's average daily demand rate. Functions whose costs are driven by average throughput rather than peaks are allocated primarily or entirely to this component. Source of supply and treatment costs, for example, are largely base-driven because the total volume of water produced over a year is the primary cost driver, regardless of when that water is delivered.
- **Maximum Day** (Extra Capacity) represents the cost of building and maintaining the additional capacity needed to meet the single highest-demand day of the year above the system average. Because a water system must be sized to meet peak conditions — not just average conditions — the infrastructure required to serve peak day demand represents a real and quantifiable cost increment above what would be needed to serve base demand alone. Distribution mains, inter-connect facilities, and a significant portion of storage capacity are typically allocated to this component, because these assets must be sized for peak day delivery.
- **Maximum Hour** (Extra Capacity) represents the cost of capacity required to meet the peak hour of demand — the single highest hourly demand experienced system-wide, typically during a summer morning. This demand layer, which sits atop the maximum day demand, drives the sizing of local distribution lines, booster pumping stations, and pressure zone storage. The extra capacity above maximum day requirements is allocated here.
- **Customer Service** represents costs that are incurred on a per-account basis, independent of how much water a customer uses or when they use it. Billing and collection, meter reading, customer service staffing, and meter infrastructure costs fall into this component. These costs are driven by the number of customer accounts (connections), not by volume or peak demand.

The allocation of each function to these demand components requires professional judgment grounded in an understanding of utility engineering and operations. Many functions are allocated across multiple components in proportion to how their costs are driven by each demand characteristic. For example, treatment costs may be allocated across base and maximum day components in recognition that treatment serves both purposes. The goal is to ensure that every dollar of cost is traced to the demand characteristic that causes it.

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Step 3: Distribution of Costs to Customers

With the total revenue requirement now organized by demand component, the final step is to allocate each component's costs to customers in proportion to their contribution to that component of system demand. This is accomplished through the development of units of service for each demand component. Note that the City currently does not charge different rates by customer class. NewGen is not recommending that they do so. For the purpose of this step in the cost of service, each cost/demand component is calculated on a system wide basis.

Units of service are measurable, data-based representations of each class's demand on the system. They are derived from billing records, meter data, and system operating data, and are developed consistently for the system as a whole. The following units of service correspond to each demand component:

- **Customer** component units of service are each class's share of total system connections, typically expressed in equivalent meter units (EMUs) that weight larger meters to reflect their greater potential instantaneous demand and associated service complexity.
- **Base** component units of service are each class's share of total system average day demand, expressed in million gallons per day (MGD). A class that accounts for 45% of system average day consumption is allocated 45% of base component costs.
- **Maximum Day** component units of service are each class's share of the system's peak day demand in excess of average day demand. Classes with high seasonal or daily demand variability — such as irrigation customers — will exhibit higher peaking factors and therefore contribute disproportionately to maximum day demand relative to their average usage. These classes are accordingly allocated a greater share of maximum day costs.
- **Maximum Hour** component units of service are each class's share of the system's peak hourly demand in excess of maximum day demand. Peak hour contributions are similarly driven by demand variability patterns, and classes with the most pronounced intra-day peaks bear a proportionally greater share of maximum hour costs.

The allocation of costs to customer is the mathematical intersection of the unit cost for each demand component (total component cost ÷ total system units of service for that component) and component's units of service. The result is a dollar-denominated cost of service for each demand component. The sum across all components represents the total cost the system incurs in providing service for that component during the Test Year.

This cost allocation does not predetermine rate levels; rather, it establishes the cost-based benchmark against which existing revenues can be compared and against which proposed rates can be designed and evaluated.

The transparency and rigor of this three-step process (functionalization, allocation to demand components, and distribution by units of service) is what gives the M1 methodology its legal and regulatory credibility. Each cost is traceable from the revenue requirement through to the customer class that causes it, ensuring that rates reflect the actual cost of service rather than arbitrary or cross-subsidized determinations.

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Test Year

The cost-of-service Test Year is set to FY 2030 to account for Chromium-6 debt service and operating costs.

Functionalization

Table 3-1 shows the results of NewGen's cost of service study functionalization of the forecasted FY 2030 Test Year. Detail supporting the functionalization is provided in Appendix B. The dollar amounts shown in Tables 3-1 through 3-4 establish the relative allocation of costs among functions and demand components; they are used to derive the allocation percentages applied to the FY 2030 revenue requirement and do not themselves sum to the revenue requirement recovered from rates.

Table 3-1
Test Year Functionalization

FY 2030 Revenue Requirement	$	%
Transmission/Distribution	$2,973,500	18.9%
Supply/Treatment	$5,332,830	33.9%
Customer	$1,077,967	6.9%
Meter	$1,751,675	11.1%
Chrome 6 Treatment	$4,587,089	29.2%
Total TY 2030	**$15,723,061**	**100.0%**

Allocation

NewGen allocated the Test Year 2030 functionalized revenue requirement to fixed and variable components as summarized in Table 3-2. Detail supporting the allocations are provided in Appendix C.

Table 3-2
Test Year Allocation

	Total	Fixed Charge		Variable Charge		
Component		**Customer**	**Meter Services**	**Base**	**Max Day**	**Max Hour**
Transmission/Distribution	$2,973,500	$0	$0	$1,123,291	$363,459	$1,486,750
Supply/Treatment	$5,332,830	$0	$0	$4,029,136	$1,303,694	$0
Customer	$1,077,967	$1,077,967	$0	$0	$0	$0
Meter	$1,751,675	$0	$1,751,675	$0	$0	$0
Chrome 6 Treatment	$4,587,089	$0	$0	$3,465,703	$1,121,385	$0
Total Test Year	**$15,723,061**	**$1,077,967**	**$1,751,675**	**$8,618,130**	**$2,788,538**	**$1,486,750**
% Allocation		***6.9%***	***11.1%***	***54.8%***	***17.7%***	***9.5%***

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Distribution

The City does not differentiate between customer classes in its rate structure. NewGen is recommending that the City continue to have a single rate structure that applies to all customers with a fixed, meter-sized component and a variable usage-based component. Therefore, the final step in the cost of service is to assign fixed and variable costs to meters and billed volumes.

Assignment of Costs to Monthly Charges

Table 3-3 shows the detail supporting the distribution of fixed costs to customer meters. There are two components to the monthly fixed costs:

- Customer related costs are assigned on a per-meter basis that is the same for all meter sizes, reflecting the fact that customer related costs such as billing, customer service, postage, and administrative costs do not depend on the size of a customer's meter.
- Meter related costs are scaled by each meter's capacity to reflect that these costs are associated with the level of service (i.e., capacity) provided to each meter. These costs are fixed, but they scale with the potential flow that each meter is capable of pulling from the system.[1]

Table 3-3
Fixed Charge Calculation

	Customer		Meter		Total Fixed Charge
Cost	**$1,077,967**		**$1,751,675**		
Basis	Per Bill		Meter Flow Capacity		
Fee per	$10.37		$12.65		
Meter Size (inches)	Ratio	Fee per	Ratio	Fee per	Total Fee
¾	1.00	$10.37	1.00	$12.65	$23.02
1	1.00	$10.37	1.67	$21.08	$31.45
1 ½	1.00	$10.37	3.33	$42.15	$52.52
2	1.00	$10.37	5.33	$67.45	$77.82
3	1.00	$10.37	11.67	$147.54	$157.91
4	1.00	$10.37	20.00	$252.93	$263.30
6	1.00	$10.37	45.00	$569.09	$579.46
8	1.00	$10.37	53.33	$674.47	$684.84

Assignment of Costs to Volumetric Rates

NewGen developed volumetric rates as an increasing three-tier block rate, with each tier priced to reflect the marginal cost of the system capacity required to serve demands at that level. The rate design follows the AWWA Manual M1 base/extra capacity cost allocation methodology, which organizes total system costs into three functional components — Base, Max Day, and Max Hour — and assigns those costs to tiers in proportion to the hydraulic demand obligations associated with each tier.

[1] Flow ratios are based on AWWA flow ratios provided in AWWA Manual M1, Table C-2 at page 340, C715 Electro-magnetic and Ultrasonic Type, Type I.

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Base costs represent the infrastructure and operations required to meet continuous average-day demand. Because every unit of water delivered draws on this base capacity, the Base cost component is recovered uniformly across all three tiers at a flat per-unit rate.

Max Day costs represent the additional capacity CWA must maintain to meet peak daily demands above the annual average. This capacity is not utilized year-round; it is sized for the highest single-day demand the system must be capable of serving. Customers consuming at this level drive the need for this peak capacity, so the Max Day cost is assigned across tiers at rates that increase in proportion to CWA's system-wide Max Day peaking factor.

Max Hour costs represent the further increment of capacity required to meet peak hourly demands above the Max Day level. This is the most expensive and least-utilized tier of capacity in the system. Because only the highest-use customers drive hourly peaking requirements, the Max Hour cost component is assigned in proportion to the Max Hour peaking factor, which results in the most pronounced cost differential at Tier 3.

The tier multipliers applied to the Max Day and Max Hour components are derived directly from CWA's observed demand characteristics. The system's Max Day demand equals 1.3236 times the Average Day demand, and Max Hour demand equals 2.6471 times the Average Day. These ratios become the relative cost weights applied to Tier 2 and Tier 3, respectively, such that the rate structure reflects the proportional capacity burden each tier of consumption imposes on the system. The detailed derivation of these peaking ratios and the underlying billing determinants supporting the tier volume assignments are presented in Appendix D.

The resulting FY 2030 revenue requirement allocated to each cost component, and the final rates produced by this allocation, are shown in the tables below.

Table 3-4
Summary of Variable Charge Cost Components

	Test Year Cost of Service
Base	$8,618,130
Max Day	$2,788,538
Max Hour	$1,486,750
Total	**$12,893,419**

Table 3-5
Test Year Volumetric Tiers

Tier	Usage	Test Year Volume	%
Tier 1	0 – 8 HCF/month	760,326	23.9%
Tier 2	9 – 17 HCF/month	619,684	19.5%
Tier 3	Over 17 HCF/month	1,802,079	56.6%
Total		**3,182,089**	100.0%

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Table 3-6
Test Year Rate Calculation

Cost Component	Tier 1	Tier 2	Tier 3
Base	$2.71	$2.71	$2.71
Max Day	$0.44	$0.58	$1.16
Max Hour	$0.23	$0.31	$0.62
Final Rate ($/HCF)	**$3.38**	**$3.60**	**$4.49**

The Tier 2 rate exceeds the Tier 1 rate by approximately 6.4 percent, reflecting the additional Max Day and Max Hour capacity costs attributable to mid-range demand. The Tier 3 rate exceeds Tier 1 by approximately 32.8 percent, capturing the full cost of providing peak hourly capacity to the highest-use customers. Each tier's rate recovers only its proportional share of actual system costs, consistent with the requirements of Proposition 218 and the cost-of-service principles established in AWWA Manual M1.

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Section 4
CASH FLOW AND FUND BALANCE FORECASTS

The rates developed by NewGen result in the financial sustainability of the City's water system based on forecasted cash flows, reserves, and debt service coverage as described below.

Cost of Service Based Rates Forecast

Because the cost of service analysis shown in Section 3 was developed based on a Test Year 2030 revenue requirement, reflecting the future cost structure of the City's water system, those allocation percentages can be applied to the revenue requirement of each fiscal year in NewGen's five-year forecast. In this manner, the rates developed in each fiscal year reflect the underlying cost of service analysis developed for the Test Year. Table 4-1 demonstrates the calculation of each fiscal year's rates based on the cost-of-service analysis described in this report for Test Year 2030.

Table 4-1
Cost of Service Based Rate Forecast - Monthly

	Effective January 1, 2027	Effective January 1, 2028	Effective January 1, 2029	Effective January 1, 2030	Effective January 1, 2031
Monthly Meter Charge					
¾	$19.67	$20.81	$21.87	$23.02	$23.19
1	$26.88	$28.43	$29.88	$31.45	$31.68
1 ½	$44.89	$47.49	$49.90	$52.52	$52.91
2	$66.51	$70.36	$73.93	$77.82	$78.39
3	$134.97	$142.77	$150.02	$157.91	$159.07
4	$225.04	$238.06	$250.14	$263.30	$265.23
6	$495.27	$523.91	$550.50	$579.46	$583.72
8	$585.34	$619.19	$650.62	$684.84	$689.88
Volumetric Rate per HCF					
Tier 1: 0 – 8 HCF	$2.89	$3.06	$3.21	$3.38	$3.41
Tier 2: 9 – 17 HCF	$3.08	$3.25	$3.42	$3.60	$3.63
Tier 3: Over 17 HCF	$3.84	$4.06	$4.27	$4.49	$4.52

Reserve Analysis

Reserves are the financial foundation of a sustainable utility. As the AWWA Rates and Charges Committee states in its 2018 Cash Reserve Policy Guidelines whitepaper, "the level of reserves maintained by a utility is an important component of short and long-term financial management, and is a key consideration in the rate-setting process." Without adequate reserves, a utility is exposed to unplanned service

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disruptions, budget shortfalls during revenue downturns, emergency capital outlays, and debt covenant violations, which can harm service delivery and creditworthiness.

For CWA, reserves serve a particularly important role given the significant capital investment horizon ahead, including the Chromium-6 improvements, ongoing CIP needs, and the scale of transmission and storage infrastructure in the system.

Multiple national organizations publish reserve adequacy guidelines, and NewGen used these as the benchmarking framework for CWA. The principal guidance sources are:

American Water Works Association (AWWA)

AWWA's guidance frames reserves in terms of purpose rather than a single metric, recognizing that utilities should maintain: (1) an operating reserve to buffer revenue volatility and cash timing mismatches; (2) a capital/renewal and replacement reserve to fund infrastructure repair and replacement on a pay-as-you-go (PAYGO) basis; and (3) a debt service reserve when bonds are outstanding. AWWA does not prescribe a single minimum number of days but instead encourages utilities to establish policies tailored to their risk profile, system age, and capital needs.

Government Finance Officers Association (GFOA)

GFOA recommends that governments and utilities maintain a minimum unrestricted operating reserve equal to no less than 45 days of total annual operating expenses. This is one of the more commonly cited hard-floor benchmarks in municipal utility rate-setting. At CWA's FY 2026 budgeted total expenditure level of approximately $10 million, 45 days of total expenses translates to roughly $1.2–$1.4 million in minimum operating reserves.

Water Environment Federation (WEF)

WEF recommends a range of 30 to 90 days of O&M costs, which reflects the wider variability in utility size, system complexity, and service area characteristics. For a system with CWA's approximate annual O&M cost profile, the WEF range produces a minimum floor of roughly $900,000 to $2.7 million.

International City/County Management Association (ICMA)

ICMA recommends reserves equal to 30 to 60 days of total expenses, which for CWA produces an estimated range of approximately $800,000 to $1.6 million.

The table below summarizes these benchmarks as they apply to CWA based on its current expenditure levels:

Table 4-2
Reserve Policy Guideline Summary

Association	Basis	Range for CWA
AWWA	Risk-adjusted, multi-fund framework	Policy-dependent
GFOA	45 days of total expenses	$1.2 – $1.4M
WEF	30–90 days of O&M	$0.9 – $2.7M
ICMA	30–60 days of total expenses	$0.8 – $1.6M

NewGen's approach is consistent with industry best practice and provides transparency to ratepayers and governing boards. The reserve categories NewGen modeled for CWA are an Operating and Capital reserve.

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Operating Reserve

This reserve covers cash timing mismatches, unexpected O&M cost spikes, or a short-term shortfall in rate revenues (e.g., due to an unusually dry or wet year affecting demand). NewGen targets this reserve at a level equivalent to 90 days of total annual operating expenses. This is a moderate, defensible position that does not overburden ratepayers with excess reserve accumulation while still meeting all industry minimum thresholds.

Capital Project Reserve

For major capital improvements not funded by debt or grants, CWA may accumulate a capital project reserve. This reserve is distinct from R&R and is intended to pre-fund project construction costs or to reduce the amount of debt issuance needed, thus lowering long-term interest expense. NewGen targets this reserve at a level equivalent to 30 days of average PAYGO capital projects over a ten-year horizon.

Debt Service Coverage Ratio

The Debt Service Coverage Ratio (DSCR) measures a utility's ability to meet its annual debt obligations from operating revenues. It is calculated as:

Net Revenues Available for Debt Service ÷ Total Annual Debt Service Requirements

Net revenues are determined by taking total operating revenues and subtracting operating and maintenance (O&M) expenses (excluding the Government/General Fund administrative transfer in CWA's case). The resulting figure represents the cash available to cover principal and interest payments on outstanding debt.

Table 4-3
Cash Flow Forecast at Recommended Rates (000's)

Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Total Revenues	$7,289	$10,753	$14,551	$15,301	$16,054	$16,505
Total Expenses	$8,636	$14,163	$13,440	$14,161	$14,947	$15,313
Contribution to Reserves	$0	$0	$1,500	$1,500	$1,500	$1,250
Total Rev. Req.	$8,636	$14,163	$14,940	$15,661	$16,447	$16,563
Water Fund Cash Flow	($1,347)	($3,410)	$1,111	$1,140	$1,107	$1,192
Beginning Fund Balance	$6,423	$5,077	$1,667	$2,778	$3,918	$5,025
Net Cash Flow	($1,347)	($3,410)	$1,111	$1,140	$1,107	$1,192
Ending Fund Balance	$5,076	$1,667	$2,778	$3,918	$5,025	$6,217
Recommended Balance	$1,827	$2,215	$2,716	$3,435	$3,132	$3,159
Over / (Under)	$3,249	($548)	$62	$483	$1,893	$3,058
DSCR (1.10x Required)	0.07x	1.37x	3.63x	2.13x	1.28x	1.30x

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Section 5
CUSTOMER BILL IMPACTS

The rates NewGen has calculated will have different impacts on different customers within the City's service area depending on their meter size and their level of monthly usage. This section demonstrates the changes in sample customer bills and how the City's typical residential water bill will compare to other regional utilities in FY 2028.

Sample Customer Bills

Table 5-1 shows the changes in bills resulting from NewGen's recommendations for the average customer in six categories:

Table 5-1
Sample Customer Bills

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
SFR						
Average Use - 21 HCF	$45.30	$85.83	$90.80	$95.41	$100.42	$101.16
3/4" Meter	*$ Change*	*$40.53*	*$4.96*	*$4.61*	*$5.02*	*$0.74*
	% Change	*89.5%*	*5.8%*	*5.1%*	*5.3%*	*0.7%*
MFR						
Average Use - 27 HCF	$54.30	$108.86	$115.16	$121.00	$127.37	$128.30
3/4" Meter	*$ Change*	*$54.56*	*$6.30*	*$5.84*	*$6.37*	*$0.94*
	% Change	*100.5%*	*5.8%*	*5.1%*	*5.3%*	*0.7%*
Commercial (Low)						
Average Use - 58 HCF	$103.35	$227.84	$241.01	$253.24	$266.57	$268.53
3/4" Meter	*$ Change*	*$124.49*	*$13.18*	*$12.23*	*$13.32*	*$1.96*
	% Change	*120.5%*	*5.8%*	*5.1%*	*5.3%*	*0.7%*
Commercial (Medium)						
Average Use - 142 HCF	$268.17	$597.06	$631.59	$663.64	$698.55	$703.69
2" Meter	*$ Change*	*$328.89*	*$34.53*	*$32.06*	*$34.91*	*$5.13*
	% Change	*122.6%*	*5.8%*	*5.1%*	*5.3%*	*0.7%*
Commercial (High)						
Average Use - 369 HCF	$642.72	$1,468.27	$1,553.18	$1,632.01	$1,717.86	$1,730.49
2" Meter	*$ Change*	*$825.55*	*$84.91*	*$78.83*	*$85.85*	*$12.63*
	% Change	*128.4%*	*5.8%*	*5.1%*	*5.3%*	*0.7%*

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Table 5-1
Sample Customer Bills

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Institutional						
Average Use - 50 HCF	$116.37	$243.97	$258.08	$271.18	$285.44	$287.54
2" Meter	*$ Change*	*$127.60*	*$14.11*	*$13.10*	*$14.27*	*$2.10*
	% Change	*109.7%*	*5.8%*	*5.1%*	*5.3%*	*0.7%*

Regional Bill Comparison

NewGen developed a side-by-side comparison of CWA's typical monthly residential water bill against 18 neighboring and regionally comparable water utilities in Southern California. Bills are calculated at a usage level of 21 HCF (approximately 15,709 gallons) per month for a 3/4-inch meter, allowing for an apples-to-apples comparison across agencies with differing rate structures, billing frequencies, and rate units. Table 5-2 summarizes the population and effective date of the rates used in the comparison.

Table 5-2
Regional Water Agencies

	Population Served	Rates Effective
City of Coachella (Current FY 2026)	43,590	Jul 2015
City of Coachella (Estimated FY 2028)	43,590	Jul 2027
Indio Water Authority	93,057	Jan 2028
Coachella Valley Water District	320,000	Jul 2025
Beaumont-Cherry Valley Water District	58,463	Jan 2028
City of Norco	25,398	Jul 2027
Mission Springs Water District	43,200	Feb 2026
City of Blythe	18,045	Jan 2026
City of Riverside	318,858	Jul 2027
City of San Jacinto	55,440	Jul 2023
Jurupa Community Services District	35,000	Jan 2028
Temescal Valley Water District	21,150	Jul 2025
Desert Water Agency	72,000	Jan 2028
Rancho Water District	150,000	Jan 2027
Indian Wells Valley Water District	30,000	Jan 2026
City of Corona	160,238	Jan 2026
City of Banning	31,680	Jan 2027
City of Hemet	92,368	Jan 2025
Elsinore Valley Water District	156,030	Jul 2027
Eastern Municipal Water District	651,000	Jan 2027

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The figure below shows the cost of one month of water service for a single-family residential customer with a ¾" meter using 21 HCF of service in each jurisdiction.

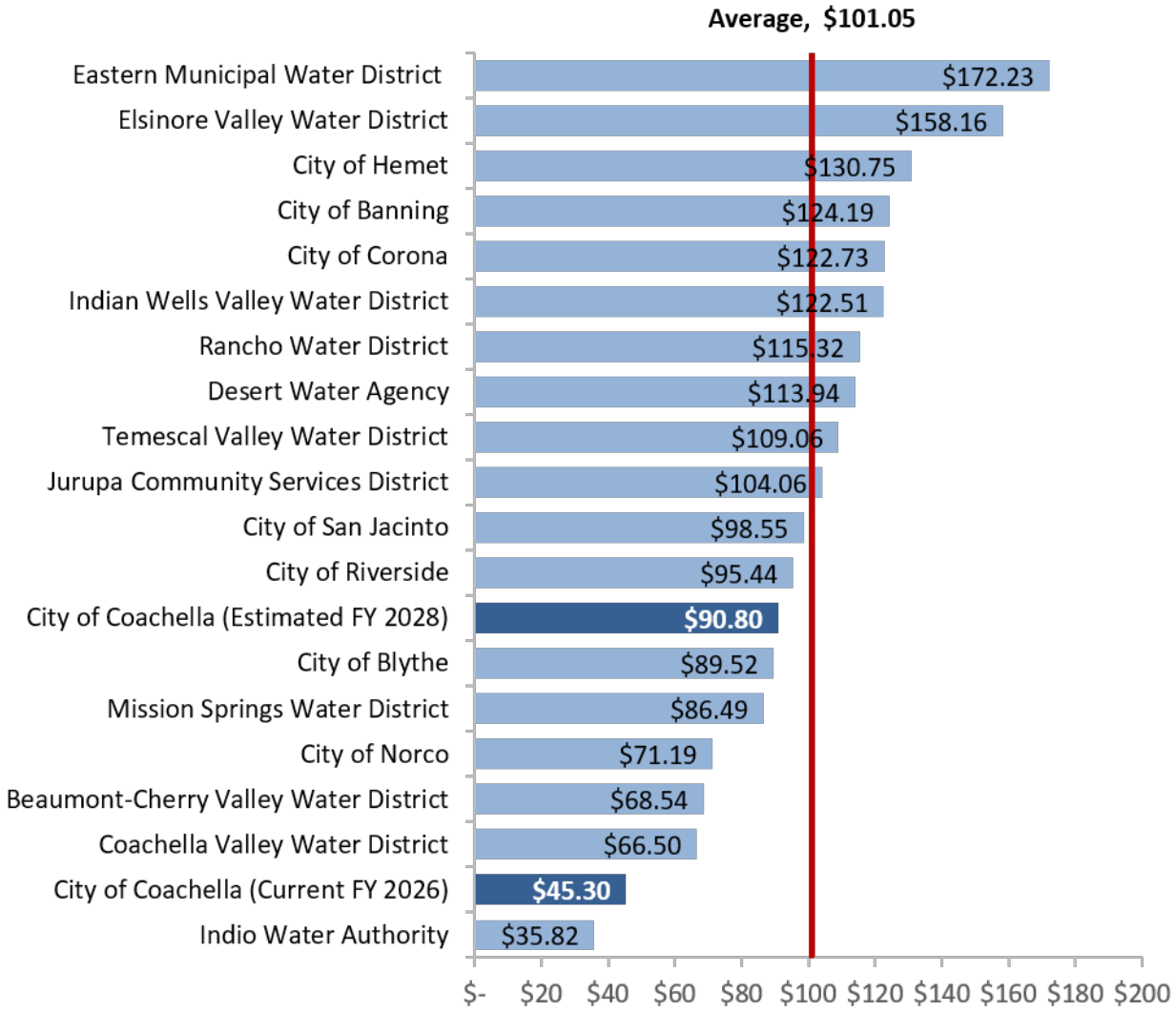


Figure 5-1: Regional Bill Comparison (FY 2028 Rates)

Each agency's bill is constructed from its published rate schedule, including fixed meter/service charges, any supplemental fixed charges (e.g., Elsinore Valley's Capital Replacement Charge, Indian Wells Valley's Arsenic Compliance surcharge), and tiered or flat volumetric charges applied at the typical residential meter size of ¾" and usage level of 21 HCF. Bills are converted to a monthly equivalent regardless of each agency's actual billing frequency (monthly, bimonthly, etc.). Rate sources are published rate schedules, with effective dates ranging from January 2025 through January 2028, reflecting the most current available rates at the time of the study.

At a usage level of 21 HCF per month, CWA's estimated FY 2028 bill of $90.80 remains below the $101.55 average of all bills shown in Figure 5-1, which includes CWA's own current and estimated bills; excluding CWA, the average across the 18 comparison agencies is $104.72. Twelve of the 18 agencies charge more than CWA's estimated FY 2028 bill for the same level of service. CWA's current FY 2026 bill of $45.30 is the second lowest in the comparison group, behind only Indio Water Authority.

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Section 6
FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS

CWA's existing water rates are not sufficient to recover the cost of providing water service. The Authority must fund a $54.1 million Chromium-6 treatment mandate alongside its ongoing operating and capital needs, and at current rates the water fund produces a debt service coverage ratio of 0.07x in FY 2026 — below the 1.10x required by the Authority's bond covenants. NewGen concludes that the five-year, cost-of-service-based rate schedule presented in Section 4 is sufficient to fund the Authority's revenue requirement, restore debt service coverage, and maintain reserves at recommended levels, and recommends that CWA initiate a Proposition 218 process to adopt it.

Findings

- **Revenue requirement.** The Authority's net revenue requirement grows from $8.0 million in FY 2026 to $15.8 million in FY 2031. The increase is front-loaded: net revenue requirement rises 68.7% in FY 2027 as PAYGO capital spending begins and operating costs step up, then changes by 5.8%, 5.1%, 5.3%, and 0.7% in the four years that follow.
- **Chromium-6 compliance is the principal cost driver.** Treating seven groundwater wells — Wells 11, 12, 16, 17, 18, 19, and 20 — under the selected Alternative 2 Reductive Chromium Filtration approach carries an estimated $54.1 million capital cost. Well 20 remains an expansion project and will be funded through the growth fund, but otherwise the financial plan assumes the Authority self-funds 100% of the construction cost through revenue bonds, adding approximately $2.5 million of annual debt service beginning in FY 2030.
- **Current rates do not satisfy the debt service coverage requirement.** At FY 2026 rates, coverage is 0.07x against a 1.10x covenant requirement. Under the recommended rates, coverage returns to 1.37x in FY 2027 and remains at or above 1.25x in every year of the forecast.
- **Reserves are adequate under the recommended plan, but thin in FY 2027.** The ending water fund balance declines from $5.1 million in FY 2026 to $1.7 million in FY 2027 — $548,000 below the recommended minimum — before recovering to $6.2 million by FY 2031. The Authority meets or exceeds its recommended reserve balance in every year of the forecast after FY 2027.
- **Costs are allocated to customers in proportion to the demands they place on the system.** Applying the cost of service analysis to the Test Year 2030 net revenue requirement of $15.7 million allocates 54.8% of costs to Base, 6.9% to Customer, 17.7% to Max Day, 11.1% to Meter, and 9.5% to Max Hour. These allocations support the continued use of meter-size-based fixed charges and a three-tier volumetric rate structure.
- **Bill impacts are concentrated in the first year of the plan.** A single-family residential customer with a ¾-inch meter using 21 HCF per month sees a monthly bill move from $45.30 to $85.93 effective January 1, 2027, then increase by 5.8%, 5.1%, 5.3%, and 0.7% in the following years, reaching $101.16 in FY 2031. First-year increases for other customer categories range from 89.5% for single family residential to 128.4% for high-use commercial.

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- **CWA remains competitively priced within the region.** At 21 HCF per month, the Authority's estimated FY 2028 bill of $85.93.70 is below the $104.72 average of the 18 comparison agencies surveyed, and 12 of those 18 agencies charge more than CWA would for the same level of service.

Conclusions

The recommended rates are sufficient to fund the Authority's water system. Over the FY 2027–FY 2031 forecast period, the rate schedule in Table 4-1 generates revenue adequate to cover operating and maintenance costs, existing and future debt service, and the pay-as-you-go portion of the capital improvement program, while restoring debt service coverage above the 1.10x covenant requirement and holding fund balances at or above recommended reserve levels in every year after FY 2027.

The rates are cost-based and defensible under Proposition 218. Rates were derived by functionalizing the revenue requirement, allocating functionalized costs to demand components, and distributing those costs to customer classes in proportion to the demands each class places on the system. The resulting fixed charges recover customer- and meter-related costs, and the three-tier volumetric rates recover base, maximum day, and maximum hour costs from the customers who cause them. No class is charged more than the proportional cost of providing service to it, consistent with the substantive requirements of Article XIII D, Section 6.

The financing assumption underlying these rates is deliberately conservative. The financial plan assumes CWA receives no grant or subsidized financing and funds the entire $54.1 million Chromium-6 program with revenue bonds. This assumption was necessary because the Drinking Water State Revolving Fund application process requires adopted rates before a complete financing package can be submitted. If the Authority subsequently secures a DWSRF loan, or principal forgiveness available to it as a Disadvantaged Community, the actual revenue requirement will fall below the level the adopted rates are designed to recover — providing financial flexibility rather than a shortfall.

The magnitude of the FY 2027 adjustment reflects deferred cost recovery, not an uncompetitive rate structure. Even after the first-year increase, CWA's bills remain below the regional average, and the Authority moves from among the lowest-priced agencies surveyed to a position nearer the middle of the group.

Recommendations

Based on the findings and conclusions above, NewGen recommends that the Coachella Water Authority take the following actions:

- **Adopt the five-year rate schedule presented in Table 4-1.** The schedule sets fixed monthly service charges by meter size and three-tier volumetric rates effective January 1 of each year from 2027 through 2031. Adoption of the full five-year schedule provides revenue stability and avoids the cost and delay of repeating the notice process annually.
- **Initiate the Proposition 218 notice and protest process without delay.** Written notice must be mailed to all affected property owners and customers of record at least 45 days before the public hearing. Because rates must be adopted before the Authority can submit a complete DWSRF financing package, the timing of this process directly affects the Authority's access to low-cost capital.

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- **Pursue DWSRF financing, including principal forgiveness, once rates are adopted.** As a Disadvantaged Community, CWA may qualify for principal forgiveness that would convert a portion of the loan into a grant. Any low-interest financing or principal forgiveness obtained would reduce debt service below the level assumed in this study and should be reflected in the next rate study update.
- **Formally adopt a reserve policy.** NewGen recommends an operating reserve target of 90 days of operating expenses and a capital project reserve target of 30 days of the average annual pay-as-you-go capital spending over the next ten years. Codifying these targets supports the Authority's credit position and provides an objective standard against which future rate adjustments can be measured.
- **Monitor financial performance annually and update the rate study within five years.** The Authority should compare actual revenues, expenses, and fund balances against the forecast each year, and should revisit the study sooner if the scope, schedule, or financing terms of the Chromium-6 program change materially, or if water sales diverge significantly from projected demand.
- **Pair the rate adjustment with customer outreach and assistance.** Given the magnitude of the FY 2027 increase, NewGen recommends the Authority communicate the regulatory basis for the Chromium-6 program in advance of the public hearing and evaluate a customer assistance program for low-income households, funded from a source other than water rate revenue.

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Appendix A
Test Year Rate Calculations

Table A-1
Test Year Rate Calculation – $10 million Grant Funding

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Monthly Meter Charge					
¾	$20.69	$21.89	$23.00	$23.25	$23.43
1	$28.27	$29.91	$31.42	$31.76	$32.01
1 ½	$47.22	$49.95	$52.49	$53.05	$53.46
2	$69.96	$74.01	$77.76	$78.60	$79.20
3	$141.97	$150.18	$157.80	$159.50	$160.72
4	$236.71	$250.40	$263.11	$265.95	$267.98
6	$520.95	$551.07	$579.04	$585.29	$589.77
8	$615.69	$651.30	$684.35	$691.74	$697.03
Volumetric Rate per HCF					
Tier 1: 0 – 8 HCF/month	$2.85	$3.01	$3.17	$3.20	$3.22
Tier 2: 9 – 17 HCF/month	$3.03	$3.21	$3.37	$3.41	$3.44
Tier 3: Over 17 HCF/month	$3.80	$4.02	$4.22	$4.27	$4.30

Table A-2
Test Year Rate Calculation - $25 million Grant Funding

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Monthly Meter Charge					
¾	$22.44	$23.74	$24.94	$23.64	$23.84
1	$30.66	$32.43	$34.08	$32.31	$32.57
1 ½	$51.20	$54.16	$56.91	$53.96	$54.40
2	$75.86	$80.25	$84.32	$79.94	$80.59
3	$153.94	$162.84	$171.11	$162.22	$163.54
4	$256.67	$271.52	$285.30	$270.48	$272.69
6	$564.88	$597.55	$627.87	$595.27	$600.13
8	$667.61	$706.22	$742.06	$703.53	$709.27
Volumetric Rate per HCF					
Tier 1: 0 – 8 HCF/month	$2.78	$2.94	$3.08	$2.92	$2.95
Tier 2: 9 – 17 HCF/month	$2.96	$3.14	$3.29	$3.12	$3.15

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Tier 3: Over 17 HCF/month	$3.74	$3.95	$4.15	$3.94	$3.97

Table A-3
Test Year Rate Calculation - $50 Million Grant Funding

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Monthly Meter Charge					
¾	$22.41	$24.51	$24.91	$25.79	$25.60
1	$30.62	$33.49	$34.03	$35.24	$34.97
1 ½	$51.14	$55.94	$56.84	$58.86	$58.41
2	$75.76	$82.87	$84.21	$87.20	$86.54
3	$153.74	$168.17	$170.89	$176.94	$175.60
4	$256.34	$280.41	$284.94	$295.03	$292.79
6	$564.15	$617.11	$627.08	$649.30	$644.37
8	$666.75	$729.35	$741.13	$767.38	$761.56
Volumetric Rate per HCF					
Tier 1: 0 – 8 HCF/month	$2.52	$2.75	$2.80	$2.90	$2.88
Tier 2: 9 – 17 HCF/month	$2.70	$2.95	$3.00	$3.11	$3.08
Tier 3: Over 17 HCF/month	$3.44	$3.76	$3.82	$3.96	$3.93

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Appendix B
Functionalization Detail

Functionalization

Account Number	Account Description	Test Year (FY 2030)	Functionalization Factors	Transmission/Distribution	Supply/Treatment	Customer	Meter	Chrome 6 Treatment
Water Authority Expenses								
Fund 178 - Water Utility								
Administration								
178-21-115-10-110-000	Regular employees	$ 236,491	100% Customer	$ -	$ -	$ 236,491	$ -	$ -
178-21-115-10-114-000	Benefit and leave cash-in	41,739	100% Customer	-	-	41,739	-	-
178-21-115-10-117-000	Stand-by time/overtime	16,473	100% Customer	-	-	16,473	-	-
178-21-115-10-120-000	Temporary/part-time employees	32,946	100% Customer	-	-	32,946	-	-
178-21-115-10-132-000	Other benefits	3,618	100% Customer	-	-	3,618	-	-
178-21-115-10-210-000	Employer's share of group insurance	49,067	100% Customer	-	-	49,067	-	-
178-21-115-10-220-000	Payroll tax deductions	3,906	100% Customer	-	-	3,906	-	-
178-21-115-10-230-000	PERS contributions	19,010	100% Customer	-	-	19,010	-	-
178-21-115-10-310-000	Official/administrative	43,883	100% Customer	-	-	43,883	-	-
178-21-115-10-332-002	City Attorney Services-special services	21,395	100% Customer	-	-	21,395	-	-
178-21-115-10-334-000	Other professional/contract services	213,951	100% Customer	-	-	213,951	-	-
178-21-115-10-334-001	Merchant Account Fees	50,466	100% Customer	-	-	50,466	-	-
178-21-115-10-530-000	Communications	16,456	100% Customer	-	-	16,456	-	-
178-21-115-10-540-000	Advertising	35,107	100% Customer	-	-	35,107	-	-
178-21-115-10-580-000	Meetings, conferences and travel	10,971	100% Customer	-	-	10,971	-	-
178-21-115-10-610-000	General supplies	13,342	100% Customer	-	-	13,342	-	-
178-21-115-10-611-000	Minor Equip, Furnit, <5,000	5,000	100% Customer	-	-	5,000	-	-
178-21-115-10-641-000	Dues and subscriptions	54,854	100% Customer	-	-	54,854	-	-
178-21-115-10-918-101	Transfer Out - General Gov't Admin Fee	3,776,700	Net Revenue Requirement	757,535	1,281,029	252,625	410,511	1,075,000
Total Administration		**$ 4,645,375**		**$ 757,535**	**$ 1,281,029**	**$ 1,121,301**	**$ 410,511**	**$ 1,075,000**
Operations								
178-21-120-10-110-000	Regular employees	1,075,811	Supply/Treatment	$ -	$ 753,068	$ -	$ 322,743	$ -
178-21-120-10-114-000	Benefit and leave cash-in	96,062	Supply/Treatment	-	67,243	-	28,819	-
178-21-120-10-117-000	Stand-by time/overtime	159,624	Supply/Treatment	-	111,737	-	47,887	-
178-21-120-10-120-000	Temporary/part-time employees	186,695	Supply/Treatment	-	130,686	-	56,008	-
178-21-120-10-132-000	Other benefits	12,495	Supply/Treatment	-	8,746	-	3,748	-
178-21-120-10-210-000	Employer's share of group insurance	328,870	Supply/Treatment	-	230,209	-	98,661	-
178-21-120-10-220-000	Payroll tax deductions	17,867	Supply/Treatment	-	12,507	-	5,360	-
178-21-120-10-230-000	PERS contributions	97,992	Supply/Treatment	-	68,595	-	29,398	-
178-21-120-10-334-000	Other professional/contract services	156,185	Supply/Treatment	-	109,329	-	46,855	-
178-21-120-10-334-001	Other professional services-lab fees	48,139	Supply/Treatment	-	33,697	-	14,442	-
178-21-120-10-430-000	Repair and maintenance services	427,903	Supply/Treatment	-	299,532	-	128,371	-
178-21-120-10-442-000	Rental of equipment and vehicles	83,387	Supply/Treatment	-	58,371	-	25,016	-
178-21-120-10-530-000	Communications	2,194	Supply/Treatment	-	1,536	-	658	-
178-21-120-10-610-000	General supplies	361,345	Supply/Treatment	-	252,942	-	108,404	-
178-21-120-10-612-000	Computer software	5,559	Supply/Treatment	-	3,891	-	1,668	-
178-21-120-10-620-000	Energy & Utility Charges	767,960	Supply/Treatment	-	537,572	-	230,388	-
178-21-120-10-620-001	Ground water replenishment charges	603,397	Supply/Treatment	-	422,378	-	181,019	-
178-21-120-10-621-000	Fuel - Water Dept Only	43,883	Supply/Treatment	-	30,718	-	13,165	-
178-21-120-10-741-000	Machinery and equipment	211,248	Supply/Treatment	-	147,874	-	63,374	-
178-21-120-10-742-000	Vehicles	18,650	Supply/Treatment	-	13,055	-	5,595	-
Placeholder	Chrome 6 O&M	891,000	100% Chrome 6 Treatment	-	-	-	-	891,000
Total Operations		**$ 5,596,266**		**$ -**	**$ 3,293,686**	**$ -**	**$ 1,411,580**	**$ 891,000**
Transfers Out								
Placeholder	Depreciation	1,500,000	RCNLD	990,000	510,000	-	-	-
Total Transfers Out		**$ 1,500,000**		**$ 990,000**	**$ 510,000**	**$ -**	**$ -**	**$ -**
Personnel Increase								
	Water Operator 1	389,097	100% Transmission/Distribution	$ 389,097	$ -	$ -	$ -	$ -
	Water Operator - Cr6	288,488	100% Chrome 6 Treatment	-	-	-	-	288,488
	SCADA/Instrumentation Technician	58,626	100% Transmission/Distribution	58,626	-	-	-	-
Total Personnel Increase		**$ 736,211**		**$ 447,723**	**$ -**	**$ -**	**$ -**	**$ 288,488**
Total Fund 178 - Water Utility		**$ 12,477,853**		**$ 2,195,258**	**$ 5,084,715**	**$ 1,121,301**	**$ 1,822,091**	**$ 2,254,488**
TOTAL COST OF SERVICE		**$ 12,477,853**		**$ 2,195,258**	**$ 5,084,715**	**$ 1,121,301**	**$ 1,822,091**	**$ 2,254,488**
Water Authority Revenues								
Fund 178 - Water Utility								
Operating Revenue								
178-21-211-40-342-000	OTHER CHARGES	72,500	Net Revenue Requirement	14,542	24,591	4,850	7,880	20,636
178-21-211-40-348-000	Turn on fees	21,500	Net Revenue Requirement	4,312	7,293	1,438	2,337	6,120
178-21-211-70-361-000	Interest income	60,000	Net Revenue Requirement	12,035	20,352	4,013	6,522	17,078
178-21-211-90-370-000	Ground Water Replenishment	570,000	Net Revenue Requirement	114,331	193,340	38,128	61,957	162,245
Total Operating Revenue		**$ 724,000**		**$ 145,221**	**$ 245,575**	**$ 48,429**	**$ 78,696**	**$ 206,079**
Grants								
178-21-330-41-339-000	Water - Conservation Rebate Program	-	Supply/Treatment	-	-	-	-	-
Total Grants		**$ -**		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Transfers In								
Total Fund 178 - Water Utility		**$ 724,000**		**$ 145,221**	**$ 245,575**	**$ 48,429**	**$ 78,696**	**$ 206,079**
Capital Projects								
Debt Service								
Rate Funded Debt Service		1,768,382	RCNLD	$ 1,167,132	$ 601,250	$ -	$ -	$ -
Chromium 6 Debt Service		2,516,997	100% Chrome 6 Treatment	$ -	$ -	$ -	$ -	$ 2,516,997
Total Debt Service		**$ 4,285,380**		**$ 1,167,132**	**$ 601,250**	**$ -**	**$ -**	**$ 2,516,997**
TOTAL REVENUE REQUIREMENT (W/ CIP & DEBT)		**$ 16,039,232**		**$ 3,217,170**	**$ 5,440,390**	**$ 1,072,872**	**$ 1,743,395**	**$ 4,565,406**

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Appendix C
Allocation Detail

Table C-1
Max Day Allocator Development

Step	MGD	Allocation Factor	Formula
Average Day demand	6.521 MGD	—	Total annual consumption ÷ 365
Max Day demand	8.631 MGD	—	Observed peak daily demand
Max Day peaking factor	—	1.3236	Max Day ÷ Average Day (8.631 ÷ 6.521)
Base share	6.521 MGD	75.55%	Average Day ÷ Max Day
Max Day (excess) share	2.110 MGD	24.45%	(Max Day − Average Day) ÷ Max Day
Total	**8.631 MGD**	**100.00%**	

Table C-2
Max Hour Allocator Development

Step	MGD	Allocation Factor	Formula
Average Day demand	6.521 MGD	—	Total annual consumption ÷ 365
Max Day demand	8.631 MGD	—	Observed peak daily demand
Max Hour demand	17.262 MGD	—	2× Max Day (model assumption)
Max Hour peaking factor	—	2.6471	Max Hour ÷ Average Day (17.262 ÷ 6.521)
Base share	6.521 MGD	37.78%	Average Day ÷ Max Hour
Max Day (excess) share	2.110 MGD	12.22%	(Max Day − Average Day) ÷ Max Hour
Max Hour (excess) share	8.631 MGD	50.00%	(Max Hour − Max Day) ÷ Max Hour
Total	**17.262 MGD**	**100.00%**	

Table C-3
Cost of Service Summary

Functional Cost Center	Net Rev. Req.	Allocation Method	Customer	Meter	Base	Max Day	Max Hour
Transmission/Distribution	$2,973,500	Max Hour	—	—	$1,123,291	$363,459	$1,486,750
Supply/Treatment	$5,332,830	Max Day	—	—	$4,029,136	$1,303,694	—
Customer	$1,077,967	Customer	$1,077,967	—	—	—	—
Meter	$1,751,675	Meter	—	$1,751,675	—	—	—
Chrome 6 Treatment	$4,587,089	Max Day	—	—	$3,465,703	$1,121,385	—
Total	**$15,723,061**		**$1,077,967**	**$1,751,675**	**$8,618,130**	**$2,788,538**	**$1,486,750**
Allocation %			**6.86%**	**11.14%**	**54.81%**	**17.74%**	**9.46%**

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Appendix D
Volumetric Rate Calculation Detail

Table D-1
Step 1 — Total Annual System Demand

Metric	Value
Total Annual Metered Consumption (HCF)	3,182,089

Table D-2
Step 2 — Hydraulic Demand Characterization

Flow Parameter	Daily (HCF)	(MGD)
Average Day	8,718.05	6.521
Max Day	11,538.92	8.631
Max Hour (2× Max Day)	23,077.84	17.262

Table D-3
Peaking Ratios

Ratio	Calculation	Value
Max Day / Average Day	8.631 ÷ 6.521	1.3236
Max Hour / Average Day	17.262 ÷ 6.521	2.6471

These two ratios serve as the tier multipliers throughout the rate construction. They are the same in every year because demand growth is not modeled — the peaking ratios are static.

Step 3 — Peaking Component Weights

Table D-4
Max Day Peaking Component Weights

Component	Formula	Share
Base	Avg Day ÷ Max Day = 6.521 ÷ 8.631	75.55%
Max Day	(Max Day − Avg Day) ÷ Max Day = 2.110 ÷ 8.631	24.45%
Total		**100.00%**

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Table D-5
Max Hour Peaking Component Weights

Component	Formula	Share
Base	Avg Day ÷ Max Hour = 6.521 ÷ 17.262	37.78%
Max Day	(Max Day − Avg Day) ÷ Max Hour = 2.110 ÷ 17.262	12.22%
Max Hour	(Max Hour − Max Day) ÷ Max Hour = 8.631 ÷ 17.262	50.00%
Total		**100.00%**

Step 4 — FY 2030 Revenue to Recover by Component

The dollars recovered through volumetric rates are derived by applying the cost of service allocation percentages developed in Section 3 — Base 54.81 percent, Max Day 17.74 percent, and Max Hour 9.46 percent — to the FY 2030 revenue requirement recovered from rates of $15,723,061, which is the total revenue requirement of $16,447,061 less $724,000 of miscellaneous revenue. The functionalized dollar amounts shown in Tables 3-1 through 3-4 are used only to develop these allocation percentages and are not themselves the revenue to be recovered.

Table D-6
FY 2030 Revenue to Recover by Component

Cost Component	FY 2030 Revenue
Base	$8,618,130
Max Day	$2,788,538
Max Hour	$1,486,750
Total	**$12,893,419**

Table D-7
Step 5 — Tier Volume Assignments

Tier	Monthly Boundary	Annual Volume (HCF)	Share of Total
Tier 1	0 – 8 HCF/month	760,326	23.89%
Tier 2	9 – 17 HCF/month	619,684	19.47%
Tier 3	Over 17 HCF/month	1,802,079	56.63%
Total		**3,182,089**	**100.00%**

Step 6 — Solving for Component Rates by Tier

Base rate is uniform across all tiers — every HCF bears the same base cost regardless of when it is used:

Base Rate = $6,574,368 ÷ 3,182,089 HCF = $2.0661/HCF

Max Day and Max Hour component rates vary by tier using the peaking ratios. Tier 1 carries the base multiplier (1.0×), Tier 2 carries the Max Day/Avg Day ratio (1.3236×), and Tier 3 carries the Max Hour/Avg Day ratio (2.6471×). The Tier 1 unit rate (X) for each component is solved so that revenue across all tiers equals the target:

$$\text{Revenue} = (760{,}326 \times X \times 1.0000) + (619{,}684 \times X \times 1.3236) + (1{,}802{,}079 \times X \times 2.6471)$$

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Table D-8
Weighted Denominator by Tier

Tier	Volume (HCF)	Multiplier	Weighted HCF
Tier 1	760,326	1.0000	760,326
Tier 2	619,684	1.3236	820,193
Tier 3	1,802,079	2.6471	4,770,343
Total			**6,350,862**

Table D-9
Tier 1 Component Rate Derivation

Component	Revenue	÷ Weighted HCF	= Tier 1 Rate
Max Day	$2,788,538	6,350,862	$0.4391/HCF
Max Hour	$1,486,750	6,350,862	$0.2341/HCF

Table D-10
Step 7 — Final FY 2030 Commodity Rates

	Tier 1	Tier 2 (×1.3236)	Tier 3 (×2.6471)
Base	$2.71	$2.71	$2.71
Max Day	$0.44	$0.58	$1.16
Max Hour	$0.23	$0.31	$0.62
Final Rate	**$3.38/HCF**	**$3.60/HCF**	**$4.49/HCF**

Table D-11
Revenue Proof

Tier	Volume (HCF)	Rate ($/HCF)	Revenue
Tier 1	760,326	$3.38	$2,571,048
Tier 2	619,684	$3.60	$2,230,445
Tier 3	1,802,079	$4.49	$8,091,926
Total	**3,182,089**		**$12,893,419**

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THANK YOU!

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NewGen Strategies & Solutions

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REPORT

SEWER COST OF SERVICE & RATE STUDY

OCTOBER 2026

City of COACHELLA EST. 1946

Prepared for:
Mr. Cástulo Estrada – Utilities Director
City of Coachella
53462 Enterprise Way
Coachella, CA 92236

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October 7, 2026

Mr. Cástulo Estrada
Utilities Director
City of Coachella
53462 Enterprise Way
Coachella, CA 92236

Subject: **Coachella Sanitary District Cost of Service and Rate Study**

Dear Mr. Estrada,

NewGen Strategies and Solutions, LLC is pleased to submit to the City of Coachella our report detailing our completed Sewer Cost of Service and Rate Study for the Coachella Sanitary District. This report summarizes our study's results regarding the forecasted costs of providing sewer collection and treatment service to the City's sewer customers and our recommendations for recovering those costs over the fiscal years 2027 through 2031. The rates described in our report are fair and equitable, align with Proposition 218 requirements, and will result in the sustainable operation of the City's sewer utility.

We appreciate the opportunity to provide our services to the City and would like to express our sincere appreciation to City staff. The dedication and assistance provided by City staff was essential to the completion of this study. It has been a distinct pleasure to work with the City of Coachella. Please contact us if you have any questions regarding our study or our recommendations.

Sincerely,
NewGen Strategies and Solutions, LLC

DocuSigned by:
C11651334F8F462...
Eric Callocchia
Partner

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EXECUTIVE SUMMARY

The City of Coachella (City) retained NewGen Strategies and Solutions, LLC (NewGen) to conduct a comprehensive cost of service and rate study for the Coachella Sanitary District (CSD), the wastewater enterprise administered by the City's Utilities Department. The study develops a five-year financial plan for fiscal years 2027 through 2031, allocates the cost of providing wastewater service among CSD's customer classes, and designs sewer rates that recover those costs in proportion to the cost of serving each class.

The objectives of the study are to confirm that CSD's rates recover the full cost of providing wastewater service, including operation and maintenance expense, capital expenditures, and debt service; to evaluate whether the existing customer class structure and rate structure remain appropriate; to develop rates that are proportionate to the cost of service and defensible under Proposition 218; and to deliver a financial planning and rate design model that City staff can maintain and update.

Financial Plan Results

Revenue under CSD's existing rates is approximately $7,559,000 per year and, because no growth in accounts or billable flow is projected, does not increase over the study period. The utility's revenue requirement, by contrast, grows substantially. Operation and maintenance expense rises from approximately $6,050,000 in fiscal year 2026 to $9,476,000 in fiscal year 2031, driven by general cost escalation, the phased addition of 3.5 wastewater treatment operator positions and one SCADA and instrumentation technician position identified in the City's Utility Manpower Study, the salary adjustments arising from the City's compensation study, and the funding of $500,000 per year of depreciation beginning in fiscal year 2027.

Rate-funded debt service is stable at approximately $1,065,000 per year across five outstanding obligations, and no new debt is contemplated. The capital improvement program totals approximately $6,389,000 over the study period but is almost entirely growth-related and is funded from connection fees, American Rescue Plan Act grant proceeds, and Clean Water State Revolving Fund grants. Only the SCADA System Upgrade, at $300,000 in fiscal year 2027 and $250,000 in fiscal year 2028, is funded from rates. The operating fund is nonetheless required to transfer approximately $4,553,000 to the connection fee fund in fiscal years 2026 and 2027 to keep that fund solvent while the growth program is delivered. These transfers will be made from existing operating fund reserves and will have no impact on sewer ratepayers. The operating fund reserves will be replenished as future connection fee revenues materialize.

Under the recommended financial plan, the operating fund balance declines from approximately $10,950,000 at the end of fiscal year 2026 to approximately $6,700,000 at the end of fiscal year 2031, remaining above the minimum reserve requirement in every year. Debt service coverage measured on net revenue excluding the general government administrative transfer ranges from 2.49 to 4.38 times, comfortably above the 1.25 times target.

Proposed Rates and Bill Impacts

NewGen reviewed CSD's existing customer class structure and rate structure and concluded that both remain appropriate. CSD will continue to bill single family residential customers a flat monthly charge, and all other customers a fixed monthly charge that varies by meter size together with a class-specific

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volumetric charge per hundred cubic feet of metered water consumption. The proposed rates recalibrate the level of each charge to the cost of service.

The cost-of-service analysis found that single family residential, multi-family, and the medium and high strength commercial classes were not previously paying their full proportionate share of the cost of service, while commercial low strength and institutional customers were paying close to their share. As a result, first-year bill impacts vary by class even though the system-wide revenue adjustment is 5.3 percent. In fiscal year 2027 the single family residential monthly bill increases from $49.74 to $54.73, an increase of $4.99 or 10.0 percent. Commercial high strength customers see the largest first-year increase, at 38.6 percent, followed by commercial medium strength customers at 18.9 percent and multi-family customers at 10.3 percent, while commercial low strength and institutional customers see increases of 2.2 and 1.8 percent respectively. After fiscal year 2028, annual increases converge to between 2.8 and 5.0 percent for all classes.

At existing rates, CSD's monthly residential bill of $49.74 ranks seventh lowest among the 19 bills surveyed in Riverside County and the surrounding region and is approximately two percent below the survey average of $50.78. Under the proposed rates, the fiscal year 2028 bill of $60.21 would rank seventeenth among those bills, however the comparison doesn't account for the shifts in rates other municipalities will have to make by 2028.

Recommended Revenue Adjustments

No rate increase is recommended for fiscal year 2026. Beginning in fiscal year 2027, annual revenue adjustments of 5.3 percent, 9.8 percent, 6.8 percent, 4.8 percent, and 3.9 percent are recommended. Table ES-1 presents the recommended adjustments together with the resulting single family residential monthly bill.

Table ES-1
Recommended Revenue Adjustments and Single Family Residential Monthly Bill

Description	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Recommended Revenue Adjustment	0.0%	5.3%	9.8%	6.8%	4.8%	3.9%
Single Family Monthly Bill	$49.74	$54.73	$60.21	$63.23	$66.38	$68.32
$ Change	--	*$4.99*	*$5.47*	*$3.02*	*$3.16*	*$1.94*
% Change	--	*10.0%*	*10.0%*	*5.0%*	*5.0%*	*2.9%*

Recommendations

NewGen recommends that the City Council adopt the revenue adjustments presented in Table ES-1 and the corresponding rate schedule presented in Appendix A, and that it initiate the notice and public hearing process required by Proposition 218. NewGen further recommends that the City formally adopt the reserve policy applied in this study, being 90 days of operation and maintenance expense plus 30 days of capital spending; that it monitor connection fee revenue against the $500,000 per year assumed in the financial plan, given the operating fund transfers the growth capital program requires; and that it review the financial plan annually using the model delivered with this study. Section 6 presents these recommendations fully.

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Section 1
BACKGROUND AND SCOPE OF WORK

City of Coachella Background

The City of Coachella is located at the east end of the Coachella Valley in Riverside County, California, approximately 40 miles south of Palm Springs. Incorporated in 1946, Coachella encompasses approximately 30 square miles and is home to a population of roughly 43,000 residents. The surrounding area is characterized by agricultural land to the south, undeveloped land to the east and north, and urban growth to the west.

The City's wastewater utility service area encompasses approximately 32 square miles, with a sphere of influence covering approximately 53 square miles in the eastern Coachella Valley. Within that footprint, the City provides wastewater utility services to approximately 8,267 active residential and commercial customers. Water and Wastewater utility services are delivered through two entities administered by the City's Utilities Department: the City's Water Division formed in 1957 and later restructured as the Coachella Water Authority (CWA), which provides domestic water service, and the Coachella Sanitary District (CSD), formed in 1948, which provides wastewater collection, treatment, and disposal service. This report addresses the sewer (wastewater) utility operated by CSD.

Coachella Sanitary District

The Coachella Sanitary District was formed in 1948 and provides wastewater collection, treatment, and disposal service within the City's service area. CSD serves approximately 8,267 active service connections consisting of single family residential, multi-family and mobile home, commercial, and institutional customers.

Wastewater is conveyed to treatment through a collection system consisting of approximately 90 miles of pipeline, two sewage pump stations, and over 1,600 manholes. Flows are delivered to the District's wastewater treatment plant, which begins with a raw wastewater lift station and headworks facility that includes screenings and grit removal equipment. Treatment is provided through two separate secondary treatment process trains that include contact stabilization tanks, oxidation ditches, and disinfection facilities. Secondary effluent is disinfected with sodium hypochlorite and dechlorinated with sodium bisulfite before being discharged through an outfall into the Coachella Valley Stormwater Channel. The plant has a design flow of 4.5 million gallons per day (MGD).

CSD is accounted for as a separate utility enterprise, distinct from the domestic water utility operated by the Coachella Water Authority, with both administered by the City's Utilities Department. Sewer operations are funded principally through user rates and charges supplemented by other operating income and interest earnings. Connection fees charged to new connections fund growth related capital expenditures. The revenue requirement recovered through sewer rates includes operation and maintenance expense, rehabilitation and betterment related capital expenditures, debt service on outstanding and any projected future obligations, revenue bond covenant coverage, and reserve funding requirements. As a California public agency, CSD's rates are subject to the substantive and procedural requirements of Proposition 218, which requires that charges to each parcel not exceed the proportional cost of providing service to that parcel.

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The City has also recently completed a Utility Manpower Study addressing appropriate staffing levels under optimal performance conditions, as well as a compensation study. The recommendations of both efforts are reflected in the sewer revenue requirement developed in this report.

Existing Rate Structure

As described in Section 2, CSD's existing rate structure consists of a flat monthly charge for single family residential customers and, for all other classes, a fixed monthly charge that varies by meter size together with a volumetric charge per HCF of metered water consumption. Volumetric charges are differentiated by customer class, which implicitly recognizes differences in wastewater strength among classes. NewGen reviewed this structure and concluded that it is sound, is consistent with cost-of-service principles, and is well understood by customers. No change to the form of the rate structure is recommended; the proposed rates recalibrate the level of each charge to the cost of service developed in Section 3.

Study Background

The City of Coachella engaged NewGen to conduct a comprehensive Sewer Cost of Service and Rate Study for the Coachella Sanitary District. The purpose of this study was to ensure that the City's sewer utility has sufficient, defensible funding to meet its operational, capital, and current debt service obligations, and that sewer rates are proportionate to the cost of providing service consistent with the requirements of Proposition 218.

The pressures driving the need for this study included, among other factors:

- General escalation in the costs of labor, materials, and administrative support
- The City's Utility Manpower Study recommendations, including the phased addition of 3.5 wastewater treatment operator positions and one SCADA and instrumentation technician position
- The salary adjustments recommended by the City's compensation study
- The need to fund capital asset replacement, including depreciation funding and the rate-funded SCADA System Upgrade
- The need to support the growth-related capital program delivered through the connection fee fund
- The requirement to maintain adequate reserves and meet existing debt service obligations

NewGen's analysis encompasses a five-year rate forecast period from fiscal year 2027 through fiscal year 2031, with recommended rates anticipated to take effect on January 1, 2027, following completion of the Proposition 218 noticing and public hearing process.

Study Process

The City retained NewGen Strategies and Solutions, LLC (NewGen) to conduct a comprehensive sewer cost of service and rate study for the Coachella Sanitary District. The objective of the study is to ensure that CSD accurately accounts for the true cost of providing wastewater service and that rates recover those costs, including operation and maintenance, capital, and debt service, in a manner that is proportionate to the cost of serving each customer class and defensible under Proposition 218. Analyses were developed for a five-year study period covering fiscal years 2027 through 2031, using generally accepted utility industry practices, including the procedures described in the Water Environment Federation's manual on Financing and Charges for Wastewater Systems.

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NewGen's scope of work consisted of the following principal tasks:

- **Initial meetings and data collection.** Collect and review customer, financial, and operating data; reconcile billing data; identify and resolve master-meter and inactive account issues; and confirm through a project kick-off meeting that the study approach is consistent with the City's short- and long-term objectives.
- **Projection of revenues under existing rates.** Analyze historical customers by class and project accounts and billable volumes over the study period, recognizing population and growth projections, and project revenue under existing rates as well as other operating and interest income.
- **Development of revenue requirements and cash flow analyses.** Project operation and maintenance expense, routine capital expenditures, and major capital improvement program financing; project debt service and evaluate reserve funding adequacy; and prepare cash flow analyses identifying the timing and magnitude of any needed revenue adjustments, together with financial plan alternatives for the City's consideration.
- **Evaluation of customer classes.** Review existing customer class designations for appropriateness and equitability, recommend revisions as needed, and determine the usage and billing characteristics of each class.
- **Cost of service allocations.** Allocate test year costs of service to functional cost components recognizing cost-causative factors and develop class units of service, distribute costs to customer classes, and compare allocated class costs to revenues under existing rates to determine revenue adequacy by class.
- **Design of rates and charges**. Evaluate the existing rate structure and develop proposed sewer rates that recover the required revenue, reflect allocated costs of service by class, and do not exceed the proportional cost of service attributable to individual parcels.
- **Financial planning and rate design model.** Develop a user-friendly Microsoft Excel-based financial planning and rate design model, tailored to the utility's characteristics, that allows City staff to update projections, test "what-if" scenarios, and design rates on an annual basis, together with a user manual and a staff training session.
- **Deliverables.** Prepare a draft report, a final report, a calculation book supporting the proposed rates, the computer model, and accompanying user documentation.
- **Meetings and presentations.** Attend meetings and workshops at significant stages of the study to receive project direction, review progress, and present findings and recommendations to City staff, the City Council, and the public.

The remainder of this report presents the results of these analyses. Section 2 presents the financial plan and sewer revenue requirement, Section 3 presents the cost-of-service analysis and proposed rate design Section 4 presents the cash flow and fund balance forecasts, Section 5 presents the resulting customer bill impacts, and Section 6 presents NewGen's findings, conclusions, and recommendations.

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Section 2
REVENUE REQUIREMENTS

This section presents the financial plan developed for the Coachella Sanitary District (CSD) sewer utility for fiscal years 2027 through 2031. The financial plan projects the revenue that the utility must recover from sewer rates in each year of the study period in order to fund operation and maintenance expense, capital improvements, debt service, and reserve requirements. Amounts shown in the tables in this section are rounded. Calculations performed on the figures displayed, such as summing a column, may therefore differ slightly from the totals shown.

Financial Plan Approach

The financial plan is a multi-year projection of the sewer utility's revenues, expenses, capital expenditures, debt service, and fund balances. NewGen developed the plan using the cash basis method, under which the annual revenue requirement is the sum of the cash outlays the utility must make in each year, less revenues available from sources other than sewer rates. The cash basis method is widely used by California public wastewater utilities and is one of the two revenue requirement methodologies described in the Water Environment Federation's Manual of Practice No. 27, Financing and Charges for Wastewater Systems.

The analysis begins with the utility's adopted budget for fiscal year 2027 and escalates each revenue and expense category over the study period using category-specific escalation factors. Capital improvements are layered in according to the City's capital improvement program, and each project is assigned to a funding source. Existing debt service is taken from the amortization schedules for the utility's outstanding obligations. The resulting revenue requirement is compared to revenue available under existing rates, and the annual revenue adjustments necessary to meet the requirement, maintain the City's reserve targets, and satisfy debt service coverage obligations are identified.

Study Period and Key Assumptions

The study period covers fiscal years 2027 through 2031. Fiscal year 2025 serves as the test year for the cost-of-service analysis presented in Section 3. Test year revenues and expenses were escalated using the factors shown in Table 2-1. The factors are based on published economic indices and on input from City staff, and they are applied to individual budget line items according to the nature of each cost. The compensation study adjustment reflects the phased salary adjustments arising from the City's compensation study and is applied in addition to the general salary escalation factor.

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Table 2-1
Escalation Factors Applied to Test Year Costs

Escalation Factor	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Salaries	Based on Adopted Budget	3.2%	3.2%	3.2%	3.2%
Benefits		3.6%	3.6%	3.6%	3.6%
Compensation Study Adjustment		7.8%	3.2%	3.2%	3.2%
Chemicals		3.4%	3.4%	3.4%	3.4%
Electricity		3.5%	3.5%	3.5%	3.5%
Supplies		3.6%	3.6%	3.6%	3.6%
Services		2.3%	2.3%	2.3%	2.3%
General Inflation		3.1%	3.1%	3.1%	3.1%
Government Administrative Fees		3.6%	3.6%	3.6%	3.6%

Table 2-2 summarizes the financial policies and planning assumptions applied in the financial plan. The City has not adopted a formal reserve policy for the sewer utility; the reserve targets shown were developed with City staff and are consistent with common practice among California wastewater utilities. No growth in customer accounts or billable flow is assumed over the study period, consistent with the utility's recent billing history.

Table 2-2
Financial Policies and Planning Assumptions

Policy or Assumption	Value
Debt Service Coverage Target	1.25x
Operating Reserve Target (Days Cash on Hand - O&M)	90 days
Capital Reserve Target (Days Cash on Hand - CIP)	30 days
Interest Earned on Investments	0.39%
Projected Debt - Interest Rate	4.0%
Projected Debt - Term of Issue	20 years
Annual Growth in Customer Accounts	0.0%
Annual Growth in Billable Flow	0.0%

Customer Accounts and Billable Flow

CSD serves 8,267 active accounts. For rate-setting purposes, customers are grouped into four billing categories: single family residential, multi-family and mobile home, commercial, and institutional. Commercial customers are further divided into low, medium, and high-strength subclasses for cost-of-service purposes, as described in Section 3. Single family residential accounts represent approximately 92 percent of all accounts. Table 2-3 presents accounts by class and meter size.

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Table 2-3
Customer Accounts by Class and Meter Size

Meter Size	Single Family	Multi-Family/Mobile	Commercial	Institutional	Total
3/4-inch	7,619	34	92	8	7,753
1-inch	2	66	91	9	168
1 1/2-inch	-	58	70	1	129
2-inch	-	106	57	25	188
3-inch	-	8	3	1	12
4-inch	-	3	8	2	13
6-inch	-	-	3	-	3
8-inch	-	1	-	-	1
Total	**7,621**	**276**	**324**	**46**	**8,267**

Billable flow is measured in hundred cubic feet (HCF) of metered water consumption. Total billable flow is 1,296,229 HCF per year. Because no growth in consumption is projected, billable flow is held constant across the study period. Table 2-4 presents annual billable flow by customer class.

Table 2-4
Annual Billable Flow by Customer Class

Customer Class	Annual Billable Flow (HCF)	Percent of Total
Single Family	661,031	51.0%
Multi-Family/Mobile Units	270,573	20.9%
Commercial Low	189,733	14.6%
Commercial Medium	32,873	2.5%
Commercial High	38,268	3.0%
Institutional	103,751	8.0%
Total	**1,296,229**	**100.0%**

Revenue Under Existing Rates

CSD's existing sewer rates consist of a fixed monthly charge and, for all classes other than single family residential, a volumetric charge applied to metered water consumption. Single family residential customers pay a single flat monthly charge that recovers both the fixed and the volume-related cost of serving a typical residence; no separate volumetric charge is billed to that class. Fixed monthly charges for all other classes vary by meter size. The rates in effect for fiscal year 2026, which are the existing rates for purposes of this study, are presented in Table 2-5.

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Table 2-5
Existing Monthly Sewer Rates

Rate Component	Units	Existing Rate
Single Family	per account	$49.74
Fixed Charge - 3/4-inch Meter	per account	$24.08
Fixed Charge - 1-inch Meter	per account	$40.11
Fixed Charge - 1 1/2-inch Meter	per account	$80.24
Fixed Charge - 2-inch Meter	per account	$128.39
Fixed Charge - 3-inch Meter	per account	$256.76
Fixed Charge - 4-inch Meter	per account	$401.19
Fixed Charge - 6-inch Meter	per account	$802.36
Fixed Charge - 8-inch Meter	per account	$1,283.78
Multi-Family/Mobile Units	per HCF	$3.55
Commercial Low	per HCF	$3.09
Commercial Medium	per HCF	$4.00
Commercial High	per HCF	$8.90
Institutional	per HCF	$3.04

Revenue under existing rates was projected by applying the rates in Table 2-5 to the accounts and billable flow presented in Table 2-3 and Table 2-4. Because no growth in accounts or billable flow is projected, revenue under existing rates is constant across the study period at approximately $7,559,000 per year, as shown in Table 2-6. Fixed charges account for $5,225,000, or approximately 69 percent of rate revenue, and volumetric charges account for the remaining $2,334,000.

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Table 2-6
Projected Revenue Under Existing Rates (000's)

Revenue Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Single Family	$4,549	$4,549	$4,549	$4,549	$4,549	$4,549
Multi-Family/Mobile Units	$315	$315	$315	$315	$315	$315
Commercial	$302	$302	$302	$302	$302	$302
Institutional	$59	$59	$59	$59	$59	$59
Total Fixed Charge Revenue	**$5,225**	**$5,225**	**$5,225**	**$5,225**	**$5,225**	**$5,225**
Multi-Family/Mobile Units	$961	$961	$961	$961	$961	$961
Commercial Low	$586	$586	$586	$586	$586	$586
Commercial Medium	$131	$131	$131	$131	$131	$131
Commercial High	$341	$341	$341	$341	$341	$341
Institutional	$315	$315	$315	$315	$315	$315
Total Volumetric Charge Revenue	**$2,334**	**$2,334**	**$2,334**	**$2,334**	**$2,334**	**$2,334**
Total Revenue Under Existing Rates	**$7,559**	**$7,559**	**$7,559**	**$7,559**	**$7,559**	**$7,559**

Operation and Maintenance Expense

Operation and maintenance (O&M) expense includes the administrative and operating costs of the sewer utility, depreciation funding, and the incremental personnel costs identified in the City's Utility Manpower Study and compensation study. Adopted FY 2027 operating and maintenance expenses were escalated using the factors presented in Table 2-1. Administration includes general and administrative costs allocated to the sewer utility, including the general government administrative fee. Operations includes the direct costs of operating the collection system and the wastewater treatment plant. Beginning in fiscal year 2027 the financial plan funds $500,000 per year of depreciation in recognition of the utility's ongoing asset renewal obligation. Manpower study additions phase in 3.5 full-time equivalent Wastewater Treatment Operator I positions and one SCADA/Instrumentation Technician position between fiscal years 2027 and 2029. Projected O&M expense is presented in Table 2-7.

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Table 2-7
Projected Operation and Maintenance Expense (000's)

Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Administration	$3,085	$3,134	$3,536	$3,902	$4,248	$4,400
Operations	$2,965	$3,582	$3,695	$3,812	$3,932	$4,057
Depreciation	$0	$500	$500	$500	$500	$500
Manpower Study Additions	$0	$169	$294	$488	$503	$519
Total O&M	**$6,050**	**$7,386**	**$8,025**	**$8,702**	**$9,184**	**$9,476**
$ Change		*$1,336*	*$639*	*$677*	*$482*	*$292*
% Change		*22.08%*	*8.65%*	*8.44%*	*5.54%*	*3.18%*

Debt Service

CSD has six outstanding debt obligations. Five are repaid from sewer rate revenue: the USDA Avenue 54 Wastewater loan, the Wastewater 2005B USDA loan, the Wastewater 2015A issue, the sanitary district's share of the 2023 Energy Improvement Lease, and the Series 2020 Pension Obligation Bonds. The sixth, the 2005 State Water Resources Control Board State Revolving Fund loan, is repaid from connection fees and reaches final maturity in fiscal year 2027. Rate-funded debt service is essentially level across the study period at approximately $1,065,000 per year. No new debt issuance is assumed. Table 2-8 presents annual debt service by obligation.

Table 2-8
Existing Annual Debt Service (000's)

Obligation	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
USDA Avenue 54 Wastewater	$116	$115	$113	$117	$115	$113
Wastewater 2005B USDA	$255	$255	$255	$255	$255	$255
Wastewater 2015A	$331	$330	$334	$330	$327	$329
2023 Energy Improvement Lease	$153	$153	$153	$153	$153	$153
Pension Obligation, Series 2020	$213	$212	$211	$211	$211	$211
Total Rate-Funded Debt Service	**$1,069**	**$1,065**	**$1,067**	**$1,065**	**$1,061**	**$1,061**
2005 SWRCB Revolving Loan	$1,505	$1,505	$0	$0	$0	$0
Total Debt Service	**$2,574**	**$2,570**	**$1,067**	**$1,065**	**$1,061**	**$1,061**

Capital Improvement Program

The City provided a capital improvement program (CIP) totaling approximately $6,389,000 over fiscal years 2026 through 2031. Project costs are stated in current dollars; no capital cost inflation was applied. The program is dominated by growth-related capacity and treatment projects, which are funded from the connection fee fund (Fund 360), American Rescue Plan Act (ARPA) grant proceeds, and a Clean Water State Revolving Fund (CWSRF) grant. The SCADA System Upgrade is the only non-growth renewal project funded from sewer rate revenue, at $300,000 in fiscal year 2027 and $250,000 in fiscal year 2028. Table 2-9 summarizes the capital improvement program by funding source.

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Table 2-9
Capital Improvement Program by Funding Source (000's)

Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
Sewer Rate Revenue (Fund 361)	$0	$300	$250	$0	$0	$0	$550
Connection Fee Cash (Fund 360)	$443	$2,500	$115	$0	$0	$0	$3,058
ARPA Grant Proceeds	$1,110	$0	$0	$0	$0	$0	$1,110
Clean Water State Revolving Fund	$1,671	$0	$0	$0	$0	$0	$1,671
Total CIP	**$3,224**	**$2,800**	**$365**	**$0**	**$0**	**$0**	**$6,389**

Table 2-10 presents the capital improvement program by individual project. Because the great majority of the program is growth-related and is funded from connection fees, and grant proceeds rather than from rates, the CIP has a limited direct effect on the sewer revenue requirement. Its principal effect on rates is indirect, through the operating fund transfers to the connection fee fund that are required in fiscal years 2026 and 2027 to keep that fund solvent while the growth program is delivered.

Table 2-10
Capital Improvement Program by Project, FY 2026 through 2031 (000's)

Project	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
Shady Lane and Amezcua Septic to Sewer Conversion (S-15)	$1,671	$0	$0	$0	$0	$0	$1,671
Avenue 52 Extension to Jackson Capacity Improvements (S-27)	$17	$0	$0	$0	$0	$0	$17
Avenue 51 Extension to Jackson Capacity Improvements (S-28)	$17	$0	$0	$0	$0	$0	$17
CSD Headworks Screening Improvements (S-29)	$1,518	$0	$0	$0	$0	$0	$1,518
Avenue 50, Coronado to Harrison Capacity Improvements (S-19)	$0	$500	$0	$0	$0	$0	$500
Avenue 54 Upsizing	$0	$2,000	$0	$0	$0	$0	$2,000
E4 Frederick Street to Julia Drive to Westfield Way Pipe Replacement	$0	$0	$0	$0	$0	$0	$0
SCADA System Upgrade (S-30)	$0	$300	$250	$0	$0	$0	$550
E5 Airport Boulevard Pipe Replacement	$0	$0	$115	$0	$0	$0	$115
E6 Van Buren Street to Avenue 54 Pipe Replacement	$0	$0	$0	$0	$0	$0	$0
Total Capital Improvement Program	**$3,224**	**$2,800**	**$365**	**$0**	**$0**	**$0**	**$6,389**

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Sewer Revenue Requirement

The sewer revenue requirement is the amount that must be recovered from sewer rates in each year of the study period. It is developed by adding operation and maintenance expense, rate-funded debt service, and rate-funded capital improvements, deducting miscellaneous revenues available from sources other than rates, adding the transfers to the connection fee fund required to deliver the growth-related capital program, and adjusting for the planned use of operating reserves and for transfers received from the connection fee fund. Table 2-11 presents the resulting revenue requirement.

Table 2-11
Sewer Revenue Requirement (000's)

Description	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Operation and Maintenance Expense	$6,050	$7,386	$8,025	$8,702	$9,184	$9,476
Existing Debt Service (Rate Funded)	$1,069	$1,065	$1,067	$1,065	$1,061	$1,061
Rate Funded Capital Improvements	$0	$300	$250	$0	$0	$0
Total Revenue Requirements	**$7,119**	**$8,751**	**$9,341**	**$9,767**	**$10,245**	**$10,537**
Less: Miscellaneous Revenues	($217)	($395)	($220)	($219)	($219)	($220)
Net Revenue Requirement	**$6,902**	**$8,355**	**$9,121**	**$9,549**	**$10,026**	**$10,317**
Transfers to Connection Fee Fund	$1,107	$3,445	$0	$0	$0	$0
Total Revenue Needed	**$8,009**	**$11,801**	**$9,121**	**$9,549**	**$10,026**	**$10,317**
(Use of)/Addition to Operating Reserves	($450)	($3,843)	$2	$286	$261	$354
Less: Transfers In from Connection Fee Fund	$0	$0	($385)	($500)	($500)	($500)
Revenue Required from Rates	**$7,559**	**$7,957**	**$8,738**	**$9,334**	**$9,787**	**$10,171**

Note: In fiscal years 2027 through 2029, (Use of)/Addition to Operating Reserves differs from Net Cash Flow in Table 4-2 by the transfers to the capital fund of approximately $690,000, $425,000, and $200,000, respectively. These transfers are funded from operating fund reserves and are not included in the revenue requirement.

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Section 3
COST OF SERVICE ANALYSIS AND RATE DESIGN

This section presents the cost-of-service analysis and the rate design developed from it. The cost-of-service analysis distributes the sewer revenue requirement developed in Section 2 among the utility's customer classes in proportion to the cost of serving each class. The resulting unit costs of service are then used to design the proposed sewer rates. As in Section 2, amounts shown in the tables in this section are rounded, and calculations performed on the figures displayed may differ slightly from the totals shown.

Proposition 218

As a California public agency, CSD's sewer rates are property-related fees subject to Article XIII D, Section 6 of the California Constitution, adopted as Proposition 218. Proposition 218 requires, among other things, that revenues derived from the fee not exceed the funds required to provide the service, that revenues not be used for any purpose other than that for which the fee was imposed, and that the amount of the fee imposed upon any parcel not exceed the proportional cost of the service attributable to that parcel. The cost-of-service methodology applied in this study, which follows the Water Environment Federation's Manual of Practice No. 27, is designed to satisfy these requirements by deriving each charge from the unit cost of the specific service provided.

Scope and Applicability

Article XIII D applies to "property-related fees and charges," defined as any levy other than an ad valorem tax, special tax, or assessment imposed by an agency upon a parcel or upon a person as an incident of property ownership. Water, sewer, and solid waste service charges have been explicitly recognized by both the California Legislature and the courts as property-related fees subject to Article XIII D's requirements.

The provisions of Proposition 218 apply to all local agencies, as defined to include any county, city, city and county, school district, special district, authority, agency, and any other municipal public corporation or district. As the wastewater enterprise administered by the City, CSD is fully subject to the requirements of Article XIII D in setting and adjusting its sewer service rates and charges.

Substantive Rate-Setting Requirements

Article XIII D, Section 6 establishes five substantive legal requirements that property-related fees and charges must satisfy. These requirements define the constitutional bounds of lawful rate-setting authority:

- Revenues shall not exceed the funds required to provide the property-related service. The total revenue collected from a fee or charge may not exceed the reasonable cost of providing the service for which the fee is imposed. This is commonly referred to as the "revenue sufficiency" or "cost-of-service" requirement.
- Revenues shall not be used for any purpose other than that for which the fee or charge was imposed. Rate revenues collected from sewer customers must be dedicated exclusively to the

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provision of wastewater service and may not be diverted to general fund purposes or unrelated programs.

- The amount of a fee or charge imposed upon any parcel or person shall not exceed the proportional cost of the service attributable to the parcel. Individual rates must bear a reasonable relationship to the cost of serving each class of customer or parcel. This "proportionality" requirement underlies the cost-of-service methodology used in a properly structured rate study.
- No fee or charge may be imposed for a service unless that service is used by, or immediately available to, the owner of the property in question. Rates may not be imposed on parcels that have no access to or use of the service.
- No fee or charge may be imposed for general governmental services including, but not limited to, police, fire, ambulance, or library services, where the service is available to the general public in substantially the same manner as it is to property owners. Sewer rates are tied to a specific wastewater service provided to each connected parcel and are not implicated by this provision under normal circumstances.

These substantive requirements are central to the analytical framework of any rate study conducted under California law, and they directly inform the cost-of-service and rate design methodologies employed in this report.

The rate study presented in this report has been designed and conducted in full compliance with the requirements of Article XIII D of the California Constitution. The cost-of-service analysis allocates costs in a manner consistent with the proportionality requirement; rate revenues are structured to fund only those services provided to ratepayers; and the proposed rates do not exceed the reasonable cost of providing sewer service. Prior to adoption of any rates recommended herein, the City will conduct the required Proposition 218 noticing and protest hearing process in accordance with applicable law, providing all affected parcel owners not less than 45 days' written notice and the opportunity to file written protests.

Wastewater Cost of Service Process

The cost-of-service analysis follows the procedures described in the Water Environment Federation's Manual of Practice No. 27, Financing and Charges for Wastewater Systems, and proceeds in four steps.

Step 1: Functionalization of Costs

First, the revenue requirement is functionalized, meaning that each cost is assigned to the function of the utility that gives rise to it: treatment, collection, customer service, or meters and services.

Step 2: Allocation of Functionalized Costs to Cost Components

Second, functionalized costs are allocated to cost causation components. Treatment costs are allocated among flow, biochemical oxygen demand (BOD), and total suspended solids (TSS), because the cost of treating wastewater is driven by the volume of flow and by the strength of that flow. Collection, customer service, and meters and services costs are recovered through fixed charges.

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Step 3: Development of Units of Service

Third, units of service are developed for each customer class, measuring each class's contribution to flow, strength, bills, and metered capacity.

Step 4: Distribution of Costs to Customer Classes

Fourth, the cost of each component is divided by the corresponding units of service to derive unit costs, which are then applied to each class to determine its proportionate share of the revenue requirement.

This approach satisfies the substantive requirement of Proposition 218 that the charge imposed on any parcel not exceed the proportional cost of the service attributable to that parcel, because each class pays only for the flow, strength, bills, and capacity it actually places on the system.

Test Year and Functionalization

Fiscal year 2025 was used as the test year for functionalizing costs. Test year expenses of $8,086,745 were assigned to the four functional categories using cost-causative factors developed with City staff. Sanitation department labor was distributed among the functions based on the share of staff time devoted to each. Capital assets were distributed between treatment and collection based on the net book value of the assets serving each function. Costs that are fixed with respect to both flow and strength were divided evenly between customer service and meters and services. The resulting functionalization is presented in Table 3-1.

Table 3-1
Functionalized Test Year Cost of Service, Fiscal Year 2025

Cost Category	Treatment	Collection	Customer Service	Meters & Services	Total
Administration	$3,248,428	$653,752	$939,740	$444,216	$5,286,136
Operations	$1,733,276	$348,825	$481,487	$237,022	$2,800,609
Total Test Year	**$4,981,703**	**$1,002,577**	**$1,421,227**	**$681,238**	**$8,086,745**
Percent of Total	*61.6%*	*12.4%*	*17.6%*	*8.4%*	*100.0%*

The functional methodology used for the test year was then applied to the net revenue requirement for each year of the study period developed in Section 2. This creates some variation in the percentage allocation each year due to the variation in the cost of each functional component each year. Table 3-2 presents the functionalized cost of service to be recovered from rates each year.

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Table 3-2
Functionalized Cost of Service Recovered from Rates

Functional Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Treatment	$4,333,477	$5,208,141	$5,529,003	$5,720,302	$6,008,550	$6,178,190
Collection	$775,623	$922,631	$1,063,547	$1,133,936	$1,244,900	$1,284,497
Customer Service	$1,226,618	$1,548,316	$1,722,378	$1,833,317	$1,886,278	$1,941,476
Meters & Services	$565,787	$676,407	$806,296	$861,159	$886,658	$913,061
Total	**$6,901,505**	**$8,355,496**	**$9,121,223**	**$9,548,714**	**$10,026,386**	**$10,317,224**

Customer Class Evaluation

CSD currently bills four customer groupings: single family residential, multi-family and mobile home, commercial, and institutional. For cost-of-service purposes the commercial grouping is further divided into three strength categories, reflecting the substantial differences in the concentration of BOD and TSS discharged by different types of commercial establishment. NewGen reviewed the existing class designations and concluded that they remain appropriate and equitable, and no changes to the class structure are recommended. The six resulting cost-of-service classes are single family, multi-family and mobile units, commercial low strength, commercial medium strength, commercial high strength, and institutional.

Wastewater strength assumptions by class were carried forward from the 2017 Sanitation Rate Study and are presented in Table 3-3. Single family and multi-family customers are assumed to discharge domestic strength wastewater of 175 mg/L BOD and 175 mg/L TSS. Commercial high strength customers, which include restaurants and similar food service establishments, are assumed to discharge 976 mg/L BOD and 624 mg/L TSS.

Table 3-3
Assumed Wastewater Strength by Customer Class

Customer Class	BOD (mg/L)	TSS (mg/L)
Single Family	175	175
Multi-Family/Mobile Units	175	175
Commercial Low	139	103
Commercial Medium	180	280
Commercial High	976	624
Institutional	130	100

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Units of Service

Units of service measure each customer class's contribution to the cost drivers of the system. Four units of service are used. Billed volume is metered water consumption, which is the basis on which volumetric charges are levied. Contributed volume is billed volume grossed up by an inflow and infiltration factor of 14.68 percent, which reconciles total billed volume of 1,296,229 HCF to the 1,486,455 HCF of flow actually received at the treatment plant. BOD and TSS loadings in pounds are calculated by applying each class's assumed strength from Table 3-3 to its contributed volume. Table 3-4 presents units of service by customer class.

Table 3-4
Units of Service by Customer Class

Customer Class	Billed Volume (HCF)	Contributed Volume (HCF)	BOD (lbs.)	TSS (lbs.)
Single Family	661,031	758,039	828,052	828,052
Multi-Family/Mobile Units	270,573	310,281	338,938	338,938
Commercial Low	189,733	217,577	188,780	139,887
Commercial Medium	32,873	37,697	42,356	65,886
Commercial High	38,268	43,884	267,352	170,930
Institutional	103,751	118,977	96,546	74,266
Total	**1,296,229**	**1,486,455**	**1,762,023**	**1,617,960**

Both Customer service costs and Meters and services costs are recovered on the basis of meter equivalent units (MEUs), which scale each meter size by its hydraulic capacity relative to a 3/4-inch meter. Table 3-5 presents meter equivalent units by class.

Table 3-5
Share of Meter Equivalent Units by Customer Class

Customer Class	Annual MEUs	Share of MEUs
Single Family	91,468	76.6%
Multi-Family/Mobile Units	13,032	10.9%
Commercial	12,532	10.5%
Institutional	2,436	2.0%
Total	**119,468**	**100.0%**

Allocation of Costs to Customer Classes

Treatment costs are allocated among flow, BOD, and TSS using factors developed from the design and operating characteristics of the treatment plant. Table 3-6 presents the allocation of fiscal year 2027 treatment costs to the three cost components.

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Table 3-6
Allocation of Treatment Costs to Cost Components, Fiscal Year 2027

Cost Component	Allocation Factor	Allocated Cost
Flow	35.7%	$1,859,306
BOD	30.2%	$1,572,859
TSS	34.1%	$1,775,976
Total Treatment Cost	**100.0%**	**$5,208,141**

Unit costs of service are derived by dividing the cost of each component by the corresponding units of service. Table 3-7 presents the resulting unit costs for fiscal year 2027. These unit costs are the foundation of the proposed rates: each class is charged the flow, BOD, and TSS unit costs applicable to the volume and strength it contributes, together with the fixed unit costs applicable to its bills and metered capacity.

Table 3-7
Unit Costs of Service, Fiscal Year 2027

Cost Component	Allocated Cost	Units of Service	Unit of Measure	Unit Cost
Flow	$1,859,306	1,296,229	per HCF	$1.43
BOD	$1,572,859	1,762,023	per pound	$0.89
TSS	$1,775,976	1,617,960	per pound	$1.10
Collection	$922,631	119,468	per MEU	$7.72
Customer Service	$1,548,316	119,468	per MEU	$12.96
Meters & Services	$676,407	119,468	per MEU	$5.66

Rate Design Methodology

Fixed monthly charges recover collection, customer service, and meters and services costs. The customer service, collection, and meters and services unit costs are each charged per meter equivalent unit, so that a customer with a larger meter, and therefore a larger claim on system capacity, pays proportionately more. Meter equivalent unit ratios are based on the safe maximum operating capacity of each meter size as published by the American Water Works Association, expressed relative to a 3/4-inch meter. Table 3-8 presents the ratios.

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Table 3-8
Meter Equivalent Unit Ratios

Meter Size	Capacity (gpm)	Meter Equivalent Units
3/4-inch	30	1.00
1-inch	50	1.67
1 1/2-inch	100	3.33
2-inch	160	5.33
3-inch	300	10.00
4-inch	500	16.67
6-inch	1,000	33.33
8-inch	1,600	53.33

The fixed monthly charge for a given meter size is therefore the sum of the customer service, collection, and meters and services unit costs, $12.96, $7.72, and $5.66 per MEU respectively, multiplied by the meter equivalent units for that size. For a 3/4-inch meter in fiscal year 2027 this produces a charge of $26.34 per month.

Volumetric charges recover treatment costs. The volumetric rate for each class is the sum of the flow unit cost, which is the same for every class, plus class-specific BOD and TSS charges derived by applying the BOD and TSS unit costs to the pounds of each constituent contributed per HCF of billed volume. For multi-family and mobile home customers in fiscal year 2027 this produces $1.43 for flow, $1.12 for BOD, and $1.38 for TSS, for a total volumetric rate of $3.93 per HCF.

Single family residential customers are billed a single flat monthly charge with no volumetric component, because the City does not bill that class on metered consumption. The single family charge is therefore the fixed charge applicable to a 3/4-inch meter plus the class volumetric rate applied to average single family consumption of 7.23 HCF per month. For fiscal year 2027 this produces a charge of $54.73 per month.

Proposed Sewer Rates

Table 3-9 presents the proposed fixed monthly charges and Table 3-10 the proposed volumetric charges, alongside the existing fiscal year 2026 rates. No change is proposed for fiscal year 2026. The proposed rates recover the cost of service developed in this section and, because each charge is derived from the unit cost of the service actually provided, do not exceed the proportional cost of service attributable to any parcel.

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Table 3-9
Proposed Fixed Monthly Charges

Rate Component	FY 2026 (Existing)	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Single Family	$49.74	$54.73	$60.21	$63.23	$66.38	$68.32
3/4-inch Meter	$24.08	$26.34	$30.07	$32.05	$33.63	$34.65
1-inch Meter	$40.11	$43.91	$50.11	$53.41	$56.05	$57.74
1 1/2-inch Meter	$80.24	$87.82	$100.23	$106.82	$112.10	$115.49
2-inch Meter	$128.39	$140.51	$160.37	$170.91	$179.37	$184.78
3-inch Meter	$256.76	$263.45	$300.68	$320.45	$336.31	$346.46
4-inch Meter	$401.19	$439.08	$501.14	$534.09	$560.52	$577.43
6-inch Meter	$802.36	$878.16	$1,002.28	$1,068.18	$1,121.04	$1,154.85
8-inch Meter	$1,283.78	$1,405.05	$1,603.65	$1,709.09	$1,793.66	$1,847.76

Table 3-10
Proposed Volumetric Charges ($ per HCF)

Customer Class	FY 2026 (Existing)	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Multi-Family/Mobile Units	$3.55	$3.93	$4.17	$4.31	$4.53	$4.66
Commercial Low	$3.09	$3.13	$3.32	$3.44	$3.61	$3.72
Commercial Medium	$4.00	$4.78	$5.08	$5.26	$5.52	$5.68
Commercial High	$8.90	$12.57	$13.35	$13.81	$14.51	$14.92
Institutional	$3.04	$3.05	$3.24	$3.35	$3.52	$3.62

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Section 4
CASH FLOW AND FUND BALANCE FORECASTS

Recommended Financial Plan

The recommended financial plan closes the gap between revenue under existing rates and the revenue requirement developed above. No revenue adjustment is required in fiscal year 2026; existing rates recover the fiscal year 2026 requirement. Substantial adjustments are required in fiscal years 2027 and 2028 to absorb the step increase in operation and maintenance expense associated with the manpower study positions, depreciation funding, and escalating administrative costs, and to fund the operating transfers to the connection fee fund. Adjustments moderate to between 3.9 and 6.8 percent per year thereafter. The recommended adjustments are modeled as taking effect as presented in Table 4-1.

Table 4-1
Recommended Annual Revenue Adjustments

Description	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Date Effective	N/A	1/1/2027	1/1/2028	1/1/2029	1/1/2030	1/1/2031
Recommended Revenue Adjustment	0.0%	5.3%	9.8%	6.8%	4.8%	3.9%
Revenue Required from Rates (000's)	**$7,559**	**$7,957**	**$8,738**	**$9,334**	**$9,787**	**$10,171**

Table 4-2 presents the projected cash flow of the sewer operating fund under the recommended rates. The fund draws down materially in fiscal years 2026 and 2027, when the transfers to the connection fee fund are required, declines modestly in fiscal year 2028, and returns to positive net cash flow from fiscal year 2029. The plan also includes transfers to the capital fund of approximately $690,000, $425,000, and $200,000 in fiscal years 2027, 2028, and 2029, respectively. The ending fund balance remains above the minimum reserve requirement in every year of the study period.

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Table 4-2
Projected Cash Flow Under Recommended Rates (000's)

Description	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Beginning Operating Fund Balance	$11,399	$10,950	$6,416	$5,993	$6,079	$6,339
Rate Revenue	$7,559	$7,957	$8,738	$9,334	$9,787	$10,171
Miscellaneous Revenues	$217	$395	$220	$219	$219	$220
Transfers In from Connection Fee Fund	$0	$0	$385	$500	$500	$500
Total Revenues	**$7,777**	**$8,353**	**$9,343**	**$10,053**	**$10,506**	**$10,891**
Operation and Maintenance Expense	$6,050	$7,386	$8,025	$8,702	$9,184	$9,476
Debt Service	$1,069	$1,065	$1,067	$1,065	$1,061	$1,061
Rate Funded Capital Improvements	$0	$300	$250	$0	$0	$0
Transfers Out to Connection Fee Fund	$1,107	$3,445	$0	$0	$0	$0
Transfer to Capital Fund	$0	$690	$425	$200	$0	$0
Total Expenditures	**$8,226**	**$12,886**	**$9,766**	**$9,967**	**$10,245**	**$10,537**
Net Cash Flow	($450)	($4,533)	($423)	$86	$261	$354
Ending Operating Fund Balance	**$10,950**	**$6,416**	**$5,993**	**$6,079**	**$6,339**	**$6,693**

Reserves and Financial Policies

The City does not have a formally adopted reserve policy for the sewer utility. For purposes of this study, a minimum operating reserve target of 90 days of operation and maintenance expense plus 30 days of capital spending was applied, consistent with common practice among California wastewater utilities and with the targets shown in Table 2-2. The utility begins the study period with a substantial unrestricted fund balance of approximately $11,399,000. That balance is drawn down over the study period to fund the transfers to the connection fee fund and the capital fund described above but remains above the minimum requirement in every year. Table 4-3 compares the projected ending operating fund balance to the minimum reserve requirement under the recommended financial plan.

Table 4-3
Reserve Requirement and Projected Operating Fund Balance (000's)

Description	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Projected Ending Fund Balance	$10,950	$6,416	$5,993	$6,079	$6,339	$6,693
Minimum Reserve Requirement	$1,496	$1,825	$1,983	$2,150	$2,269	$2,341
Balance Over/(Under) Requirement	**$9,454**	**$4,591**	**$4,010**	**$3,929**	**$4,071**	**$4,353**

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Debt Service Coverage Ratio

The Debt Service Coverage Ratio (DSCR) measures a utility's ability to meet its annual debt obligations from operating revenues. It is calculated as:

Net Revenues Available for Debt Service ÷ Total Annual Debt Service Requirements

Net revenues are determined by taking total operating revenues and subtracting operation and maintenance expenses (excluding the general government administrative transfer in CSD's case). The resulting figure represents the cash available to cover principal and interest payments on outstanding debt.

Table 4-4 presents projected debt service coverage under the recommended rates. Excluding the general government administrative transfer, coverage ranges from 2.49 to 4.38 times and exceeds the 1.25 times target in every year. The general government administrative transfer is a discretionary payment to the City's General Fund rather than a cost of providing wastewater service, and is customarily excluded from the coverage calculation.

Table 4-4
Projected Debt Service Coverage (000's)

Description	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Net Revenue Available for Debt Service	$2,663	$4,202	$4,286	$4,325	$4,422	$4,647
Rate-Funded Debt Service	$1,069	$1,065	$1,067	$1,065	$1,061	$1,061
Debt Service Coverage, Excluding Transfer	**2.49**	**3.94**	**4.02**	**4.06**	**4.17**	**4.38**

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Section 5
CUSTOMER BILL IMPACTS

This section presents the effect of the proposed rates on customer bills. Bills are shown for a typical customer in each class, based on the average monthly water consumption and meter size for that class. Individual customers with consumption or meter sizes different from the class average will experience different impacts.

Single Family Residential Bill Impacts

Single family residential customers are billed a flat monthly charge that does not vary with consumption or meter size, so the bill impact for that class is the same for every account. The monthly bill increases from $49.74 under existing rates to $54.73 in fiscal year 2027, an increase of $4.99 or 10.0 percent. The large first two years of increases reflect the cost-of-service analysis presented in Section 3, which found that single family customers were not previously paying their full proportionate share of the cost of service. This cost adjustment has been spread over several years to lessen the impact while drawing down on the existing fund balance. Increases in the remaining years of the study period are more modest, ranging from $1.94 to $3.16 per month, or between 2.9 and 5.0 percent. Table 5-1 presents the single family residential monthly bill over the study period.

Table 5-1
Single Family Residential Monthly Bill

Description	FY 2026 (Existing)	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Monthly Bill	$49.74	$54.73	$60.21	$63.23	$66.38	$68.32
$ Change	-	*$4.99*	*$5.47*	*$3.02*	*$3.16*	*$1.94*
% Change	-	10.0%	10.0%	5.0%	5.0%	2.9%

Other Customer Class Bill Impacts

Table 5-2 presents the monthly bill for a typical customer in each class at average consumption for that class. Bills for classes other than single family residential consist of the fixed monthly charge applicable to the customer's meter size plus the class volumetric charge applied to metered consumption.

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Table 5-2
Monthly Bill by Customer Class at Average Use

Customer Class (Meter Size)	Average Monthly HCF	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Single Family (3/4-inch)	7.23	$49.74	$54.73	$60.21	$63.23	$66.38	$68.32
Multi-Family/Mobile Units (2-inch)	101	$486.94	$537.19	$581.49	$606.61	$637.02	$655.35
Commercial Low (3/4-inch)	66	$228.02	$233.05	$249.50	$259.07	$272.10	$279.85
Commercial Medium (1 1/2-inch)	286	$1,224.24	$1,456.20	$1,552.91	$1,609.76	$1,690.78	$1,738.73
Commercial High (2-inch)	157	$1,525.69	$2,114.56	$2,256.03	$2,339.08	$2,456.80	$2,526.51
Institutional (2-inch)	218	$791.11	$805.57	$866.41	$901.38	$946.64	$973.72

Table 5-3 presents the corresponding percentage change in the monthly bill for each class. First-year impacts vary considerably by class because the proposed rates realign each class with its cost of service. Commercial high-strength customers see the largest first-year increase, at 38.6 percent, followed by commercial medium strength customers at 18.9 percent, reflecting the strength-based allocation of treatment costs described in Section 3. Commercial low strength and institutional customers see the smallest first-year increases, at 2.2 and 1.8 percent respectively. After fiscal year 2028, annual increases converge to between 2.8 and 5.0 percent for all classes.

Table 5-3
Percent Change in Monthly Bill by Customer Class

Customer Class	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Single Family	10.0%	10.0%	5.0%	5.0%	2.9%
Multi-Family/Mobile Units	10.3%	8.2%	4.3%	5.0%	2.9%
Commercial Low	2.2%	7.1%	3.8%	5.0%	2.8%
Commercial Medium	18.9%	6.6%	3.7%	5.0%	2.8%
Commercial High	38.6%	6.7%	3.7%	5.0%	2.8%
Institutional	1.8%	7.6%	4.0%	5.0%	2.9%

Regional Rate Comparison

To place the proposed rates in context, NewGen surveyed the monthly residential sewer bills of 18 other water and wastewater agencies in Riverside County and the surrounding region. Bills are compared at monthly usage of 6,732 gallons, equivalent to approximately 9 HCF. The survey reflects rates in effect at the time of this study and does not account for rate increases those agencies may adopt during CSD's study period. Table 5-4 presents the results.

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Table 5-4
Regional Monthly Residential Sewer Bill Comparison

Agency	Monthly Bill
City of Ridgecrest	$31.52
Coachella Valley Water District	$33.87
City of Blythe	$36.57
City of San Jacinto (EMWD)	$38.97
Desert Water Agency (Treatment from CVWD)	$39.99
Eastern Municipal Water District (Average)	$46.06
City of Coachella (FY 2026)	**$49.74**
City of Corona	$50.01
Rancho Water District	$50.27
Jurupa Community Services District (WRCWRA)	$50.66
Jurupa Community Services District (Riverside)	$50.66
City of Banning	$51.35
Mission Springs Water District	$53.75
City of Hemet (Treatment by EMWD)	$53.98
Valley Sanitary District	$54.35
City of Beaumont	$56.51
City of Norco	$58.48
City of Coachella (Estimated FY 2028)	**$60.21**
Temescal Valley Water District	$75.70
Elsinore Valley Water District	$81.31
Survey Average (Excluding Coachella)	**$50.78**

CSD's existing fiscal year 2026 residential bill of $49.74 ranks seventh lowest among the 19 bills shown and is approximately two percent below the survey average of $50.78 for the 18 other agencies. Under the proposed rates, the fiscal year 2028 residential bill of $60.21 would rank seventeenth, approximately 19 percent above the current survey average. This comparison should be interpreted with caution. Sewer rates reflect each agency's own service area characteristics, treatment obligations, capital needs, and debt position, and a comparison of rate levels is not a substitute for the cost-of-service analysis presented in Section 3.

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Section 6
FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS

This report presents a comprehensive cost of service and rate study for the Coachella Sanitary District covering fiscal years 2027 through 2031. The study finds that the sewer utility's existing rates, which generate approximately $7,559,000 per year, are sufficient to meet the utility's obligations in fiscal year 2026 but fall materially short thereafter as operation and maintenance expense grows, the recommendations of the Utility Manpower Study and compensation study are implemented, and the operating fund is called upon to support the growth-related capital program delivered through the connection fee fund.

Findings

- **Existing rates are sufficient only in fiscal year 2026.** Revenue under existing rates is approximately $7,559,000 per year and, with no growth in accounts or billable flow projected, remains flat over the study period. Existing rates recover the fiscal year 2026 revenue requirement but fall materially short thereafter.
- **Operation and maintenance expense is the principal cost driver.** Operation and maintenance expense rises from approximately $6,050,000 in fiscal year 2026 to $9,476,000 in fiscal year 2031, driven by general cost escalation, the positions identified in the Utility Manpower Study, the salary adjustments arising from the compensation study, and depreciation funding.
- **Debt service is stable, and capital needs are largely funded from non-rate sources.** Rate-funded debt service is approximately $1,065,000 per year across five outstanding obligations, and no new debt is contemplated. The capital improvement program totals approximately $6,389,000 over the study period, is almost entirely growth-related, and is funded from connection fees, American Rescue Plan Act grant proceeds, and Clean Water State Revolving Fund grants. Only the SCADA System Upgrade is funded from rates.
- **The operating fund must support the connection fee fund.** The operating fund is required to transfer approximately $4,553,000 to the connection fee fund in fiscal years 2026 and 2027 to keep that fund solvent while the growth-related capital program is delivered.
- **Reserves and debt service coverage remain adequate under the recommended plan.** The operating fund balance declines from approximately $10,950,000 at the end of fiscal year 2026 to approximately $6,700,000 at the end of fiscal year 2031, remaining above the minimum reserve requirement in every year. Debt service coverage, measured on net revenue excluding the general government administrative transfer, ranges from 2.49 to 4.38 times against a 1.25 times target.
- **Several classes are not paying their full proportionate share.** The cost-of-service analysis found that single family residential, multi-family, and the medium and high strength commercial classes were not previously paying their full proportionate share of the cost of service, while commercial low strength and institutional customers were paying close to their share. The existing customer class structure remains appropriate, and no changes are recommended.

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- **Bill impacts are concentrated in the first years of the plan.** The single family residential monthly bill increases from $49.74 to $54.73 in fiscal year 2027, an increase of $4.99 or 10.0 percent. First-year increases for other classes range from approximately 2 percent for commercial low strength and institutional customers to 38.6 percent for commercial high strength customers. After fiscal year 2028, annual increases converge to between 2.8 and 5.0 percent for all classes.
- **Regional comparison.** At existing rates, CSD's monthly residential bill of $49.74 ranks seventh lowest among the 19 bills surveyed and is approximately two percent below the survey average of $50.78. Under the proposed rates, the fiscal year 2028 bill of $60.21 would rank seventeenth, although the survey does not account for rate increases other agencies may adopt during the study period.

Conclusions

The recommended revenue adjustments are sufficient to fund the sewer utility. Over the fiscal year 2027 through 2031 forecast period, the recommended adjustments generate revenue adequate to cover operation and maintenance expense, existing debt service, and rate-funded capital improvements, support the required transfers to the connection fee fund, and maintain the operating fund above its minimum reserve requirement in every year.

The proposed rates are cost-based and defensible under Proposition 218. Rates were derived by functionalizing the revenue requirement, allocating functionalized costs to flow, strength, and fixed cost components, and distributing those costs to customer classes in proportion to the flow, strength, bills, and metered capacity each class places on the system. As a result, the proposed rates do not exceed the proportional cost of service attributable to any parcel.

The first-year bill increases reflect realignment to cost of service. The larger increases for single family residential, multi-family, and medium and high strength commercial customers reflect those classes moving to their full proportionate share of the cost of service. The adjustment has been spread over several years, drawing down the existing fund balance, to lessen the impact on customers.

Recommendations

Based on the findings and conclusions above, NewGen recommends that the City take the following actions:

- **Adopt the recommended revenue adjustments.** The financial plan requires no rate increase in fiscal year 2026, followed by adjustments of 5.3 percent in fiscal year 2027, 9.8 percent in fiscal year 2028, 6.8 percent in fiscal year 2029, 4.8 percent in fiscal year 2030, and 3.9 percent in fiscal year 2031. These adjustments fund the utility's full revenue requirement, maintain the operating fund above its minimum reserve requirement in every year of the study period, and support the transfers to the connection fee fund required in fiscal years 2026 and 2027.
- **Adopt the proposed rate schedule.** The proposed rates presented in Section 3 and Appendix A recover the cost of service allocated to each customer class. Because each charge is derived from the unit cost of the service actually provided, the proposed rates do not exceed the proportional cost of service attributable to any parcel and are consistent with the requirements of Proposition 218.

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- **Recognize the first-year realignment of class bills.** The cost-of-service analysis found that single family residential, multi-family, and the medium and high strength commercial classes were not previously paying their full proportionate share, and those classes bear first-year increases of 10.0, 10.3, 18.9, and 38.6 percent respectively. Commercial low strength and institutional customers bear first-year increases of approximately 2 percent. After fiscal year 2028 annual increases converge to between 2.8 and 5.0 percent for all classes.
- **Formally adopt a reserve policy.** The financial plan applies an operating reserve target of 90 days of operation and maintenance expense plus 30 days of capital spending, developed with City staff. The City has not formally adopted a reserve policy for the sewer utility. NewGen recommends that the City Council adopt the policy applied in this study so that future rate setting proceeds against an approved financial target.
- **Monitor debt service coverage.** Measured on net revenue excluding the general government administrative transfer, projected coverage ranges from 2.49 to 4.38 times and comfortably exceeds the 1.25 times target in every year.
- **Monitor the connection fee fund.** The growth-related capital program is funded principally from connection fees, ARPA grant proceeds, and Clean Water State Revolving Fund grant proceeds. The connection fee fund nonetheless requires operating fund transfers totaling approximately $4,553,000 in fiscal years 2026 and 2027. If connection fee revenue falls short of the $500,000 per year assumed in the financial plan, or if the growth capital program accelerates, additional operating fund support will be required and the recommended revenue adjustments should be revisited.
- **Update the study periodically.** NewGen recommends that the City review the financial plan annually using the Excel model delivered with this study, and that a full cost of service study be conducted at least every five years, or sooner if customer growth, regulatory obligations, or the capital program change materially.

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Appendix A
Proposed Sewer Rate Schedule

This appendix presents the complete schedule of proposed sewer rates for fiscal years 2026 through 2031. Fiscal year 2026 rates are the rates currently in effect; no adjustment is proposed for that year. All charges are stated per month.

Table A-1
Proposed Sewer Rate Schedule, Fiscal Years 2026 through 2031

Rate Component	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Fixed Monthly Charges						
Single Family (per account)	$49.74	$54.73	$60.21	$63.23	$66.38	$68.32
3/4-inch Meter	$24.08	$26.34	$30.07	$32.05	$33.63	$34.65
1-inch Meter	$40.11	$43.91	$50.11	$53.41	$56.05	$57.74
1 1/2-inch Meter	$80.24	$87.82	$100.23	$106.82	$112.10	$115.49
2-inch Meter	$128.39	$140.51	$160.37	$170.91	$179.37	$184.78
3-inch Meter	$256.76	$263.45	$300.68	$320.45	$336.31	$346.46
4-inch Meter	$401.19	$439.08	$501.14	$534.09	$560.52	$577.43
6-inch Meter	$802.36	$878.16	$1,002.28	$1,068.18	$1,121.04	$1,154.85
8-inch Meter	$1,283.78	$1,405.05	$1,603.65	$1,709.09	$1,793.66	$1,847.76
Volumetric Charges ($ per HCF)						
Multi-Family/Mobile Units	$3.55	$3.93	$4.17	$4.31	$4.53	$4.66
Commercial Low	$3.09	$3.13	$3.32	$3.44	$3.61	$3.72
Commercial Medium	$4.00	$4.78	$5.08	$5.26	$5.52	$5.68
Commercial High	$8.90	$12.57	$13.35	$13.81	$14.51	$14.92
Institutional	$3.04	$3.05	$3.24	$3.35	$3.52	$3.62

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Appendix B
Capital Improvement Program Detail

This appendix presents the capital improvement program by individual project, fiscal year, and funding source. Amounts are shown in thousands of dollars and are stated in current dollars; no capital cost inflation was applied. A dash indicates no expenditure in that year.

Table B-1
Capital Improvement Program by Project and Fiscal Year (000's)

Project	Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
Shady Lane and Amezcua Septic to Sewer Conversion (S-15)	CWSRF Grant	$1,671	--	--	--	--	--	$1,671
Avenue 52 Extension to Jackson Capacity Improvements (S-27)	Connection Fees	$17	--	--	--	--	--	$17
Avenue 51 Extension to Jackson Capacity Improvements (S-28)	Connection Fees	$17	--	--	--	--	--	$17
CSD Headworks Screening Improvements (S-29)	Connection Fees / ARPA	$1,518	--	--	--	--	--	$1,518
Avenue 50, Coronado to Harrison Capacity Improvements (S-19)	Connection Fees	--	$500	--	--	--	--	$500
Avenue 54 Upsizing	Connection Fees	--	$2,000	--	--	--	--	$2,000
E4 Frederick Street to Julia Drive to Westfield Way	Connection Fees / ARPA	--	--	--	--	--	--	$0
SCADA System Upgrade (S-30)	Sewer Rates	--	$300	$250	--	--	--	$550
E5 Airport Boulevard Pipe Replacement	Connection Fees	--	--	$115	--	--	--	$115
E6 Van Buren Street to Avenue 54 Pipe Replacement	Connection Fees	--	--	--	--	--	--	$0
Total Capital Improvement Program		**$3,224**	**$2,800**	**$365**	**$0**	**$0**	**$0**	**$6,389**

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NewGen Strategies & Solutions



THANK YOU!

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[HEADING]
Coachella Water Authority
NOTICE OF PUBLIC HEARING
Proposed Water Rate Changes Will Be Considered at Upcoming Public Hearing

[POP-OUT BOX]
Public Hearing
When: Wednesday, December 9, 2026 | 6 p.m.
Where: City Council Chambers | 1515 Sixth Street, Coachella, CA 92236

Why am I receiving this notice?
The City recently completed an independent Cost-of-Service Study to determine the revenue needed to continue providing reliable water service, maintain and upgrade aging infrastructure, and meet Chromium-6 regulatory requirements, while maintaining financial stability. It is important to note that, as a public agency, the City cannot earn a profit from its water service and must charge no more than the actual cost of providing that service.

Proposition 218 requires the City to notify affected property owners and customers of record, including tenants/renters who are billed directly for service, of proposed rate changes and provide an opportunity to submit a written protest before rates can be adopted. If approved, proposed rates would take effect January 1, 2027.

Why are water rate changes being proposed?
The City's last water rate increase was in 2015. The City's water system requires ongoing maintenance and updates to prevent breaks, provide reliable service, prepare for emergencies and protect public health. The recent Cost-of-Service Study found that existing rates will not generate enough revenue to meet projected costs beginning in 2027. A new statewide Chromium-6 regulatory mandate is also a key reason for the proposed water rate changes.

A New State Drinking Water Standard Is a Major Cost Driver
Chromium-6 is a naturally occurring mineral found in groundwater in the Coachella Valley. The Chromium-6 found in the region is not from industrial pollution. California has adopted a new standard for the amount of Chromium-6 allowed in drinking water. This new standard requires all of the City's seven wells be treated for Chromium-6 by 2031 and is estimated to cost about $49.1 million.

Per the City's approved Compliance Plan approved by California's Division of Drinking Water, the City is committed to meeting the 2031 compliance schedule.

[GRAPHIC]
Chromium-6 HEXAVALENT CHROMIUM
Maximum Containment Level (MCL) = 10 parts per billon (ppb) in drinking water THE LAW SINCE 2024
1 ppb = about one drop in 10,000 gallons
6 CURRENT CITY WELLS NEW WELL
All require treatment to meet the new standard by July 3, 2031

BOTTOM OF PAGE
Coachella.org/Rates **Prop218@coachella.org**

The City is Pursuing State Funding

The City is simultaneously pursuing grant funding to offset the costs of the required Chromium-6 improvements. The Cost-of-Service Study must assume the City pays the full cost until outside funding is secured.

If the City receives grant or principal forgiveness funding, the City's revenue requirement would decrease. The City would then decrease water rates and would not need to repeat the Proposition 218 process to do so.

[TABLE]

Proposed Water Rates: 2027 – 2031

Your water bill includes a fixed monthly charge based on your meter size and a charge ("volumetric rate") based on the amount of water you use. One-hundred cubic feet (HCF) of water equals 748 gallons. Your monthly water bill lists your meter size and your recent monthly water usage.

Cost of Service Based Rate Forecast - Monthly

	2026 (Existing)	Effective January 1, 2027	Effective January 1, 2028	Effective January 1, 2029	Effective January 1, 2030	Effective January 1, 2031
Monthly Meter Charge						
¾"	$13.80	$19.67	$20.81	$21.87	$23.02	$23.19
1"	$19.32	$26.88	$28.43	$29.88	$31.45	$31.68
1 ½"	$24.84	$44.89	$47.49	$49.90	$52.52	$52.91
2"	$40.02	$66.51	$70.36	$73.93	$77.82	$78.39
3"	$151.82	$134.97	$142.77	$150.02	$157.91	$159.07
4"	$193.22	$225.04	$238.06	$250.14	$263.30	$265.23
6"	$289.83	$495.27	$523.91	$550.50	$579.46	$583.72
8"	$400.24	$585.34	$619.19	$650.62	$684.84	$689.88
Volumetric Rate per HCF						
Tier 1: 0 – 8 HCF	$1.50	$2.89	$3.06	$3.21	$3.38	$3.41
Tier 2: 9 – 17 HCF	$1.50	$3.08	$3.25	$3.42	$3.60	$3.63
Tier 3: Over 17 HCF	$1.50	$3.84	$4.06	$4.27	$4.49	$4.52

[SIDEBAR SECTION]

See How the Proposed Rates Could Affect You

Your actual bill depends on your meter size and water usage. Please use the City's online Bill Estimator tool to calculate your estimated bill.

[QR CODE GRAPHIC: "Bill Estimator SCAN HERE" that links to ConserveCoachella.com/Bill]

[SIDEBAR SECTION]

Need help with your water bill?

Eligible residential customers may receive a $150 Help2Others credit once every 12 months. Conservation rebates, grants and other resources are also available. Visit ConserveCoachella.com for more information.

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Coachella.org/Rates

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[POP-OUT BOX]
WATER RATE PROPOSAL AT A GLANCE

- **9,226** Customer Connections
- **2015** Last Water Rate Increase
- **Five-years** Proposed rate changes schedule
- **Jan. 1, 2027** First Proposed effective date

City of Coachella Proposition 218 Public Process
The City launched public information efforts in August 2026 to help educate the community about the proposed rate changes and the Proposition 218 public process. This public hearing notice mailed to every water customer is one of several ways the City is continuing to inform the public.

The City will hold additional community meetings and distribute information through City and community platforms leading up to the December 9, 2026 public hearing.

[SIDEBAR SECTION]
More Information
Visit Coachella.org/Rates for all information related to the proposed rate changes, to view a recording of the September 2, 2026 informational webinar and for upcoming community meetings. You can also email Prop218@coachella.org with your questions.
[QR CODE: Coachella.org/Rates]

You Have Two Different Ways to Formally Respond – Protest or Objection
Coachella Water Authority customers of record, including property owners and tenants/renters, can submit a written protest to the proposed water rate changes. If written protests are submitted on behalf of a majority (50% plus one) of parcels subject to the proposed water rates, the City cannot implement a rate increase. Additionally, if a customer believes there is a legal issue with the proposed water rates, they can submit a legal objection as described below.

Important Things to Know

- Protests must be in writing; oral/verbal comments alone do not count as protests.
- Only one protest per customer is permitted.
- All written protests will be verified.
- Protests submitted electronically, either by email or fax, will not be counted.
- If you own or are the customer of record for more than one parcel, you must submit a separate protest for each parcel.

[CALL-OUT BOX]
How to Protest Rate Changes
How to submit a formal written protest, per Prop 218:
Mail it to City Hall 53462 Enterprise Way Coachella, CA 92236
Deliver it to City Hall 53462 Enterprise Way Coachella, CA 92236
Hand it in During the public hearing

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Your Protest must:
Clearly state opposition to the proposed rates, but you do not have to explain your reason(s).
Include your property location (parcel number, address, or account number).*
Include your full legal name, signature, and the date.

* If you do not know your parcel ID number, you may obtain it from your Riverside County property tax statement, or by visiting the Riverside County Assessor's website.

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Prop218@coachella.org

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How an Objection is Different From a Protest
In addition to submitting a protest, property owners and customers of record may submit a separate written objection stating the specific legal grounds for alleging that the proposed rates do not comply with Proposition 218. The City will consider each timely objection and respond in writing before the public hearing concludes.

An objection received after the deadline, but before the close of the public hearing, will still be considered as a protest, just not as an objection. The written basis supporting the proposed water rate adjustments can be found at Coachella.org/Rates.

[CALL-OUT BOX]
Objection Submission Deadline: Monday, November 30, 6 PM

[GRAPHIC]
Written Objection of Proposition 218 for Alleged Noncompliance
A valid objection must:
1. Identify the specific proposed rate change being objected to.
2. Provide the parcel location (assessor parcel number, street address, or customer account number).
3. Include the name of the person submitting it.
4. Clearly state that the submission is an objection.
5. Explain the grounds for alleging noncompliance with Prop 218 in enough detail for the City to evaluate and respond to the objection. A statement that the proposed rates are too high, or that they are illegal without explaining the reason why, will not be counted as a valid legal objection.

The City Clerk must receive your mailed or delivered written objection at 53462 Enterprise Way Coachella, CA 92236 by Monday, November 30 at 6 PM for it to be counted. Failure to timely object in writing by the deadline bars any right to challenge the proposed water rates through a legal proceeding.

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December 9, 2026, at 6:00 PM, in the City Council Chambers at 1515 Sixth Street, Coachella, CA 92236. Any written protest received after the close of the Public Hearing will not be tabulated.

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Coachella.org/Rates **Prop218@coachella.org**

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[HEADING]
Coachella Sanitary District
NOTICE OF PUBLIC HEARING
Proposed Sewer Rate Changes Will Be Considered at Upcoming Public Hearing

[POP-OUT BOX]
Public Hearing
When: Wednesday, December 9, 2026 | 6 p.m.
Where: City Council Chambers | 1515 Sixth Street, Coachella, CA 92236

Why am I receiving this notice?
The City recently completed an independent Cost-of-Service Study to determine the revenue needed to continue providing reliable sewer collection and treatment service, maintain the sewer system, fund ongoing operations and necessary system improvements, and meet financial obligations. It is important to note that, as a public agency, the City cannot earn a profit from its sewer service and must charge no more than the actual cost of providing that service.

Proposition 218 requires the City to notify affected property owners and customers of record, including tenants/renters who are billed directly for service, of proposed rate changes and provide an opportunity to submit a written protest before rates can be adopted. If approved, proposed rates would take effect January 1, 2027.

Why are sewer rate changes being proposed?
The City's last sewer rate increase was in 2021. The City's sewer system requires ongoing operation, maintenance and investment to provide reliable collection and treatment service and protect public health and the environment. The recent Cost-of-Service Study found that existing rates will not generate enough revenue to meet projected costs beginning in 2027.

What is driving increased costs?
The Cost-of-Service Study projects increasing costs to operate and maintain the sewer system. These include general cost increases, additional staffing identified through the City's Utility Manpower Study, compensation adjustments, ongoing equipment and infrastructure renewal, and existing financial obligations.

Projected Operation & Maintenance Costs
FY 2026: approximately $6.05 million
FY 2031: approximately $9.48 million

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Maintaining a Reliable Sewer System

The Coachella Sanitary District serves 8,080 customer connections. The sewer system includes approximately 90 miles of pipeline, two sewage pump stations and more than 1,600 manholes, along with a wastewater treatment plant designed to treat up to 4.5 million gallons per day.

[DESIGNER TO CREATE A SEWER SYSTEM INFOGRAPHIC]
90 MILES of sewer pipeline
2 sewage pump stations
1,600+ manholes
4.5 MILLION GALLONS/DAY wastewater treatment plant design capacity

[TABLE]
Proposed Sewer Rates: 2027 – 2031

Single-family residential customers pay a flat monthly sewer charge. All other customers pay a fixed monthly charge based on meter size plus a charge ("volumetric rate") based on the amount of water used. One-hundred cubic feet (HCF) of water equals 748 gallons. The proposed rates are based on the cost of providing sewer service to each customer class.

Proposed Fixed Monthly Charges

Rate Component	FY 2026 (Existing)	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Single Family (per account)	$49.74	$54.73	$60.21	$63.23	$66.38	$68.32
3/4-inch Meter	$24.08	$26.34	$30.07	$32.05	$33.63	$34.65
1-inch Meter	$40.11	$43.91	$50.11	$53.41	$56.05	$57.74
1 1/2-inch Meter	$80.24	$87.82	$100.23	$106.82	$112.10	$115.49
2-inch Meter	$128.39	$140.51	$160.37	$170.91	$179.37	$184.78
3-inch Meter	$256.76	$263.45	$300.68	$320.45	$336.31	$346.46
4-inch Meter	$401.19	$439.08	$501.14	$534.09	$560.52	$577.43
6-inch Meter	$802.36	$878.16	$1,002.28	$1,068.18	$1,121.04	$1,154.85
8-inch Meter	$1,283.78	$1,405.05	$1,603.65	$1,709.09	$1,793.66	$1,847.76

Proposed Volumetric Charges ($ per HCF)

Customer Class	FY 2026 (Existing)	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Multi-Family/Mobile Units	$3.55	$3.93	$4.17	$4.31	$4.53	$4.66
Commercial Low	$3.09	$3.13	$3.32	$3.44	$3.61	$3.72
Commercial Medium	$4.00	$4.78	$5.08	$5.26	$5.52	$5.68
Commercial High	$8.90	$12.57	$13.35	$13.81	$14.51	$14.92
Institutional	$3.04	$3.05	$3.24	$3.35	$3.52	$3.62

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SIDEBAR SECTION]

See How the Proposed Rates Could Affect You

Your actual bill depends on your meter size and water usage. Please use the City's online Bill Estimator tool to calculate your estimated bill.

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Coachella.org/Rates

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SEWER RATE PROPOSAL AT A GLANCE

- **8,080** Customer Connections
- **2021** Last Sewer Rate Increase
- **Five-years** Proposed rate changes schedule
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Coachella.org/Rates **Prop218@coachella.org**

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AVISO DE AUDIENCIA PÚBLICA

Los cambios propuestos a las tarifas de agua se considerarán en una próxima audiencia pública

Audiencia pública

Cuándo: miércoles 9 de diciembre de 2026 | 6 p.m.

Dónde: Salón del Concejo Municipal | 1515 Sixth Street, Coachella, CA 92236

¿Por qué recibo este aviso?

La Ciudad recientemente completó un Estudio independiente sobre el Costo de los Servicios (COS) para determinar los ingresos necesarios para continuar brindando un servicio de agua confiable, dar mantenimiento y modernizar la infraestructura existente, cumplir con los requisitos regulatorios del cromo-6 y mantener la estabilidad financiera. Es importante señalar que, como agencia pública, la Ciudad no puede obtener ganancias del servicio de agua y no debe cobrar más que el costo real de prestar ese servicio.

Conforme a la Proposición 218, la Ciudad debe notificar a los propietarios afectados y a los clientes registrados, incluidos los inquilinos que reciben y pagan directamente las facturas del servicio, sobre los cambios propuestos a las tarifas y brindarles la oportunidad de presentar una protesta por escrito antes de que las tarifas puedan ser adoptadas. Si se aprueban, las tarifas propuestas entrarían en vigor el 1 de enero de 2027.

¿Por qué se proponen cambios a las tarifas de agua?

El último aumento en la tarifa del agua de la Ciudad fue en 2015. El sistema de agua de la Ciudad requiere mantenimiento y mejoras continuas para prevenir roturas, brindar un servicio confiable, prepararse para emergencias y proteger la salud pública. El reciente Estudio sobre el Costo de los Servicios concluyó que las tarifas actuales no generarán suficientes ingresos para cubrir los costos proyectados a partir de 2027. Un nuevo mandato regulatorio estatal sobre el cromo-6 también es una de las principales razones de los cambios propuestos a las tarifas de agua.

Una nueva norma estatal para el agua potable es uno de los principales factores que aumentan los costos

El cromo-6 es un mineral natural que se encuentra en las aguas subterráneas del Valle de Coachella. El cromo-6 presente en la región no proviene de contaminación industrial. California ha adoptado una nueva norma para la cantidad de cromo-6 permitida en el agua potable. Esta nueva norma requiere que los siete pozos de la Ciudad reciban tratamiento para el cromo-6 a más tardar en 2031, con un costo estimado de aproximadamente $49.1 millones.

De acuerdo con el Plan de Cumplimiento de la Ciudad, aprobado por la División de Agua Potable de California, la Ciudad se ha comprometido a cumplir con el calendario de cumplimiento de 2031.

Cromo-6 | CROMO HEXAVALENTE

Nivel Máximo de Contaminantes (MCL) = 10 partes por mil millones (ppb) en agua potable | Norma vigente desde 2024

1 ppb = aproximadamente una gota en 10,000 galones

6 POZOS ACTUALES DE LA CIUDAD + POZO NUEVO

Todos requieren tratamiento para cumplir con la nueva norma a más tardar el 3 de julio de 2031

La Ciudad está gestionando financiamiento estatal

La Ciudad también está gestionando fondos de subvenciones para ayudar a cubrir el costo de las mejoras obligatorias para el cromo-6. El Estudio sobre el Costo de los Servicios debe suponer que la Ciudad cubrirá el costo total hasta que se obtengan fondos externos.

Si la Ciudad recibe fondos de subvención o condonación del capital del préstamo, disminuiría la cantidad de ingr que necesita recaudar. En ese caso, la Ciudad reduciría las tarifas de agua y no tendría que repetir el proceso de la Proposición 218 para hacerlo.

Tarifas de agua propuestas: 2027–2031

Su factura de agua incluye un cargo mensual fijo según el tamaño de su medidor y un cargo ("tarifa volumétrica") basado en la cantidad de agua que consume. Cien pies cúbicos (HCF, por sus siglas en inglés) de agua equivalen a 748 galones. Su factura mensual de agua indica el tamaño de su medidor y su consumo mensual reciente de agua.

Proyección mensual de tarifas basada en el costo del servicio

Componente	2026 (vigente)	1 ene. 2027	1 ene. 2028	1 ene. 2029	1 ene. 2030	1 ene. 2031
Cargo mensual por medidor						
¾"	$13.80	$19.67	$20.81	$21.87	$23.02	$23.19
1"	$19.32	$26.88	$28.43	$29.88	$31.45	$31.68
1 ½"	$24.84	$44.89	$47.49	$49.90	$52.52	$52.91
2"	$40.02	$66.51	$70.36	$73.93	$77.82	$78.39
3"	$151.82	$134.97	$142.77	$150.02	$157.91	$159.07
4"	$193.22	$225.04	$238.06	$250.14	$263.30	$265.23
6"	$289.83	$495.27	$523.91	$550.50	$579.46	$583.72
8"	$400.24	$585.34	$619.19	$650.62	$684.84	$689.88
Tarifa volumétrica por HCF						
Nivel 1: 0–8 HCF	$1.50	$2.89	$3.06	$3.21	$3.38	$3.41
Nivel 2: 9–17 HCF	$1.50	$3.08	$3.25	$3.42	$3.60	$3.63
Nivel 3: más de 17 HCF	$1.50	$3.84	$4.06	$4.27	$4.49	$4.52

Vea cómo podrían afectarle las tarifas propuestas

Su factura real depende del tamaño de su medidor y de su consumo de agua. Utilice la herramienta en línea de estimación de facturas (Bill Estimator) de la Ciudad para calcular su factura estimada.

[CÓDIGO QR: Bill Estimator – ESCANEE AQUÍ – ConserveCoachella.com/Bill]

¿Necesita ayuda con su factura de agua?

Los clientes residenciales que cumplan con los requisitos pueden recibir un crédito de $150 del programa Help2Others una vez cada 12 meses. También hay reembolsos por conservación de agua, subvenciones y otros recursos disponibles. Visite ConserveCoachella.com para obtener más información.

Coachella.org/Rates

RESUMEN DE LA PROPUESTA DE TARIFAS DE AGUA

9,226 conexiones de servicio

2015 | Último aumento en la tarifa del agua

Cinco años | Calendario de cambios propuestos a las tarifas

1 de enero de 2027 | Primera fecha propuesta de entrada en vigor

Proceso público de la Proposición 218 de la Ciudad de Coachella

La Ciudad inició esfuerzos de información pública en agosto de 2026 para ayudar a informar a la comunidad sobre los cambios propuestos a las tarifas y el proceso público de la Proposición 218. Este aviso de audiencia pública, enviado por correo a todos los clientes del servicio de agua, es una de las varias maneras en que la Ciudad continúa informando al público.

La Ciudad realizará reuniones comunitarias adicionales y distribuirá información a través de plataformas de la Ciudad y de la comunidad antes de la audiencia pública del 9 de diciembre de 2026.

Más información

Visite Coachella.org/Rates para consultar toda la información relacionada con los cambios propuestos a las tarifas, ver la grabación del seminario web informativo del 2 de septiembre de 2026 y conocer las próximas reuniones comunitarias. También puede enviar sus preguntas a Prop218@coachella.org.

[CÓDIGO QR: Coachella.org/Rates]

Tiene dos maneras distintas de responder formalmente: protesta u objeción

Los clientes registrados de la Autoridad del Agua de Coachella, incluidos los propietarios y los inquilinos, pueden presentar una protesta por escrito contra los cambios propuestos a las tarifas de agua. Si se presentan protestas por escrito en nombre de la mayoría (50% más uno) de las parcelas sujetas a las tarifas de agua propuestas, la Ciudad no puede implementar un aumento de tarifas. Además, si un cliente considera que existe un problema legal con las tarifas de agua propuestas, puede presentar una objeción por escrito basada en fundamentos legales, como se describe a continuación.

Cosas importantes que debe saber

- Las protestas deben presentarse por escrito; los comentarios orales o verbales por sí solos no cuentan como protestas.
- Solo se permite una protesta por cliente.
- Todas las protestas por escrito serán verificadas.
- Protestas presentadas electrónicamente, ya sea por correo electrónico o fax, no serán contabilizadas.
- Si es propietario o cliente registrado de más de una parcela, debe presentar una protesta por separado para cada parcela.

Cómo protestar los cambios en las tarifas

Cómo presentar una protesta formal por escrito, conforme a la Proposición 218:

Enviarla por correo al edificio municipal: 53462 Enterprise Way, Coachella, CA 92236.
Entregarla personalmente en el edificio municipal: 53462 Enterprise Way, Coachella, CA 92236.
Presentarla durante la audiencia pública.

Su protesta debe:

Indicar claramente su oposición a las tarifas propuestas. No es necesario explicar los motivos.
Incluir la ubicación de su propiedad (número de parcela, dirección o número de cuenta).*
Incluir su nombre legal completo, firma y la fecha.

* Si no conoce su número de parcela, puede consultarlo en su factura del impuesto sobre la propiedad del condado de Riverside o en el sitio web del Tasador del Condado de Riverside.

Prop218@coachella.org

Diferencia entre una objeción y una protesta

Además de presentar una protesta, los propietarios y clientes registrados pueden presentar una objeción por escrito por separado que exponga los fundamentos legales específicos para alegar que las tarifas propuestas no cumplen con la Proposición 218. La Ciudad evaluará cada objeción presentada dentro del plazo establecido y responderá por escrito antes de que concluya la audiencia pública.

Una objeción recibida después de la fecha límite, pero antes del cierre de la audiencia pública, seguirá contándose como una protesta, pero no como una objeción. La documentación que sustenta los ajustes propuestos a las tarifas de agua está disponible en Coachella.org/Rates.

Fecha límite para presentar una objeción

lunes 30 de noviembre | 6 PM

Objeción por escrito por presunto incumplimiento de la Proposición 218

Una objeción válida debe:

1. Identificar el cambio propuesto a la tarifa que se objeta.

2. Indicar la ubicación de la parcela mediante el número de parcela del tasador, la dirección o el número de cuenta del cliente.

3. Incluir el nombre de la persona que presenta la objeción.

4. Indicar claramente que el escrito es una objeción.

5. Explicar por qué se considera que el cambio propuesto incumple la Proposición 218, con suficiente detalle para que la Ciudad pueda evaluar la objeción y responder a la inquietud. Una declaración que únicamente indique que las tarifas propuestas son demasiado altas, o que son ilegales sin explicar el motivo, no se considerará una objeción legal válida.

La Secretaría Municipal debe recibir su objeción por escrito, ya sea enviada por correo o entregada personalmente, en 53462 Enterprise Way, Coachella, CA 92236, a más tardar el lunes 30 de noviembre a las 6 PM, para que sea tomada en cuenta. No presentar una objeción por escrito dentro del plazo establecido impedirá ejercer cualquier derecho a impugnar las tarifas de agua propuestas mediante un proceso judicial.

Formulario opcional de protesta (utilícelo solo si desea protestar los aumentos propuestos en las tarifas)

Yo, _____ (escriba su nombre en letra de molde), soy el propietario registrado o el cliente registrado de la propiedad ubicada en _____ (dirección del servicio, número de cuenta o número de parcela del tasador). Me opongo a las tarifas de agua propuestas por los siguientes motivos:

_____

_

_____

_

(Nota: no es necesario indicar un motivo)

Firma _____ Fecha _____

Si utiliza este formulario como su protesta por escrito, escriba su nombre en letra de molde y firme con tinta, y envíe por correo o entregue el formulario en un sobre dirigido a: Ciudad de Coachella, 53462 Enterprise Way, Coachella, CA 92236. Si lo envía por correo, hágalo con suficiente anticipación para que la Ciudad reciba su protesta por escrito antes del cierre de la audiencia pública que se realizará el miércoles 9 de diciembre de 2026, a partir de las 6 p.m., en el Salón del Concejo Municipal, 1515 Sixth Street, Coachella, CA 92236. Toda protesta por escrito recibida después del cierre de la audiencia pública no será contabilizada.

Distrito Sanitario de Coachella

AVISO DE AUDIENCIA PÚBLICA

Los cambios propuestos a las tarifas de alcantarillado se considerarán en una próxima audiencia pública

Audiencia pública

Cuándo: miércoles 9 de diciembre de 2026 | 6 p.m.

Dónde: Salón del Concejo Municipal | 1515 Sixth Street, Coachella, CA 92236

¿Por qué recibo este aviso?

La Ciudad recientemente completó un Estudio independiente sobre el Costo de los Servicios (COS) para determinar los ingresos necesarios para continuar brindando un servicio confiable de alcantarillado, mantener el sistema, financiar las operaciones continuas y las mejoras necesarias, y cumplir con las obligaciones financieras. Es importante señalar que, como agencia pública, la Ciudad no puede obtener ganancias del servicio de alcantarillado y no debe cobrar más que el costo real de prestar ese servicio.

Conforme a la Proposición 218, la Ciudad debe notificar a los propietarios afectados y a los clientes registrados, incluidos los inquilinos que reciben y pagan directamente las facturas del servicio, sobre los cambios propuestos a las tarifas y brindarles la oportunidad de presentar una protesta por escrito antes de que las tarifas puedan ser adoptadas. Si se aprueban, las tarifas propuestas entrarían en vigor el 1 de enero de 2027.

¿Por qué se proponen cambios a las tarifas de alcantarillado?

El último aumento en la tarifa de alcantarillado de la Ciudad fue en 2021. El sistema de alcantarillado de la Ciudad requiere operación, mantenimiento e inversión continuos para brindar un servicio confiable y proteger la salud pública y el medio ambiente. El reciente Estudio sobre el Costo de los Servicios concluyó que las tarifas actuales no generarán suficientes ingresos para cubrir los costos proyectados a partir de 2027.

¿Qué está impulsando el aumento de los costos?

El Estudio sobre el Costo de los Servicios proyecta que aumentarán los costos de operación y mantenimiento del sistema de alcantarillado. Estos incluyen aumentos generales de costos, personal adicional identificado mediante el Estudio de Dotación de Personal de Servicios Públicos de la Ciudad, ajustes de compensación, renovación continua de equipos e infraestructura y obligaciones financieras existentes.

Costos proyectados de operación y mantenimiento

AF 2026: aproximadamente $6.05 millones

AF 2031: aproximadamente $9.48 millones

Coachella.org/Rates | Prop218@coachella.org

Mantener un sistema de alcantarillado confiable

El Distrito Sanitario de Coachella brinda servicio a 8,267 conexiones. El sistema de alcantarillado incluye aproximadamente 90 millas de tubería, dos estaciones de bombeo de aguas residuales y más de 1,600 pozos de registro, además de una planta de tratamiento de aguas residuales con capacidad de diseño para tratar hasta 4.5 millones de galones por día.

Datos del sistema de alcantarillado

90 MILLAS de tubería de alcantarillado

2 estaciones de bombeo de aguas residuales

1,600+ pozos de registro

4.5 MILLONES DE GALONES/DÍA | capacidad de diseño de la planta de tratamiento de aguas residuales

Tarifas de alcantarillado propuestas: 2027–2031

Los clientes residenciales de viviendas unifamiliares pagan un cargo mensual fijo por el servicio de alcantarillado. Todos los demás clientes pagan un cargo mensual fijo según el tamaño del medidor, más un cargo ("tarifa volumétrica") basado en la cantidad de agua utilizada. Cien pies cúbicos (HCF, por sus siglas en inglés) de agua equivalen a 748 galones. Las tarifas propuestas se basan en el costo de prestar el servicio de alcantarillado a cada categoría de clientes.

Cargos mensuales fijos propuestos

Componente	AF 2026 (vigente)	AF 2027	AF 2028	AF 2029	AF 2030	AF 2031
Vivienda unifamiliar (por cuenta)	$49.74	$54.73	$60.21	$63.23	$66.38	$68.32
Medidor de 3/4"	$24.08	$26.34	$30.07	$32.05	$33.63	$34.65
Medidor de 1"	$40.11	$43.91	$50.11	$53.41	$56.05	$57.74
Medidor de 1 1/2"	$80.24	$87.82	$100.23	$106.82	$112.10	$115.49
Medidor de 2"	$128.39	$140.51	$160.37	$170.91	$179.37	$184.78
Medidor de 3"	$256.76	$263.45	$300.68	$320.45	$336.31	$346.46
Medidor de 4"	$401.19	$439.08	$501.14	$534.09	$560.52	$577.43
Medidor de 6"	$802.36	$878.16	$1,002.28	$1,068.18	$1,121.04	$1,154.85
Medidor de 8"	$1,283.78	$1,405.05	$1,603.65	$1,709.09	$1,793.66	$1,847.76

Tarifas volumétricas propuestas ($ por HCF)

Componente	AF 2026 (vigente)	AF 2027	AF 2028	AF 2029	AF 2030	AF 2031
Viviendas multifamiliares / casas móviles	$3.55	$3.93	$4.17	$4.31	$4.53	$4.66
Comercial (baja carga)	$3.09	$3.13	$3.32	$3.44	$3.61	$3.72
Comercial (carga media)	$4.00	$4.78	$5.08	$5.26	$5.52	$5.68
Comercial (alta carga)	$8.90	$12.57	$13.35	$13.81	$14.51	$14.92
Institucional	$3.04	$3.05	$3.24	$3.35	$3.52	$3.62

Vea cómo podrían afectarle las tarifas propuestas

Su factura real depende del tamaño de su medidor y de su consumo de agua. Utilice la herramienta en línea de estimación de facturas (Bill Estimator) de la Ciudad para calcular su factura estimada.

[CÓDIGO QR: Bill Estimator – ESCANEE AQUÍ – ConserveCoachella.com/Bill]

Coachella.org/Rates

RESUMEN DE LA PROPUESTA DE TARIFAS DE ALCANTARILLADO

8,080 conexiones de servicio

2021 | Último aumento en la tarifa de alcantarillado

Cinco años | Calendario de cambios propuestos a las tarifas

1 de enero de 2027 | Primera fecha propuesta de entrada en vigor

Proceso público de la Proposición 218 de la Ciudad de Coachella

La Ciudad inició esfuerzos de información pública en agosto de 2026 para ayudar a informar a la comunidad sobre los cambios propuestos a las tarifas y el proceso público de la Proposición 218. Este aviso de audiencia pública, enviado por correo a todos los clientes del servicio de alcantarillado, es una de las varias maneras en que la Ciudad continúa informando al público.

La Ciudad realizará reuniones comunitarias adicionales y distribuirá información a través de plataformas de la Ciudad y de la comunidad antes de la audiencia pública del 9 de diciembre de 2026.

Más información

Visite Coachella.org/Rates para consultar toda la información relacionada con los cambios propuestos a las tarifas, ver la grabación del seminario web informativo del 2 de septiembre de 2026 y conocer las próximas reuniones comunitarias. También puede enviar sus preguntas a Prop218@coachella.org.

[CÓDIGO QR: Coachella.org/Rates]

Tiene dos maneras distintas de responder formalmente: protesta u objeción

Los clientes registrados del Distrito Sanitario de Coachella, incluidos los propietarios y los inquilinos, pueden presentar una protesta por escrito contra los cambios propuestos a las tarifas de alcantarillado. Si se presentan protestas por escrito en nombre de la mayoría (50% más uno) de las parcelas sujetas a las tarifas de alcantarillado propuestas, la Ciudad no puede implementar un aumento de tarifas. Además, si un cliente considera que existe un problema legal con las tarifas de alcantarillado propuestas, puede presentar una objeción por escrito basada en fundamentos legales, como se describe a continuación.

Cosas importantes que debe saber

- Las protestas deben presentarse por escrito; los comentarios orales o verbales por sí solos no cuentan como protestas.
- Solo se permite una protesta por cliente.
- Todas las protestas por escrito serán verificadas.
- Protestas presentadas electrónicamente, ya sea por correo electrónico o fax, no serán contabilizadas.
- Si es propietario o cliente registrado de más de una parcela, debe presentar una protesta por separado para cada parcela.

Cómo protestar los cambios en las tarifas

Cómo presentar una protesta formal por escrito, conforme a la Proposición 218:

Enviarla por correo al edificio municipal: 53462 Enterprise Way, Coachella, CA 92236.
Entregarla personalmente en el edificio municipal: 53462 Enterprise Way, Coachella, CA 92236.
Presentarla durante la audiencia pública.

Su protesta debe:

Indicar claramente su oposición a las tarifas propuestas. No es necesario explicar los motivos.
Incluir la ubicación de su propiedad (número de parcela, dirección o número de cuenta).*
Incluir su nombre legal completo, firma y la fecha.

* Si no conoce su número de parcela, puede consultarlo en su factura del impuesto sobre la propiedad del condado de Riverside o en el sitio web del Tasador del Condado de Riverside.

Prop218@coachella.org

Diferencia entre una objeción y una protesta

Además de presentar una protesta, los propietarios y clientes registrados pueden presentar una objeción por escrito por separado que exponga los fundamentos legales específicos para alegar que las tarifas propuestas no cumplen con la Proposición 218. La Ciudad evaluará cada objeción presentada dentro del plazo establecido y responderá por escrito antes de que concluya la audiencia pública.

Una objeción recibida después de la fecha límite, pero antes del cierre de la audiencia pública, seguirá contándose como una protesta, pero no como una objeción. La documentación que sustenta los ajustes propuestos a las tarifas de alcantarillado está disponible en Coachella.org/Rates.

Fecha límite para presentar una objeción

lunes 30 de noviembre | 6 p. m.

Objeción por escrito por presunto incumplimiento de la Proposición 218

Una objeción válida debe:

1. Identificar el cambio propuesto a la tarifa que se objeta.

2. Indicar la ubicación de la parcela mediante el número de parcela del tasador, la dirección o el número de cuenta del cliente.

3. Incluir el nombre de la persona que presenta la objeción.

4. Indicar claramente que el escrito es una objeción.

5. Explicar por qué se considera que el cambio propuesto incumple la Proposición 218, con suficiente detalle para que la Ciudad pueda evaluar la objeción y responder a la inquietud. Una declaración que únicamente indique que las tarifas propuestas son demasiado altas, o que son ilegales sin explicar el motivo, no se considerará una objeción legal válida.

La Secretaría Municipal debe recibir su objeción por escrito, ya sea enviada por correo o entregada personalmente, en 53462 Enterprise Way, Coachella, CA 92236, a más tardar el lunes 23 de noviembre a las 6 p. m., para que sea tomada en cuenta. No presentar una objeción por escrito dentro del plazo establecido impedirá ejercer cualquier derecho a impugnar las tarifas de alcantarillado propuestas mediante un proceso judicial.

Formulario opcional de protesta (utilícelo solo si desea protestar los aumentos propuestos en las tarifas)

Yo, _____ (escriba su nombre en letra de molde), soy el propietario registrado o el cliente registrado de la propiedad ubicada en _____ (dirección del servicio, número de cuenta o número de parcela del tasador). Me opongo a las tarifas de alcantarillado propuestas por los siguientes motivos:

_____
_
_____
_

(Nota: no es necesario indicar un motivo)

Firma _____ Fecha _____

Si utiliza este formulario como su protesta por escrito, escriba su nombre en letra de molde y firme con tinta, y envíe por correo o entregue el formulario en un sobre dirigido a: Ciudad de Coachella, 53462 Enterprise Way, Coachella, CA 92236. Si lo envía por correo, hágalo con suficiente anticipación para que la Ciudad reciba su protesta por escrito antes del cierre de la audiencia pública que se realizará el miércoles 9 de diciembre de 2026, a partir de las 6 p. m., en el Salón del Concejo Municipal, 1515 Sixth Street, Coachella, CA 92236. Toda protesta por escrito recibida después del cierre de la audiencia pública no será contabilizada.

Coachella.org/Rates | Prop218@coachella.org

STAFF REPORT
10/14/2026

TO: Honorable Mayor and City Council Members

FROM: Gustavo J. Romo, City Manager

PREPARED BY: Kendra Reif, Community Development Director

Nicole Sauviat Criste, City of Coachella Consulting Planner

SUBJECT: A Public Hearing to Consider Resolution No. 2026-59 of the City Council of the City of Coachella: Request for conditional approval of Tentative Parcel Map 39721; CUP 324 to allow commercial cannabis uses; CUP 325 to allow drive through restaurant; CUP 326 to allow service station and mini-mart; and AR 20-04 to approve site design, architecture and signage (billboard); and introduction and first reading of Ordinance No. 1237 for Change of Zone, CZ 20-01, modifying the Zoning Map from MH to MS and CG and Ordinance 1238 for DA 25-02 to approve a Development Agreement; for 43± acres of land located at the northwest corner of Airport Boulevard and SR 86 (APNs 763-330-013, 763-330-018, and 763-330-029); and Resolution No. 2026-58 certifying the Coachella Airport Business Park Development Environmental Impact Report (SCH No. 2023040106), adopting the Mitigation Monitoring and Reporting Program, CEQA Findings and a Statement of Overriding Considerations, in conformance with the California Environmental Quality Act. Applicant: Empire Airport LLC.

STAFF RECOMMENDATION:

Staff recommends that the City Council:

1. Open the public hearing and receive public testimony;
2. Adopt Resolution No. 2026-58 certifying the Coachella Airport Business Park Development Environmental Impact Report (SCH No. 2023040106), adopting the Mitigation Monitoring and Reporting Program, CEQA Findings and a Statement of Overriding Considerations, in conformance with the California Environmental Quality Act;
3. Introduce for first reading, by title only, and waive further reading of Ordinance No. 1237, approving of Change of Zone, CZ 20-01, modifying the Zoning Map from MH to MS and CG for 43± acres of land located at the northwest corner of Airport Boulevard and SR 86.
4. Introduce for first reading, by title only, and waive further reading of Ordinance No. 1238, approving Development Agreement 25-02.

5. Adopt Resolution No. 2026-59 conditionally approving Tentative Parcel Map 39721, CUP 324, CUP 325, CUP 326, and AR 20-04.

FISCAL IMPACT:

The Project will generate property and sales tax over its operational life, and will pay development fees and permitting fees during construction. In addition, the City will receive advertising time on the Project's electronic billboard at no charge, and will receive a percentage of advertising sales from that billboard.

EXECUTIVE SUMMARY:

The applicant, Empire Airport LLC, is seeking approval for the following entitlement applications. All Project plans are attached to this staff report, and also provided as Exhibit B of Resolution 2026-59.

- **Change of Zone No. 20-01** which changes the Zoning designation of the 40.8± acres from Heavy Industrial (MH) to Manufacturing Service (MS) and 2.2± acres from MH to General Commercial (CG);

- **Tentative Parcel Map 39721** which will subdivide the site into 8 lots, including the potential for condominium use;

- **CUP No. 324** which would allow the development of commercial cannabis uses on the 40.8± acres of MS land;

- **CUP No. 325** which would allow the development of a drive-through restaurant on the 2.2± acres of CG land (parcel no. 7 of the TPM);

- **CUP No. 326** which would allow the development of a service station and convenience store on the 2.2± acres of CG land (parcel no. 7 of the TPM);

- **AR 20-04** which provides for the design, architecture and landscaping for the Project, as well as allowing an electronic billboard on the east boundary of the site;

- **DA 25-02** which would establish the responsibilities of the developer and the City relating to the build out of the Project;

- **Coachella Airport Business Park Development Environmental Impact Report (SCH No. 2023040106)** which analyzed the environmental impacts of the Project, and an adjacent future Imperial Irrigation District (IID) substation on 4 acres north of the Project.

The project received a recommendation of approval from the Planning Commission to the City Council with a vote of 3-1 at the May 6, 2026 meeting. The Planning Commission made the recommendation of approval to the City Council with the conditions recommended by staff and

with the additional recommendation that further discussion about labor unions and community outreach was at the City Council's discretion.

Since the Planning Commission hearing, the applicant has made repeated efforts to contact the owners of the mobilehome park on the south side of Airport Boulevard. The applicant has also made multiple visits to the mobilehome park, in an effort to reach out to residents to update them about the proposed project. The applicant is planning a full report to the City Council on these efforts at the hearing.



Figure 1 - Vicinity Map

DISCUSSION/ANALYSIS:

The Project site is an isolated parcel that occurs between the Coachella Valley Stormwater Channel (CVSC) and SR 86. Lands in this area are envisioned in the General Plan to be developed for industrial uses, and some of that type of development has occurred west of the Project site and beyond the CVSC along Grapefruit Boulevard. The Project site is located at the south boundary of the City, and the south side of Airport Boulevard is unincorporated Riverside County. The City and County are currently working toward improvements to the Airport Boulevard bridge immediately south of the Project site. These plans are well into design, and the Project has been designed to integrate into these improvements.

As shown in Figure 1, Vicinity Map, the Project site is located on currently vacant land at the northwest corner of Airport Boulevard and State Route 86. The site is bounded by the Coachella Valley Stormwater Channel to the west, vacant Caltrans right of way to the north, SR 86 and the Airport Boulevard on- and off-ramps to the east with agricultural lands beyond, and Airport Boulevard and an existing mobile home park beyond to the south. Table 1 provides the existing conditions, including General Plan and Zoning designations for the site and its surroundings.

Table 1
General Plan, Zoning, and Surrounding Existing Uses

	General Plan	Zoning	Surrounding Existing Uses
Site:	Industrial District	Current: Heavy Industrial Proposed: Manufacturing Service, General Commercial	Vacant
North:	Industrial District	Heavy Industrial	Vacant
South:	Riverside County	Riverside County	Occupied mobile home park
East:	Industrial District	Heavy Industrial	SR 86, Agriculture
West:	Industrial District, Public Facilities	Open Space	Coachella Valley Stormwater Channel

The Project site totals 42.69± acres, extending along the SR 86 right-of-way. The applicant proposes the development of a master planned mixed commercial/industrial Project that will consist of the following development types/areas which are described from south to north on the Project site. For reference, the corresponding parcel number from the TPM is provided with each development type. The TPM is provided in Exhibit B of Resolution. The Project site plan is provided in Figure 2 below, and in Attachment 2, Architectural Plan Set.

- A 4,000± square foot convenience store with 6 pump stations (12 pumps) and a 4,650± square foot retail/drive-through restaurant building on 2.2± acres at the south end of the site (Parcel 7 of TPM);
- 81,000± square feet of office/business park space in 18 buildings immediately north Parcels 5 and 6 of TPM);
- 76,800± square feet of auto storage in 4 buildings (Parcel 4 of TPM);
- 128,600± square feet of self-storage space in 17 buildings (Parcel 3 of TPM);
- 233,100± of large warehouse space in 6 buildings ranging in size from 22,400 to 48,800 square feet each (Parcel 1 of TPM);
- 96,000± square feet of small warehouse space in 5 buildings ranging in size from 9,600 to 24,000 square feet would be places along the east boundary of the site (Parcel 2 of the TPM).

In total, the Project would generate 624,500± square feet of building space. Due to its size, the Project will be phased. A Phasing Exhibit is included in Attachment 1.

Access to the Project is proposed from a central driveway on the north side of Airport Boulevard. A second emergency access point will be provided east of the primary access point, immediately west of the SR 86 off-ramp. The primary access will be signalized.

As described above, the Project TPM will divide the site based on the land use type envisioned for the property, and will result in 8 parcels. Table 2 provides a breakdown of the Project components, and Figure 2 represents the Project site plan.

Table 2
Project Information

Total Project Area	42.69
Parcels Created	8 Parcels
Convenience Store & Service Station	4,000 SF, 6 pump stations/2.2 acres
Retail/Drive Through	4,650 SF/2.2 acres
Business Park	81,000 SF/6.62 acres
Auto Storage	76,800 SF/4.62 acres
Self-Storage	128,600 SF/6.71 acres
Large Warehouse	233,100 SF/9.22 acres
Small Warehouse	96,000 SF/5.94 acres
Airport Boulevard ROW	0.8 acres
Internal Streets (TPM Parcel 8)	2.3 acres

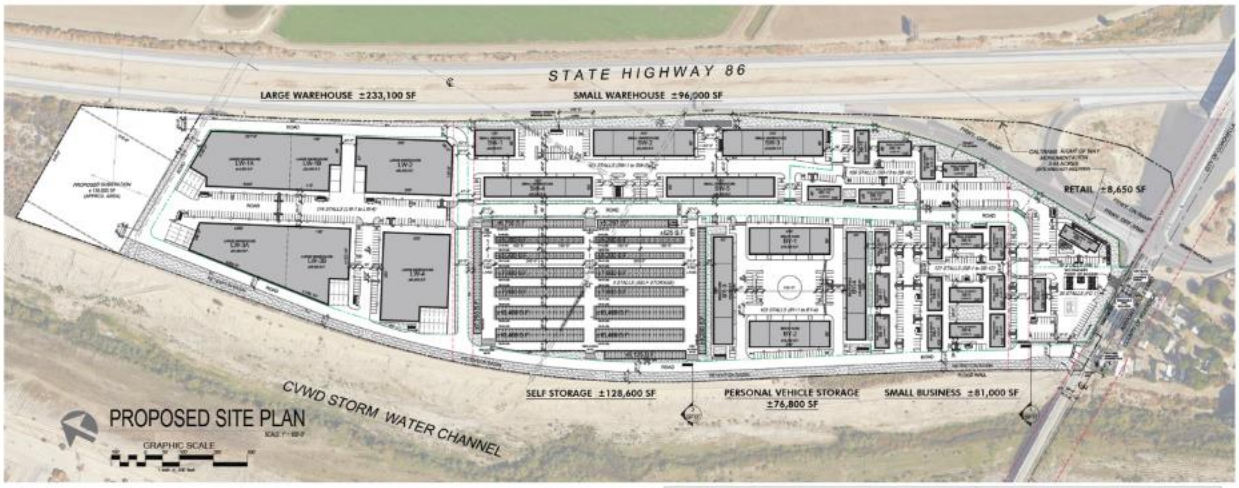


Figure 2 - Site Plan

The following sections address each of the applications described above individually. The Change of Zone application is the over-arching application for the Project. The three Conditional Use Permits (CUP) address various specific land uses within the Project, and the Architectural Review application will guide the architecture and landscaping design through its ultimate build out. Finally, the Tentative Parcel Map provides for the legal means to convey the property to various potential ownership entities in the future, including the potential to establish a condominium map,

which would function much like a residential condominium map, and provide for common area maintenance and coordinated implementation of Project plans.

CONSISTENCY WITH GENERAL PLAN

The Project site is located in an Industrial District, and further located in Subarea 8 as designated in the General Plan.

The Industrial District is envisioned to be made up of larger lots and buildings that support concentrations of business activity, with supporting retail and office uses. Projects are to be served by major City streets, and provide internal roadways that provide for internal circulation. Buildings are to be one- and two-story structures, with simple, attractive facades that face the street. Building materials should consist of masonry or concrete, and larger buildings should include multiple simple masses. Industrial Districts are intended to be separate from the City's neighborhoods and districts. Subarea 8 is envisioned as a transforming area that will create employment opportunities with a variety of industrial and office uses that take advantage of SR 86 and railroad proximity.

The Project conforms with the vision and policies established for the Industrial District and Subarea 8. It will provide a variety of employment opportunities from a broad range of business types, which are likely to include local business owners and regional or national brands. The Project will provide meaningful frontage on SR 86, and has been designed to provide defined architectural detail on the highway (see further discussion under Architectural Review, below). The Project is forecast to create about 740 jobs, which will range from professional and management position, to service industry employment. The commercial component located at the south end of the Project provides both a highway commercial function, and a local convenience for Project employees and surrounding businesses and residents.

CHANGE OF ZONE 20-01

As described above, the Project proposes a Change of Zone from Heavy Industrial (MH) to Manufacturing Service (MS) for 40.8± acres, and General Commercial (CG) for 2.2± acres of the site. Both these zoning designations are consistent with the Industrial District General Plan land use designation, insofar as MS allows a range of industrial uses, and CG in this case provides for supporting commercial uses that will serve both on-site employees and the general public. Given the site's location on SR 86, the less intense, more "industrial park" appearance generated by MS uses is desirable to provide a more attractive appearance on this regional roadway. Finally, the MS Zone, and the proposed Project, will create an employment center for the City in this location, and broaden residents' employment opportunities.

Conditional Use Permit 324

CUP 324 is proposed to allow for commercial cannabis businesses across the site. There are no specific users proposed at this time. However, by establishing the CUP, the individual buildings within the MS portion of the site could develop as cannabis businesses, without further consideration for their land use compatibility. Given the site's isolation from other parcels, and its location on a major City roadway, use of some of the buildings for cannabis cultivation or manufacturing would not impact residential neighborhoods within the City. The site provides for

such a use in a controlled environment, and would be appropriate given the setting among other quasi-industrial uses. Cannabis uses, if proposed in the future, would be required to comply with Chapters 17.85 of the Zoning Ordinance, including the requirements for indoor use only, odor control, distance restrictions and compliance with all State laws and permitting. These restrictions ensure that the use can be operated with minimum conflicts with other land uses. Finally, any cannabis user would be required to the design established in Architectural Review 20-04, which ensures that the high quality of design required throughout the Project would be maintained. As described, the Findings for approval of this CUP can be made, and are provided below.

Conditional Use Permit 325

CUP 325 would allow the development of a drive-through restaurant on the 2.2 acre CG portion of the site. The use is consistent with the Industrial District designation of the General Plan, insofar as it provides a support commercial and retail use for the businesses within the Project, as well as travelers on SR 86. The site will have high visibility to the highway, and is provided direct access from the off-ramps and Airport Boulevard. The isolated nature of the Project limits the potential impacts associated with this use, including lights from vehicles and outdoor speaker systems on the residential uses on the south side of Airport Boulevard. The drive-through has been designed to provided sufficient stacking internal to the Project site, so as not to impact City roadways or the highway. As described, the Findings for approval of this CUP can be made, and are provided below.

Conditional Use Permit 326

CUP 326 is proposed to allow the service station and convenience store on the 2.2 acre CG portion of the site. The proposed use is consistent with the General Plan land use designation of Industrial District, insofar as it provides a supporting retail use for employees within the Project and travelers on SR 86. The use is also consistent with the MS Zone, as it is allowed with approval of a CUP. As with CUP 325, this CUP will provide a service to the employees and customers of the Project, as well as the traveling public on SR 86. The site is isolated, and is located internal to the Project, with sufficient maneuvering and stacking area to prevent interference with traffic movements on Airport Boulevard. The design of the building and the canopy are consistent with the design of the Project overall, and will integrate into the Project. The Findings for approval of this CUP can be made, and are provided below.

Architectural Review 20-04

AR 20-04 addresses the entire Project site, and provides a master plan for site design, architecture and landscaping within the Project. Although no specific users for the site are known at this time, the AR will assure cohesive and high quality development within the Project. As described above, and in Attachment 1 and below, the Project is proposed to be built in phases, and may take, depending on market forces, as long as 20 years to develop. As such, a master plan for the architecture and landscaping is critical to provide direction, but the AR may require amendment when specific users are identified, or changes in building footprints are identified to meet user needs. Any such changes would require amendment of the AR, which would be reviewed consistent with City requirements for such changes. As proposed, the Phasing Plan would assure that all Project components will be built in a unified manner, including the internal roadway system and perimeter landscaping, which are proposed in Phase 1. Development plans for the site will be provided as the applicant identifies buildings and areas for development, and will be processed

through the Public Works and Building Departments, with the Planning Department assuring compliance with the approved AR.



Figure 3 – Phasing Plan

Future users would be required to conform to the AR, or would be required to amend it if inconsistent, which would assure that the City would maintain control on building designs throughout the build out of the Project. All references to page numbers within this subsection can be found in Attachment 2, Architectural Plan Set.

Site Design

The Project's circulation pattern provides an internal loop road, 30 to 35 feet in paved width, that connects all parts of the Project together. The primary roadway will extend from the Project entry along the entire western edge of the property, looping east at the northern boundary, and returning southerly to connect to the westerly road near the Project entry. Although parking is provided along this roadway, it is limited to assure fewer vehicle conflicts, insofar as interior parking areas are provided for each type of development within the site. Within this circulation system, the different types of buildings are organized together, so that the progression of uses extends from most customer-centric to least on the north end of the site. A second roadway, immediately north of the Project entry, is provided for direct access to the convenience store and service station. Please see page A-010.

The buildings are distributed throughout the site, and provide sufficient separation and setbacks from structures to allow for the masses of the buildings to be relieved. The setbacks and building heights provided meet the standards of the CG and MS zones, as applicable. Parking is also

distributed throughout the site. A total of 682 parking stalls are provided, which exceeds the requirement for 668 stalls. As required by the Building Code, electrical vehicle and ADA spaces are included in this total.

Architecture

The arrangement of buildings within the Project is grouped by business type, with smaller building masses located closer to Airport Boulevard, and the largest building masses at the northern end of the site, in an area that will be less visible from City streets. Building architecture has been detailed for each area of the Project, and is provided on pages A-201 through A-206 of Attachment 2. Details are shown below.



Figure 4 – Retail Architecture

The architectural style of the Project is contemporary, and incorporates substantial articulation and materials/color variations to prevent monotony and long uninterrupted façades. A significant component of the design, as shown above and in Attachment 2, is that the buildings are architecturally detailed on all sides. This is particularly important in this case, where a number of buildings will back onto either the CVSC, and development beyond, and the SR 86. The level of detail will assure that the entire Project is cohesive, and that its appearance is consistent both on and off the Project site.

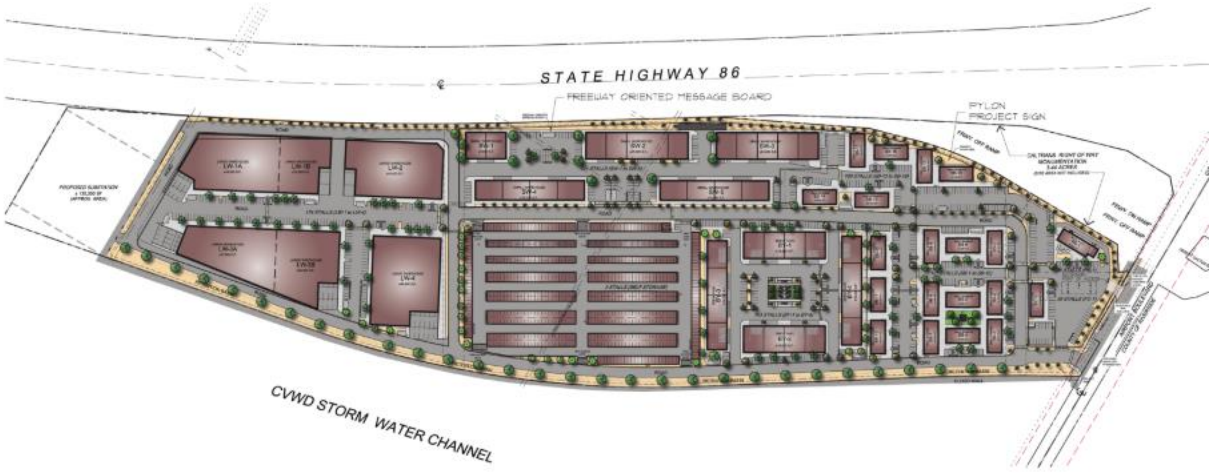
Building heights for the CG zone range between 24 and 28 feet, and for buildings within the MS zone, range from 24 to 50 feet, depending on the development area. Only the large warehouses are proposed to extend to 50 feet. These building heights are consistent with each zone's development standards.



Figure 5 – Small Business and Large Warehouse Architecture

Landscaping

The overall landscaping plan is provided in Attachment 4. As shown, it provides for perimeter landscaping around the entire site, and landscaping along the internal roads and parking areas. The species proposed include desert-adapted species, including Date and Mexican Fan Palms, Acacia, Bougainvillea, Ocotillo and Agave. A total of 12% of the site is landscaped.



Electronic Billboard



The plans for the proposed electronic sign on SR 86 are provided in Attachment. 3. The billboard is proposed for the center of the site, as shown in the site plan. The billboard is subject to the requirements of Municipal Code Section 5.48. Under that Section, the billboard is permitted by right in the MS zone, but is subject to development standards, including the following:

- Overall height no more than 40 feet above adjacent roadbed: Because of the 2 foot grade differential between the site and the SR 86 roadbed, although the sign will be 42 feet in height, it will be 40 feet above the roadbed.
- Sign face cannot exceed 700 square feet: The sign face is 14 feet by 48 feet, or a total of 672 square feet.

The sign will also be subject to Caltrans signage requirements for illuminated signs on a State highway.

Tentative Parcel Map 39721

The TPM will divide the property into 8 lots which are generally consistent with the development types proposed within the Project. It has been submitted as a condominium map, which will allow for the sale of buildings within the site, and will require a property owners' association for the maintenance of Project-wide improvements, including roads, parking areas, landscaping and retention basins. The map has been reviewed by the City Engineer, and conforms to the City's subdivision standards. The map, as conditioned in the attached Resolution, meets City standards and provides for the logical subdivision of the property.

Development Agreement 25-02

The Development Agreement (DA) is governed by the provisions of Chapter 17.100 of the Zoning Ordinance. It allows for the City and the applicant to establish responsibilities of both parties to facilitate the build out of larger or more complex projects. In this case, the DA includes a number of provisions, including but not limited to:

1. The Project's approvals, including the TTM, three CUPs and AR described above shall remain in effect for the life of the DA;
2. The Project may be developed in Phases, consistent with the Construction Phasing exhibit attached to the DA;
3. The Developer will be responsible for public improvements, including the construction of Airport Boulevard's half width adjacent to the Project;
4. The Developer will provide the 5.6 acres they own north of the Project for use as an IID substation; and
5. Development Impact Fees will be frozen at current levels for 5 years;

Proposed findings:

Zone Change

1. That the proposed Zone Change is consistent with applicable general and specific plans;
The Project site is designated Industrial District in the General Plan. The site is currently zoned Heavy Industrial and is proposed to be changed to Manufacturing Service and General Commercial. The Industrial District designation describes a wide range of industrial uses, including manufacturing and light industrial or business park uses, supported by commercial services in areas that are separated from residential neighborhoods. The designation is also intended to create jobs and diversify the economy for City residents. The proposed Zone Change implements the intent of the General Plan by allowing the development of a broad range of businesses, building types and services that will be consistent with the intent of the designation. The commercial zone created at the south end of the Project will allow for retail services that support the employees working within the site, the traveling public and surrounding businesses and residents. The Zone Change is consistent with the General Plan.

Conditional Use Permit 324

Pursuant to Coachella Municipal Guidelines Chapter 17.74, Conditional Uses, subject to the provisions of this chapter, the City Council must make the following findings for the CUP:

1. The proposed use will not be in conflict with, but will be in harmony with and in accordance with the objectives of the general plan.

The proposed CUP will allow for the development of cannabis-related businesses within the site. The Project location is isolated from residential neighborhoods, and surrounded by the SR 86, CVSC and Airport Boulevard, providing separation and distance from residential neighborhoods, as directed in General Plan Land Use policies 7.3 and 7.4. The potential for cannabis-related businesses allows the City an additional component to its economy that provides a service to City residents. The CUP is consistent with the General Plan.

2. The proposed use will be located, designed, constructed, operated and maintained so as to be compatible with the existing or intended character of the general vicinity and shall not change the essential character of the same area.

The development of cannabis-related businesses in this part of the City is consistent with the industrial character existing to the west, along Grapefruit Boulevard, and expected within Subarea 8 of the General Plan, which envisions this part of the City for industrial and quasi-industrial development to expand the City's economic base and increase employment opportunities, while isolating industrial development from sensitive uses. All cannabis businesses would be operated within buildings, and would be required to comply with all City and State requirements, including State permitting. The use would be located in a master planned project which has established high quality design for all buildings, and any user within a Project building would be required to comply with the internal character of the Project.

3. Consideration is to be given to harmony in scale, bulk, coverage and density, to the availability of public facilities and utilities, to harmful effect, if any, upon desirable neighborhood character, to the generation of traffic and the capacity of surrounding streets, and to any other relevant impact of the development.

The CUP would allow cannabis businesses in buildings already designed and proposed within the Project. Because the design is established in AR 20-04, any user would occupy building(s) that are compatible with the Project as a whole. Further, the use is consistent and compatible with industrial and business park uses, and will not impact residential neighborhoods or sensitive receptors. Generally, cannabis cultivation and manufacturing uses are low traffic generators, and given that the traffic study for the Project has studied trip generation and impacts on City streets, and identified improvement projects required to keep traffic flows operating at acceptable levels, the CUP would not negatively impact traffic or the capacity of surrounding streets.

4. Where the proposed use may be potentially hazardous or disturbing to existing or reasonably expected neighboring uses, it must be justified by the common public interest as a benefit to the community as a whole.

The CUP will not result in hazardous uses or substances. Cannabis uses would likely use fertilizers and pesticides, which are highly regulated. Any cannabis business would require permits from and compliance with RWQCB and State licensing agencies, including the management and disposal of hazardous materials. In addition, cannabis uses would occur within a master planned industrial/business park development, and not adjacent to residents or other sensitive receptors.

5. The proposed use will include vehicular approaches to the property designed for reasonable minimal interference with traffic on surrounding public streets or roads.

The CUP will allow the cannabis use only within the MS portion of the site, and only within buildings that are planned for the site. Therefore, any cannabis business proposed under this CUP would be required to access the site from the main entry drive on Airport Boulevard, and would use the internal street system. The CUP does not interfere with traffic on surrounding streets because the traffic study prepared for the Project as a whole analyzed traffic impacts and provided mitigation measures and improvements required to maintain acceptable levels of service on City streets.

Conditional Use Permit 325

Pursuant to Coachella Municipal Guidelines Chapter 17.74, Conditional Uses, subject to the provisions of this chapter, the City Council must make the following findings for CUP 325:

1. The proposed use will not be in conflict with, but will be in harmony with and in accordance with the objectives of the general plan.

The CUP would allow a drive-through restaurant to occur within the 2.2± acres of CG land proposed at the south end of the Project site. As described in the staff report, this use will provide support for workers in the Project, the traveling public and nearby residents and businesses. This is consistent with the intent of the Industrial District, which provides for support services for employees in industrial projects in the District. The CUP is therefore consistent with the General Plan.

2. The proposed use will be located, designed, constructed, operated and maintained so as to be compatible with the existing or intended character of the general vicinity and shall not change the essential character of the same area.

The future drive-through on the Project site will be required to conform to AR 20-04, which master plans the architecture and landscaping for the entire Project site. The use is typical of a support service for an industrial or business park, or for commercial development at a freeway off-ramp. The area currently consists of a mix of businesses, vacant land and a mobile home park on the south side of Airport Boulevard, and is envisioned in Subarea 8 of the General Plan as an employment center area. Therefore, the CUP will be compatible with the character of the Project and the area, and will not change that character.

3. Consideration is to be given to harmony in scale, bulk, coverage and density, to the availability of public facilities and utilities, to harmful effect, if any, upon desirable

neighborhood character, to the generation of traffic and the capacity of surrounding streets, and to any other relevant impact of the development.

The CUP would allow a drive-through in a building already designed and proposed within the Project for that purpose. Because the design is established in AR 20-04, any user would occupy a building that is compatible with the Project as a whole. Further, the use is consistent and compatible with industrial and business park uses, and will not impact residential neighborhoods or sensitive receptors. The Project EIR has studied trip generation and impacts on City streets, including a drive-through restaurant, and identified improvement projects required to keep traffic flows operating at acceptable levels. Therefore, the CUP would not negatively impact traffic or the capacity of surrounding streets.

4. Where the proposed use may be potentially hazardous or disturbing to existing or reasonably expected neighboring uses, it must be justified by the common public interest as a benefit to the community as a whole.

The development of a drive-through restaurant will not result in hazardous uses or the use of hazardous materials, insofar as a drive-through restaurant neither creates hazardous conditions, not uses hazardous materials. Therefore, the CUP will not result in impacts to neighboring uses.

5. The proposed use will include vehicular approaches to the property designed for reasonable minimal interference with traffic on surrounding public streets or roads.

The CUP will allow the drive-through use only within a building planned for that use within the Project. Therefore, any drive-through proposed under this CUP would be required to access the site from the main entry drive on Airport Boulevard, and would use the internal street system. The traffic analysis included a study of stacking at the drive-through site, which found that all traffic would be contained on the site, and would not conflict with adjacent uses. The CUP does not interfere with traffic on surrounding streets because the traffic study prepared for the Project as a whole analyzed traffic impacts and provided mitigation measures and improvements required to maintain acceptable levels of service on City streets.

Conditional Use Permit 326

Pursuant to Coachella Municipal Guidelines Chapter 17.74, Conditional Uses, subject to the provisions of this chapter, the City Council must make the following findings for CUP 326:

1. The proposed use will not be in conflict with, but will be in harmony with and in accordance with the objectives of the general plan.

The CUP would allow a convenience store and gas station to occur within the 2.2± acres of CG land proposed at the south end of the Project site. As described in the staff report, this use will provide support for workers in the Project, the traveling public and nearby residents and businesses. This is consistent with the intent of the Industrial District, which provides for support services for employees in industrial projects in the District. The CUP is therefore consistent with the General Plan.

2. The proposed use will be located, designed, constructed, operated and maintained so as to be compatible with the existing or intended character of the general vicinity and shall not change the essential character of the same area.

The future convenience store and gas station on the Project site will be required to conform to AR 20-04, which master plans the architecture and landscaping for the entire Project site. The use is typical of a support service for an industrial or business park, or for commercial development at a freeway off-ramp. The area currently consists of a mix of businesses, vacant land and a mobile home park on the south side of Airport Boulevard, and is envisioned in Subarea 8 of the General Plan as an employment center area. Therefore, the CUP will be compatible with the character of the Project and the area, and will not change that character.

3. Consideration is to be given to harmony in scale, bulk, coverage and density, to the availability of public facilities and utilities, to harmful effect, if any, upon desirable neighborhood character, to the generation of traffic and the capacity of surrounding streets, and to any other relevant impact of the development.

The CUP would allow a convenience store and gas station in a building already designed and proposed within the Project for that purpose. Because the design is established in AR 20-04, any user would occupy a building that is compatible with the Project as a whole. Further, the use is consistent and compatible with industrial and business park uses, and will not impact residential neighborhoods or sensitive receptors. The Project EIR has studied trip generation and impacts on City streets, including a convenience store and gas station, and identified improvement projects required to keep traffic flows operating at acceptable levels. Therefore, the CUP would not negatively impact traffic or the capacity of surrounding streets.

4. Where the proposed use may be potentially hazardous or disturbing to existing or reasonably expected neighboring uses, it must be justified by the common public interest as a benefit to the community as a whole.

The development of a convenience store and gas station will result in the presence of large amounts of fuel on the property. The storage and dispensing of fuel is highly regulated by County, State and federal agencies, and any operator would be subject to these regulations. Because the regulations are intended to protect the public from hazards associated with the use, the CUP will not result in impacts to neighboring uses.

5. The proposed use will include vehicular approaches to the property designed for reasonable minimal interference with traffic on surrounding public streets or roads.

The CUP will allow the convenience store and gas station only within a building planned for that use within the Project. Therefore, any such use proposed under this CUP would be required to access the site from the main entry drive on Airport Boulevard, and would use the internal street system. The traffic analysis included a study of traffic accessing the gas station, which found that all traffic would be contained on the site, and would not conflict with adjacent uses. The CUP does not interfere with traffic on surrounding streets because the traffic study prepared for the Project

as a whole analyzed traffic impacts and provided mitigation measures and improvements required to maintain acceptable levels of service on City streets.

Tentative Parcel Map 39721

Pursuant to Coachella Municipal Guidelines Chapter 16.12, Tentative Map, subject to the provisions of this chapter, the City Council must make the following findings for Tentative Map approval:

The Planning Commission shall deny approval of a tentative map, as required by the Subdivision Map Act, if it makes the following findings:

1. That the proposed map is not consistent with applicable general and specific plans;

The Project site is located in the Industrial District as defined by the General Plan. The TPM proposes the subdivision of the parcel consistent with the uses included in the Project, which are allowable and foreseen uses in the General Plan. The TPM will therefore be consistent with the General Plan, and this finding does not apply to the proposed TPM.

2. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans;

The General Plan designates the Project site an Industrial District. The TPM includes improvements, including streets, retention basins, utility connections and other features that are necessary for the operation of the Project, and consistent with the City's standard requirements, including requirements for industrial, business park and commercial uses. The size and shape of the parcels are consistent with the various uses proposed within the Project, and the design includes improvements to serve all of these uses. The TPM will therefore be consistent with the requirements of the General Plan, and this finding does not apply to the proposed TPM.

3. That the site is not physically suitable for the type of development;

The Project site is generally flat, and does not contain any physical features which would prohibit or constrain development. The Project will connect to Airport Boulevard, and has integrated plans for improvements to the Airport Boulevard bridge which are consistent with the County's plans for that bridge. The distribution of buildings, streets and other facilities within the Project site allows for the safe and orderly movement of vehicles and people throughout the site. Therefore, this finding does not apply to the proposed TPM.

4. That the site is not physically suitable for the proposed density of development;

The Project is proposed in the MS and CG zones, and proposes development consistent with the development standards of both zones. The Project includes all of the ancillary facilities needed for the proper operation of a master planned industrial/commercial project, including roads, parking areas, retention basins and utility connections necessary for the safe operation of all components

of the Project. The site is therefore physically suitable for the Project, and this finding does not apply to the proposed TPM.

5. That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat;

An EIR was prepared for the proposed Project which analyzes all the potential impacts of the Project, and proposed mitigation measures where necessary to reduce impacts to less than significant levels. Mitigation measures have been applied to assure that impacts to biological resources, including birds and bats which could occur on the site, will be less than significant. The EIR also found that the Project would have significant and unavoidable impacts associated with VMT generated from the site. However, the City Council will consider, as allowed under CEQA, whether the benefits of the project outweigh the impacts associated with VMT, and make Findings and a Statement of Overriding Considerations when they consider the Project for final approval. The approval of the Project would also include a Mitigation Monitoring and Reporting Program which will assure that the required mitigation measures are implemented throughout construction and operation of the Project. Therefore, this finding does not apply to the proposed TPM.

6. That the design of the subdivision or the type of improvements is likely to cause serious public health problems;

The TPM proposes the subdivision of 43± acres of land into 8 parcels to facilitate the development of a master planned industrial/business park/commercial project. All components of the Project have been reviewed by the City Engineer, and the City's Utilities Department to assure that sufficient improvements and facilities are proposed to adequately serve the Project area, including all of the uses proposed. These requirements and conditions of approval are designed to assure that no impacts to public health will occur. Therefore, this finding will not apply to the proposed TPM.

7. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public.

The proposed TPM will not conflict with any public easements acquired for access or use by the public at large within the proposed subdivision. The Riverside County Office of the Fire Marshal and Engineering Department/Public Works Department have reviewed and approved the access points to the site. The subdivision of land will not conflict with easements for access through or use of property and as such, the subdivision's design is confirmed to be in harmony with existing public easements. Therefore, this finding does not apply to the proposed TPM.

Architectural Review 20-04

Pursuant to Coachella Municipal Guidelines Chapter 17.72, Architectural Review, subject to the provisions of this chapter, the City Council must make the following findings for the Architectural Review:

1. The proposed project is consistent with the general plan;

AR 20-04 will result in an industrial and commercial master planned project with uses permitted and conditionally permitted in the Industrial District of the General Plan, and the MS and CG zones of the Municipal Code. The design and distribution of the buildings is consistent with the development standards and requirements of the Industrial District as specified in the Land Use Element. The AR will also result in the generation of jobs opportunities for City residents, and provides an isolated site which does not conflict with surrounding neighborhoods.

2. The proposed project complies with zoning regulations;

The buildings, parking and ancillary structures proposed in the AR conform to the development standards of the MS and CG zones, as applicable. Setbacks and building heights are consistent with the requirements in each zone, and do not exceed these standards. The Project is consistent with Fire Department and Engineering requirements, and has been conditioned appropriately to comply with City standards.

3. The proposed project is consistent with the city's design guidelines;

The Project will provide a high quality design for an industrial, business park and commercial project, including a unified design theme for architecture and landscaping. All future users within the Project will be required to maintain the same level of development and maintenance to assure the long term quality of the Project.

4. The proposed development will not be detrimental to the public health, safety, or welfare, or materially injurious to properties and improvements in the vicinity;

The Project proposes a master planned, self-contained development that will be isolated from sensitive receptors and residential neighborhoods in the City. The uses likely to locate within the Project are not expected to propose businesses that contain or use hazardous materials, and those that could will be regulated by City, County, State and federal agencies. The improvement of the property will facilitate the development of other surrounding properties by extending utility services in this area of the City, which is still developing and expanding.

5. The proposed project is located, designed, constructed, operated and maintained so as to be compatible with the existing or intended character of the general vicinity and shall not change the essential character of the same area.

The Project is proposed in the Industrial District, and in Subarea 8, as defined in the General Plan. This area is envisioned for long term economic growth in the City, and for the development of projects similar in style, use and scope to that proposed by the Project. The Project's design consists of a unified architectural and landscaping theme that will assure a high quality of

development and support future developments in the area to also develop to a high standard. The Project will include a Property Owners' Association or similar mechanism to manage the Project's facilities in total, and assure long term maintenance of the site.

Development Agreement 25-02

Pursuant to Coachella Municipal Code Chapter 17.100, Development Agreements, subject to the provisions of this chapter, the City Council must make the following findings for the Development Agreement:

1. The Development Agreement is consistent with the general plan, and any applicable specific plan.

The Project site is located in the Industrial District as defined by the General Plan. The Development Agreement will support the development of a master planned project consistent with the goals, policies and implementation measures of the General Plan by allowing for the shared costs of infrastructure, the sharing of advertising revenue, and the coordinated and planned development of the project to allow increased property taxes, sales taxes, and employment opportunities for the residents of the City.

2. The Development Agreement is compatible with the uses authorized in, and the regulations prescribed for the land use district in which the real property is located.

The Development Agreement provides for the phased implementation of industrial and commercial land uses in a master planned project that are consistent with the land uses allowed in the Industrial District, and in Subarea 8 of the General Plan. The land uses will occur in a developing area, and will provide for increased employment opportunities for City residents.

3. The Development Agreement is in conformity with good land use planning.

The Project proposes a master planned industrial and commercial development plan that creates opportunities for development and for the installation of infrastructure in an area of the City that is currently underdeveloped and lacking in services. The Project will result in the orderly expansion of land uses as envisioned in Subarea 8 of the General Plan.

4. The Development Agreement will not be detrimental to the health, safety and general welfare.

The Project proposes a master planned, self-contained development that will be isolated from sensitive receptors and residential neighborhoods in the City. The uses likely to locate within the Project are not expected to propose businesses that contain or use hazardous materials, and those that could will be regulated by City, County, State and federal agencies. The improvement of the property will facilitate the development of other surrounding properties by extending utility services in this area of the City which is still developing and expanding.

5. The Development Agreement s in the best interest of the City of Coachella and its residents.

The Development Agreement will assure that the Project pays its fair share of improvements in infrastructure, including the extension of water, sanitary sewer and electricity distribution currently unavailable in this area of the City. This orderly development will allow surrounding lands to develop in an orderly and well planned manner, while providing revenue to the City in the form of property tax, sales tax and a share of advertising revenues.

PUBLIC HEARING NOTICE:

A notice of public hearing to consider the Project was published in the Desert Sun, the newspaper of record, on October 2, 2026 and a public hearing notice was mailed to property owners within a radius of 300- feet of the subject property on September 28, 2026, pursuant to Section 17.74.010G of the Coachella Municipal Code. At the time of issuance of this staff report, staff had not received public comments on this application.

ENVIRONMENTAL REVIEW:

Pursuant to section 21067 of the Public Resources Code, and section 15367 of the State CEQA Guidelines, the City is the lead agency for the Project. The City determined that the Project as proposed could have a significant impact on the environment, and required the preparation of an Environmental Impact Report (EIR). The EIR analyzed all of the required environmental issue areas and found that mitigation measures could be applied to the Project to reduce impacts to less than significant levels for all issue areas except the Project's impacts from the generation of Vehicle Miles Traveled. As described in the EIR, those impacts remain significant and unavoidable. The Draft and Final EIR are available at: https://www.coachella.org/departments/development-services/environmental-reviews

The City circulated the Draft EIR for public comment between July 1 and September 3, 2025. During that time, the City received 17 comments from various public agencies and private parties. In response to these comments, the City prepared a Final EIR/Response to Comments. The Final EIR contains all responses to public comments, changes made to the EIR as a result of these responses, and the Mitigation Monitoring and Reporting Program for the Project.

As provided in the Resolution, it is Staff's recommendation that the City Council certifies the Final EIR, adopts the Mitigation Monitoring and Reporting Program, and adopts CEQA Findings of Fact and a Statement of Overriding Considerations.

ALTERNATIVES:

1) Approve Resolution No. 2026-58, Resolution No. 2026-58, Ordinance 1237, and Ordinance 1238, approving Zone Change 20-01, CUP 324, CUP 325, CUP 326, Tentative Parcel Map 39721, AR 20-04 and DA 25-02 with the findings and conditions as recommended by Staff, and certifying the Coachella Airport Business Park Development Environmental Impact

Report (SCH No. 2023040106), including Findings and a Statement of Overriding Considerations.

2) Deny Resolution No. 2026-58, Resolution No. 2026-58, Ordinance 1237, and Ordinance 1238.

3) Continue this item and provide staff and the applicant with direction.

RECOMMENDED ALTERNATIVE(S):

Staff recommends Alternative #1 to approve Zone Change 20-01, CUP 324, CUP 325, CUP 326, Tentative Parcel Map 39721, AR 20-04 and DA 25-02 and certify the Coachella Airport Business Park Development Environmental Impact Report (SCH No. 2023040106), including Findings and a Statement of Overriding Considerations.

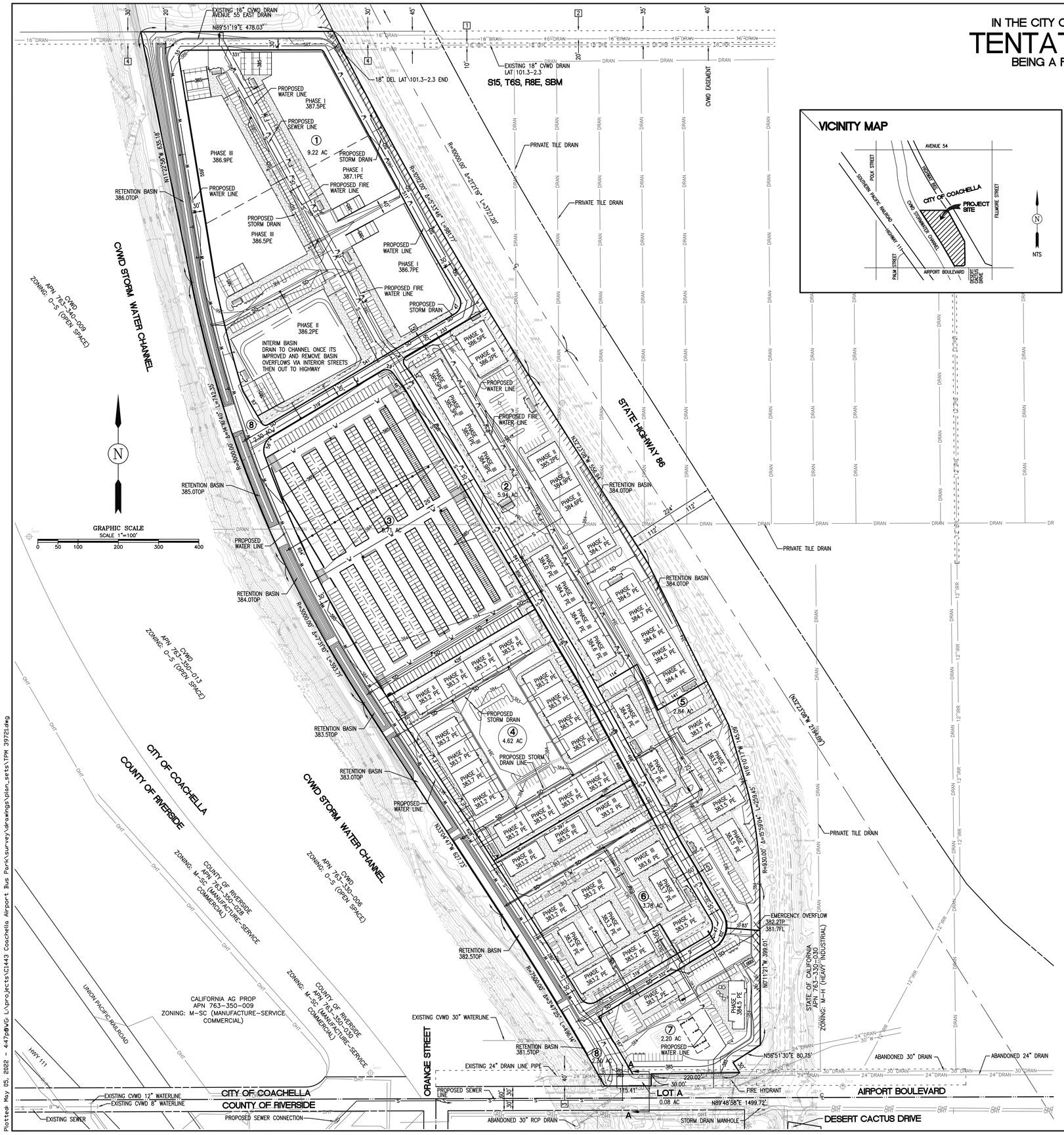
ATTACHMENT(S):

1. Tentative Parcel Map, Grading Plan and Phasing Plan
2. Architectural Plan Set
3. Pylon Sign Plans
4. Landscape Plans
5. Resolution No. 2026-58 certifying the Coachella Airport Business Park Development Environmental Impact Report (SCH No. 2023040106), adopting the Mitigation Monitoring and Reporting Program, CEQA Findings and a Statement of Overriding Considerations
6. Ordinance No. 1237, approving of Change of Zone, CZ 20-01, modifying the Zoning Map from MH to MS and CG for 43± acres of land located at the northwest corner of Airport Boulevard and SR 86
7. Ordinance No. 1238, approving Development Agreement 25-02 and Development Agreement Exhibit
8. Resolution No. 2026-59 conditionally approving Tentative Parcel Map 39721, CUP 324, CUP 325, CUP 326, and AR 20-04.
9. Planning Commission Resolution No. 2026-09
10. Draft and Final EIR (available at https://www.coachella.org/departments/development-services/environmental-reviews)
11. Comments and Response to Comments
12. Published Copy of the Notice of Public Hearing

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

TENTATIVE PARCEL MAP NO. 39721

BEING A PORTION OF THE SOUTH HALF OF SECTION 15, T6S, R8E, SBM
PARCELS 5 AND 6 FOR CONDOMINIUM PURPOSES
DATE: MAY 2022



VICINITY MAP

GENERAL NOTES

1. TOTAL AREA – 42.69 AC± ACRES, GROSS.
2. SEWAGE DISPOSAL AND WATER SUPPLY TO BE PROVIDED BY COACHELLA AVALLEY WATER DISTRICT.
3. FEMA FLOOD ZONE– FLOOD ZONE AE: AREAS OF SPECIAL FLOOD HAZARD AREAS WITH BASE FLOOD ELEVATION (BFE).
   FLOODPLAIN PER FIRM MAP NO. 06065C2270G EFFECTIVE DATE MARCH 6, 2018.
4. AIRPORT COMPATIBILITY ZONES: JACQUELINE COCHRAN, ZONE D
5. DRIVEWAY DESIGN TO AIRPORT BLVD MAY REQUIRE A SPECIALIZED CALTRANS INTERSECTION DESIGN IN ACCORDANCE WITH CALTRANS TRAFFIC OPERATIONS POLICY DIRECTIVE NO. 13-02, INTERSECTION CONTROL EVALUATION AND CONTROLS PER INDEX 401.5 AND PER CALTRANS COMPLETE STREETS INTERSECTION GUIDE.
6. TENTATIVE MAP NO. 39721 CONTAINS 8 LOTS.
7. PARCELS 5 AND 6 ARE FOR CONDOMINIUM PURPOSES.

AREA TABLE

PARCEL NUMBER	AREA	PARCEL NUMBER	AREA
1	9.22 AC	6	3.78 AC
2	5.94 AC	7	2.20 AC
3	6.71 AC	8	2.30 AC
4	4.62 AC	LOT A	0.08 AC
5	2.84 AC		

TOTAL AREA: 42.69 AC

LEGEND

- PROJECT BOUNDARY
- RIGHT OF WAY LINES
- RESTRICTED ACCESS
- LOT LINES
- PROPOSED WATER LINE
- W — PROPOSED WATER LINE
- FW — PROPOSED FIRE WATER LINE
- S — PROPOSED SEWER LINE
- SD — PROPOSED STORM DRAIN
- (1) PARCEL NUMBER

EXISTING EASEMENTS

[1] 10' WIDE PIPELINE EASEMENT IN FAVOR OF THE UNITED STATES OF AMERICA RECORDED 09/20/1948 IN BOOK 1015, PAGE 377 OF OFFICIAL RECORDS

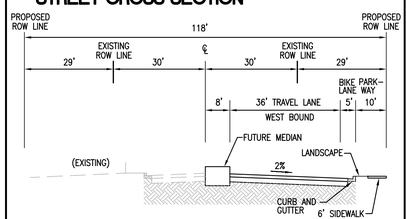
[2] 20' WIDE ROAD EASEMENT IN FAVOR OF THE SOUTHERN PACIFIC LAND COMPANY RECORDED 01/27/1954 IN BOOK 1549, PAGE 23 OF OFFICIAL RECORDS

[3] 40' WIDE PIPELINE EASEMENT IN FAVOR OF THE COACHELLA VALLEY COUNTY WATER DISTRICT RECORDED 04/11/1955 AS INST. NO. 23579 OF OFFICIAL RECORDS

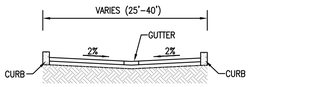
[4] 30' WIDE PIPELINE EASEMENT IN FAVOR OF THE COACHELLA VALLEY COUNTY WATER DISTRICT RECORDED 05/31/1963 AS INST. NO. 56675 OF OFFICIAL RECORDS

[5] PROPOSED NO-BUILT EASEMENT

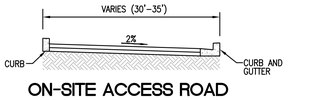
STREET CROSS SECTION



AIRPORT BOULEVARD
SECTION A-A
NOT TO SCALE



ON-SITE ACCESS ROAD
NOT TO SCALE



ON-SITE ACCESS ROAD
NOT TO SCALE

DEVELOPER

EMPIRE AIRPOT, LLC BY HAGGEN COMPANY
CONTACT: CHRIS FAHEY, PRESIDENT AND CHIEF OPERATION OFFICER
12302 EXPOSITION BOULEVARD
LOS ANGELES, CA 90064
TEL: (310) 820-1200
EMAIL: CFAHEY@HAAGENCO.COM

OWNER

EMPIRE AIRPOT, LLC BY HAGGEN COMPANY
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TEM: EMAIL: CFAHEY@HAAGENCO.COM

ENGINEER

THE ALTUM GROUP
73-710 FRED WARING DR, STE 219
PALM DESERT, CA 92260
TEL: (760) 346-4750

LEGAL DESCRIPTION

BEING PORTION OF THE SOUTHWEST QUARTER AND THE SOUTHEAST QUARTER OF SECTION 15, TOWNSHIP 6, SOUTH, RANGE 8 EAST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT, THEREOF.

APN

763-330-013, 763-330-018 & 763-330-029

ZONING/GENERAL PLAN

EXISTING ZONING: M-H (HEAVY INDUSTRIAL)
PROPOSED ZONING: M-S (MANUFACTURING SERVICE) WITH A I-P (INDUSTRIAL PARK) OVERLAY
GENERAL PLAN: IL (LIGHT INDUSTRIAL)
EXISTING USE: VACANT
PROPOSED USE: LARGE & SMALL WAREHOUSE, SMALL BUSINESS, SELF STORAGE, SERVICE STATION, BRICK YARD, AND RETAIL (GS STATION AND DRIVE THROUGH)

LOT REQUIREMENTS

IP OVERLAY
MINIMUM LOT SIZE: MARIJUANA USES – 10 ACRES, ALL OTHER USES – 1 ACRE
MINIMUM LOT WIDTH: 180 FEET
MINIMUM LOT DEPTH: 220 FEET
MINIMUM LOT COVERAGE: 50%

YARD REQUIREMENTS

1. WHERE AN M-S ZONE ABUTS UPON A STREET OR HIGHWAY WHERE TWO-THIRDS OF THE PROPERTY IN THE BLOCK ON THE OPPOSITE SIDE OF THE STREET IS ZONED RESIDENTIAL, A YARD SHALL BE PROVIDED OF TEN (10) FEET IN DEPTH.
2. WHERE AN M-S ZONE ABUTS UPON A STREET OR HIGHWAY AND WHERE ONE OR BOTH ADJOINING ZONES ARE RESIDENTIAL, A YARD SHALL BE PROVIDED WHICH IS EQUAL IN DEPTH TO THE AVERAGE OF THE REQUIRED YARDS OF THE ADJOINING ZONES.
3. WHERE AN M-S ZONE ABUTS UPON A PRIMARY HIGHWAY AS DESIGNATED ON THE CIRCULATION ELEMENT OF THE GENERAL PLAN, A YARD SHALL BE PROVIDED OF TEN (10) FEET IN DEPTH.
4. WHERE AN M-S ZONE DIRECTLY ABUTS A RESIDENTIAL ZONE, THERE SHALL BE A YARD OF NOT LESS THAN THIRTY (30) FEET ADJOINING THAT ZONE. THIS SHALL BE REDUCED TO TWENTY (20) FEET WHERE THERE EXISTS A PUBLIC ALLEY SEPARATING THE TWO ZONES.

BASIS OF BEARINGS

CALIFORNIA COORDINATE SYSTEM, ZONE 6, NAD83 (2007.0 EPOCH) BETWEEN CITY OF COACHELLA BM 1014 AND BM 1016 TAKEN AS N89°46'19"E PER THE CITY OF COACHELLA BENCHMARK BOOK.

BENCH MARK

CITY OF COACHELLA BM 1016:
3-1/2" BRASS DISC SET IN THE TOP OF CURB ON THE SOUTH SIDE OF AIRPORT BOULEVARD. IT IS 22' SOUTH OF THE CENTERLINE OF AIRPOT BOULEVARD AND 2' EAST OF THE SOUTHEAST CORNER OF THE BRIDGE OVER HWY 86 S.

ELEVATION = 407.585 NAVD 88
THE ELEVATION LISTED ABOVE IS ACTUAL ELEVATION + 500' FEET TO AVOID NEGATIVE ELEVATION.

AERIAL TOPOGRAPHIC

AEROTECH MAPPING, INC.
29970 TECHNOLOGY DRIVE, SUITE 220-C
MURRIETA, CA 92563 : (619) 606-5020
AERIAL PHOTOGRAPHY DATED: 1-11-2018

PREPARED BY:
The Altum Group
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Rancho Mirage, CA 92270
t.760.346.4750 f. 760.340.0089
TheAltumGroup.com
ENGINEERING | PLANNING | SURVEY | ENVIRONMENTAL

SHEET NO. 1 OF 1

Plotted: May 05, 2022 - 4:47p@WGI L:\projects\C1443 Coachella Airport Bus Park\survey\drawings\plan_sets\TPM 39721.dwg
May 05, 2022 - AIRPORT BUSINESS PARK TENTATIVE PARCEL MAP NO. 39721

GRAPHIC SCALE
SCALE 1"=50'
0 25 50 100 150 200

LEGEND

	RIGHT OF WAY LINES
	CENTERLINE
385	EXISTING CONTOURS
OHT	EXISTING OVERHEAD TELEPHONE
UGE	EXISTING UNDERGROUND ELECTRIC
DRAN	EXISTING PRIVATE DRAIN TILE LINE
12"W	EXISTING WATER LINE
18"IRR	EXISTING IRRIGATION LINE
W	PROPOSED WATER LINE
FW	PROPOSED PRIVATE FIRE WATER LINE
S	PROPOSED SEWER LINE
SD	PROPOSED STORM DRAIN
RB-1	RETAIL BUILDING
FC-1	FUEL CENTER
SB-1	SMALL BUSINESS
LW-1	LARGE WAREHOUSE
SW-1	SMALL WAREHOUSE
BY-1	BRICK YARD
FF	FINISHED FLOOR
PE	PAD ELEVATION
TP	TOP OF PAVEMENT
TC	TOP OF CURB
FS	FINISHED SURFACE
FL	FLOW LINE
TG	TOP OF GRATE
GB	GRADE BREAK
HP	HIGH POINT
LP	LOW POINT
(387.5EG)	EXISTING GRADE
	PROPOSED CONCRETE SIDEWALK
	PROPOSED AC PAVEMENT
8	LOT NUMBER
	PROPOSED FIRE HYDRANT
	PROPOSED WATER METER

PRELIMINARY EARTHWORK VOLUMES

(INCLUDES INTERIM BASIN)

	CUT	FILL
RAW	35,565 CU.YDS.	20,370 CU.YDS.
SUBSIDENCE (0.1')		6,940 CU.YDS.
SHRINKAGE (15%)		3,055 CU.YDS.
BUILDING OVEREX (15%)		13,900 CU.YDS.
PAVEMENT OVEREX (15%)		12,340 CU.YDS.
SUBTOTAL:	35,565 CU.YDS.	56,605 CU.YDS.
		21,040 CU.YDS. IMPORT

NOTE:
THE ALTUM GROUP MAKES NO REPRESENTATION CONCERNING THE EARTH VOLUME QUANTITIES LISTED ABOVE. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR ANY DEVIATIONS BETWEEN THE CALCULATED QUANTITIES AND THE ACTUAL QUANTITIES AT THE TIME OF CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE TO PERFORM HIS/HER OWN TAKEOFFS TO DETERMINE THE BID QUANTITIES.

SEE SHEET GP-2

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CITY OF COACHELLA, CA

PRELIMINARY GRADING AND DRAINAGE EXHIBIT
COACHELLA AIRPORT BUSINESS PARK

BEING A PORTION OF THE SOUTH HALF OF SECTION 15, T6S, R8E, SBM

FOR: HAAGEN COMPANY, LLC

SHEET NO. GP-1 OF GP-2

Plotted: May 05, 2022 - 4:33pm By: Joshua DWG: L:\projects\C1443 Coachella Airport Bus Park\engineering\drawings\exhibits\Entitlement\EX1443-GP-1.dwg

CVWD STORM WATER CHANNEL

SEE SHEET GP-1

LEGEND

———	RIGHT OF WAY LINES
— — —	CENTERLINE
385	EXISTING CONTOURS
OHT	EXISTING OVERHEAD TELEPHONE
UGE	EXISTING UNDERGROUND ELECTRIC
DRAN	EXISTING PRIVATE DRAIN TILE LINE
12"W	EXISTING WATER LINE
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HP	HIGH POINT
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(387.5EG)	EXISTING GRADE
	PROPOSED CONCRETE SIDEWALK
	PROPOSED AC PAVEMENT
8	LOT NUMBER
	PROPOSED FIRE HYDRANT
	PROPOSED WATER METER

GRAPHIC SCALE
SCALE 1"=50'
0 25 50 100 150 200

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CITY OF COACHELLA, CA

PRELIMINARY GRADING AND DRAINAGE EXHIBIT
COACHELLA AIRPORT BUSINESS PARK

BEING A PORTION OF THE SOUTH HALF OF SECTION 15, T6S, R8E, SBM

FOR: HAAGEN COMPANY, LLC

SHEET NO. GP-1 OF GP-2

Plotted: May 05, 2022 – 4:34pm By: jbotuo DWG: L:\projects\C1443 Coachella Airport Bus Park\engineering\drawings\exhibit3\Entitlement\EX1443–GP–2.dwg

NOT TO SCALE

CVWD STORM WATER CHANNEL

ORANGE STREET

AIRPORT BOULEVARD

STREET CENTERLINE

PHASE I SEWER LIFT STATION

PHASE I SEWER LINE

PROPERTY BOUNDARY

R=3000.00' Δ=7°31'6" L=393.77'

N33°04'47"W 315.86'

RETENTION BASIN

EXISTING 30" WATER LINE

PROPERTY BOUNDARY

R=7550.00' Δ=3°47'25" L=498.14'

PHASE I SEWER LINE

GAS STATION

EMERGENCY ACCESS

RB-1 PHASE I

N53°41'10"E 83.75'

N33°04'47"W 30.00'

N0°11'21"W 399.01'

PROPOSED LOT LINE

PROPERTY BOUNDARY

R=930.00' Δ=15°59'04" L=259.45'

N15°10'17"W 145.09'

N25°30'04"W 445.85'

N32°23'06"W 556.94'

R=10112.00' Δ=3°33'48" L=361.77'

N11°22'58"W 835.18'

N89°51'19"E 478.03'

RETENTION BASIN

EXISTING 24" IRRIGATION DRAIN

LOT A

PRIVATE DRAIN TILE

DESERT CACTUS DRIVE

STATE HIGHWAY 86

RIGHT OF WAY LINE STATE HIGHWAY 86

CENTERLINE STATE HIGHWAY 86

PHASE I WATER LINE

PHASE I SEWER LINE

PHASE I STORM DRAIN

PHASE I FIRE WATER LINE

PROPOSED DRIVE AISLE

PHASE I INTERIM RETENTION BASIN

LW-1A PHASE I

LW-1B PHASE II

LW-2 PHASE I

LW-3A PHASE III

LW-3B PHASE II

LW-4 PHASE II

BY-1 PHASE I

BY-2 PHASE I

BY-2 PHASE II

BY-4 PHASE II

SW-1 PHASE II

SW-2 PHASE II

SW-3 PHASE I

SW-4 PHASE III

SW-5 PHASE II

SB-1 PHASE I

SB-2 PHASE I

SB-3 PHASE I

SB-4 PHASE II

SB-5 PHASE III

SB-6 PHASE II

SB-7 PHASE III

SB-8 PHASE III

SB-9 PHASE III

SB-10 PHASE III

SB-11 PHASE III

SB-12 PHASE III

SB-13 PHASE II

SB-14 PHASE II

SB-15 PHASE I

SB-16 PHASE I

SB-17 PHASE I

SB-18 PHASE I

FC-1 PHASE I

SELF STORAGE

OFFICE

LEGEND

- PHASE I
- PHASE II
- PHASE III
- W — PHASE I WATER LINE
- FW — PHASE I FIRE WATER LINE
- S — PHASE I SEWER LINE
- SD — PHASE I STORM DRAIN
- SD — PHASE III STORM DRAIN

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ENGINEERING | PLANNING | SURVEY | ENVIRONMENTAL

CITY OF COACHELLA, CA

PHASING EXHIBIT
COACHELLA AIRPORT BUSINESS PARK

BEING A PORTION OF THE SOUTH HALF OF SECTION 15, T6S, R8E, SBM

FOR: HAAGEN COMPANY, LLC

SHEET NO. PP-1 OF PP-1

Plotted: May 05, 2022 - 4:42pm By: jbazua DWG: L:\projects\C1443 Coachella Airport Bus Park\engineering\drawings\exhibits\Entitlement\EX1443-PP-1.dwg

Coachella Airport Business Park

N.W.C. State Highway 86 & Airport Boulevard
Coachella, California
April 12, 2022

CLIENT
Haagen Co, LLC
12302 Exposition Boulevard
Los Angeles, CA 90064

Contact: Chris Fahey
T: 310.820.1200

ARCHITECT
McKently Malak Architects
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Pasadena, CA 91103

Contact: Herb Horowitz
T: 626.583.8348

CIVIL ENGINEER
The Altum Group
73-710 Fred Waring Drive, Suite 219
Palm Desert, CA 92260

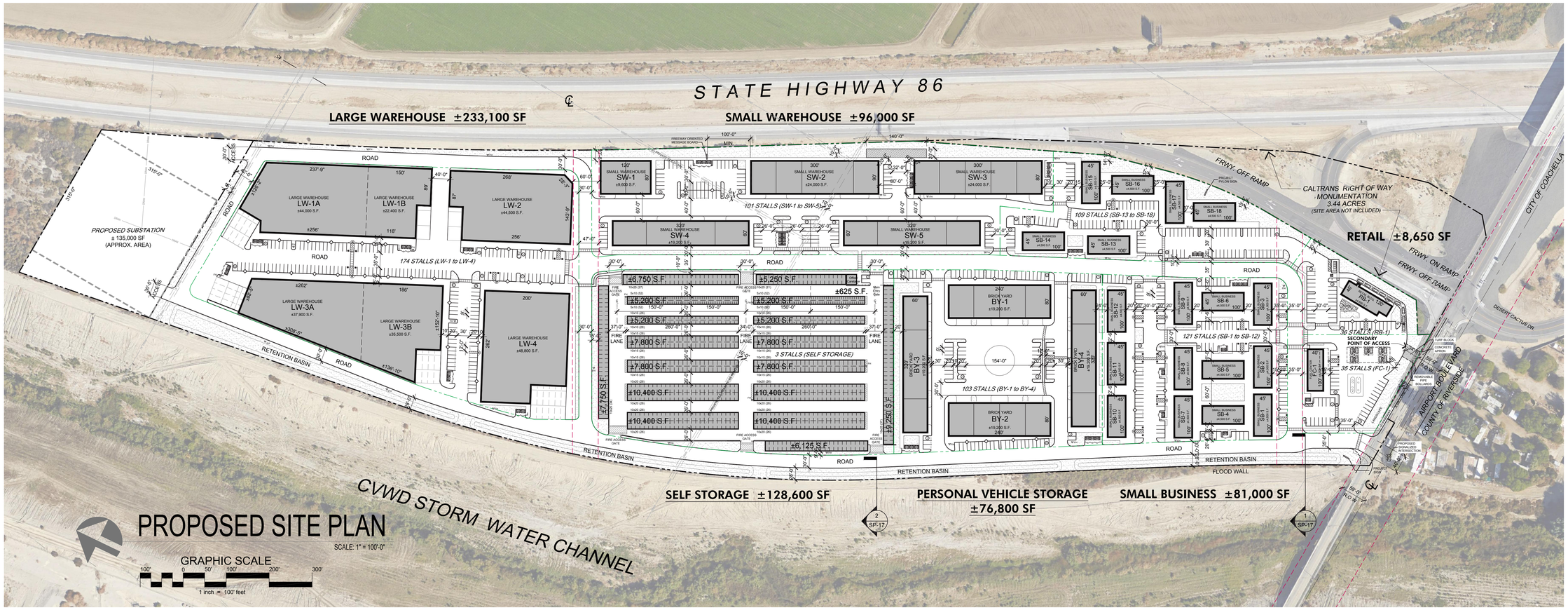
Contact: Rich Malacoff
T: 760.346.4750

LANDSCAPE ARCHITECT
Hermann Design Group
6864 Indiana Avenue, Suite 104e
Riverside, CA 92506

Contact: Jose Estrada
T: 951.782.9335

SHEET INDEX

COVER	COVER / TITLE SHEET
A-010	SITE PLAN
A-011	COLORED SITE PLAN
A-101	RETAIL BUILDING FLOOR PLAN
A-201	RETAIL BUILDING ELEVATIONS
A-102	SERVICE STATION FLOOR PLAN
A-202	SERVICE STATION ELEVATIONS
A-103	SMALL BUSINESS FLOOR PLAN
A-203	SMALL BUSINESS ELEVATIONS
A-104	BRICKYARD FLOOR PLAN
A-104.1	SELF-STORAGE FLOOR PLAN
A-204	BRICKYARD & SELF STORAGE ELEVATIONS
A-105	SMALL WAREHOUSE FLOOR PLAN
A-205	SMALL WAREHOUSE ELEVATIONS
A-106	LARGE WAREHOUSE FLOOR PLAN
A-206	LARGE WAREHOUSE ELEVATIONS
SE-01	SITE ELEVATION / LINE OF SIGHT
TE-01	TRASH ENCLOSURE DETAIL
CM-01	COLOR AND MATERIALS BOARD



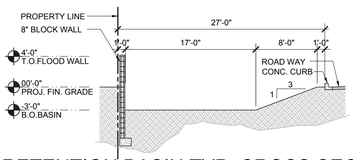
PROPOSED SITE PLAN

SCALE: 1" = 100'-0"

GRAPHIC SCALE

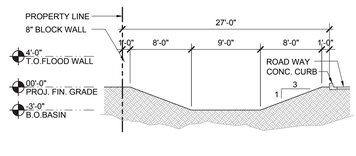
100' 0 50' 100' 200' 300'

1 inch = 100' feet



1 RETENTION BASIN TYP. CROSS SECTION

SCALE: 1/8" = 1'-0"



2 RETENTION BASIN TYP. CROSS SECTION

SCALE: 1/8" = 1'-0"

FIRE DEPARTMENT NOTES:

Fire Hydrants and Fire Flow: Prior to the issuance of building permits, plans for the water system shall be submitted to the fire department for review and approval. The water system shall be capable of delivering the required fire flow. Fire hydrant(s) location and spacing shall comply with the fire code. An approved water supply for fire protection during construction shall be made available prior to the arrival of combustible materials on site. Reference 2016 California Fire Code (cfc) 507.5.1, 3312, Appendices B and C.

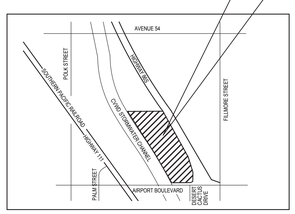
Phased Construction Access: If construction is phased, each phase shall provide approved access for fire protection prior to any construction. Ref. CFC 503.1

Knox Box and Gate Access: Buildings shall be provided with a knox box. The Knox Box shall be installed in an accessible location approved by the Office of the Fire Marshal. All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. Manual gates shall also be provided with approved emergency access (Knox) equipmentRef. CFC 506.1

NOTE:

1. **FIRE HYDRANT TO BE LOCATED MAX. 300 FT. O.C. OR AS APPROVED BY RIVERSIDE COUNTY FIRE DEPARTMENT**
2. **PROPOSED FIRE HYDRANT LOCATION ON SITE ARE REPRESENTED BY FH SYMBOL**
3. **43 FT. LENGTH TEMPLATE WAS USED TO ILLUSTRATE FIRE TRUCK PATH**
4. **MINIMUM TRUCK TURNING RADIUS ±30 FT.**

N.W.C. OF STATE HWY. 86 & AIRPORT BOULEVARD COACHELLA, CALIFORNIA



VICINITY MAP

NOT TO SCALE

NORTH

PROJECT DATA

CLIENT:	HAAGEN CO., LLC
PROJECT LOCATION:	N.W.C. OF STATE HWY. 86 AND AIRPORT BOULEVARD COACHELLA, CA 92274
JURISDICTION:	CITY OF COACHELLA, CA
APN/S:	763-330-013, 018, 029
ZONING: EXISTING	M-H (HEAVY INDUSTRIAL)
ZONING: PROPOSED	M-S (MANUFACTURING SERVICE) I-P (INDUSTRIAL PARK OVERLAY DIST.)
PROPOSED USE:	LARGE & SMALL WAREHOUSE, SMALL BUSINESS, SELF STORAGE, SERVICE STATION AND DRIVE THROUGH
BOUNDARY INFORMATION:	THIS PLAN HAS BEEN PREPARED BY USING THE CONSTRAINTS EXHIBIT BY THE ALTUM GROUP, DATED FEB. 15, 2018

SITE SUMMARY

SITE AREA

APN# 763-330-013	21.56 AC
APN# 763-330-018	9.62 AC
APN# 763-330-029	11.18 AC
TOTAL SITE AREA	42.36 AC

BUILDING DATA

PROPOSED BUILDING AREA

LARGE WAREHOUSE	±233,100 SF
SMALL WAREHOUSE	±96,000 SF
SMALL BUSINESS	±81,000 SF
PERSONAL VEHICLE STORAGE	±76,800 SF
SELF STORAGE	±128,600 SF
SERVICE STATION/ MINI MART	±4,000 SF
DRIVE-THRU FAST FOOD RESTAURANT	±4,650 SF
TOTAL BUILDING AREA	±624,150 SF

PARKING REQUIRED:

Restaurant w/ Drive Through (1/45 sf of Customer Area + 1/200 sf Non Customer Area)

Customer Area (±2,000 SF - 50%)		= 44.4	Stalls
Non Customer Area (±2,000 SF - 50%)		= 10	Stalls
Service Station		= 5	Stalls
Large Warehouse (233,100 sf)	20,000 sf	= 50	Stalls
	213,100 sf	= 213.1	Stalls
Small Warehouse (96,000 sf)	20,000 sf	= 50	Stalls
	76,000 sf	= 76	Stalls
Small Business (81,000 sf)	20,000 sf	= 50	Stalls
	61,000 sf	= 61	Stalls
Personal Vehicle Storage (76,800 sf)	20,000 sf	= 50	Stalls
	56,800 sf	= 56.8	Stalls
Self Storage Office (625 sf)		= 1.5	Stalls
GRAND TOTAL REQUIRED		667.8 Stalls or 668 Stalls	

PARKING PROVIDED:

STANDARD:	583 STALLS
DISABLED:	44 STALLS
ELECTRIC / CLEAN AIR VEHICLES	55 STALLS
PER CAL GREEN TABLE 5.106.5.2 & 5.106.5.3.3	
FUTURE EV VAN ACCESSIBLE	1 STALL
FUTURE EV STANDARD ACCESSIBLE	1 STALL
FUTURE AMBULATORY	1 STALL
FUTURE EV CHARGING STATION	38 STALLS
CLEAN AIR VAN POOL / EV	14 STALLS
TOTAL PARKING PROVIDED	682 STALLS

BUILDING DATA

PROPOSED BUILDING HEIGHT

LARGE WAREHOUSE	±38' TO 50' HIGH
SMALL WAREHOUSE	±28' TO 32' HIGH
SMALL BUSINESS	±24' TO 28' HIGH
PERSONAL VEHICLE STORAGE	±24' TO 28' HIGH
SELF STORAGE	±24' TO 28' HIGH
RETAIL (GAS STATION & DRIVE THRU)	±24' TO 28' HIGH

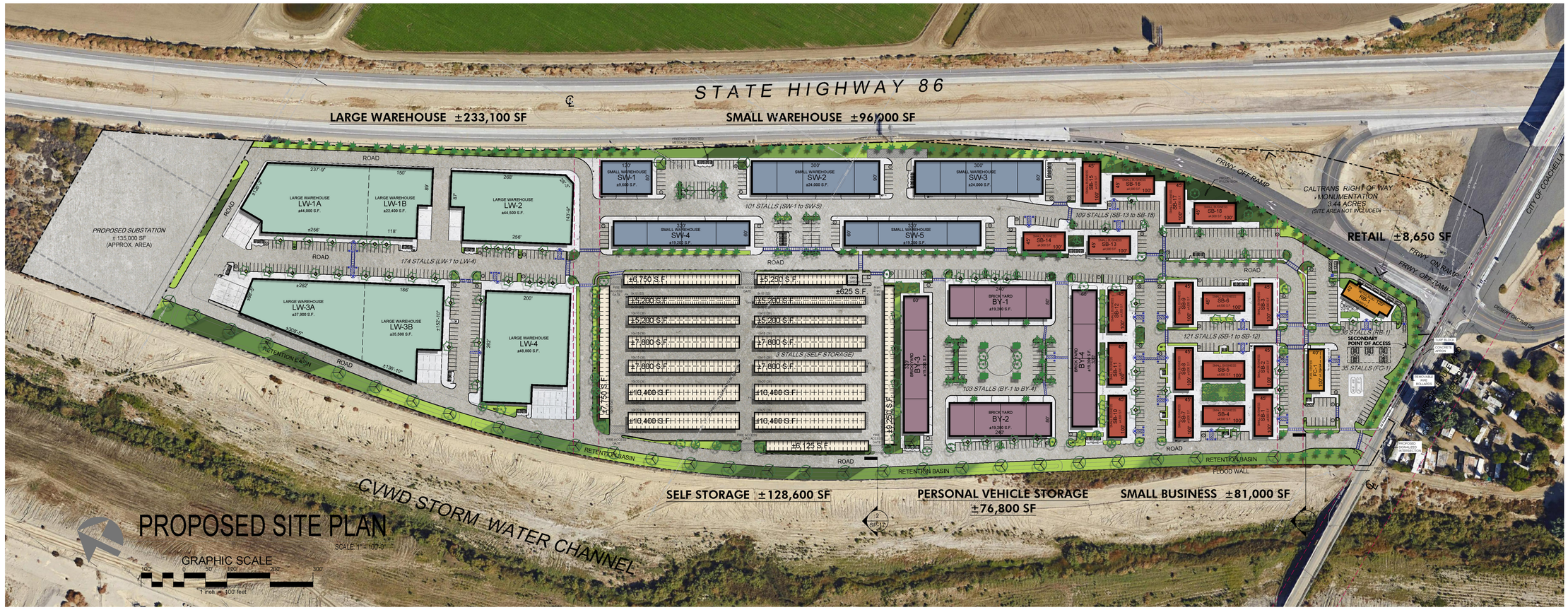
BUILDING TYPE TYPE V-B (FULLY SPRINKLERED)

Haagen Co LLC
12302 Exposition Boulevard, Los Angeles CA 90064

Coachella Airport Business Park
NWC State Highway 86 and Airport Road
COACHELLA, CALIFORNIA

McKently Malak ARCHITECTS
35 Hugus Alley Suite 200
Pasadena, California 91103
T:626.583.8348 F:626.583.8387

PROPOSED SITE PLAN
04.12.2022 18028TMA
A-010



Haagen Co LLC
12302 Exposition Boulevard, Los Angeles CA 90064

Coachella Airport Business Park

NWC State Highway 86 and Airport Road
COACHELLA, CALIFORNIA

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Pasadena, California 91103
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COLORED SITE PLAN
04.12.2022 18028TMA
A-011



RETAIL BUILDING W/ DRIVE THRU

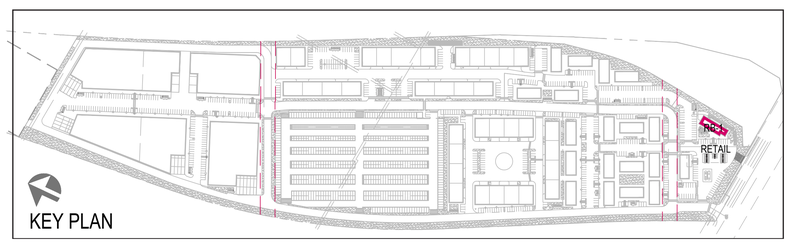
FLOOR PLAN

SCALE: 3/32" = 1'-0"

GRAPHIC SCALE

8' 0 4' 8' 16' 24'

1 inch = 11' feet



Haagen Co LLC
12302 Exposition Boulevard, Los Angeles CA 90064

Coachella Airport Business Park
NWC State Highway 86 and Airport Road
COACHELLA, CALIFORNIA

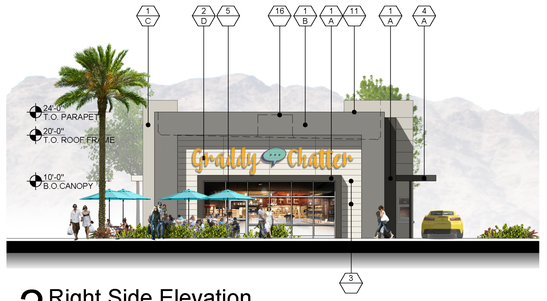
McKently Malak ARCHITECTS
35 Hugus Alley Suite 200
Pasadena, California 91103
T:6265838348 F:6265838387

FLOOR PLAN
04.12.2022 18028TMA
A-101



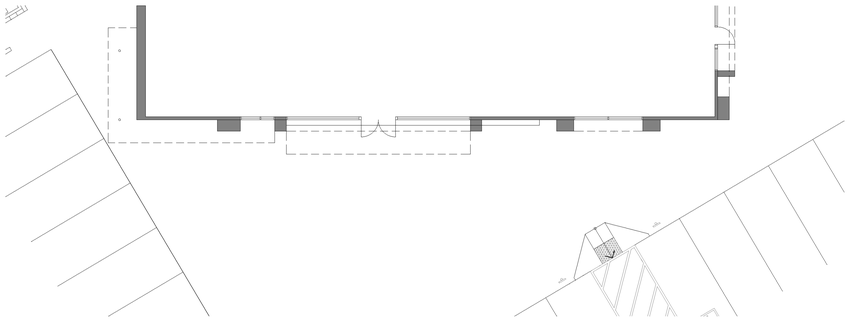
1 Front Elevation - Retail

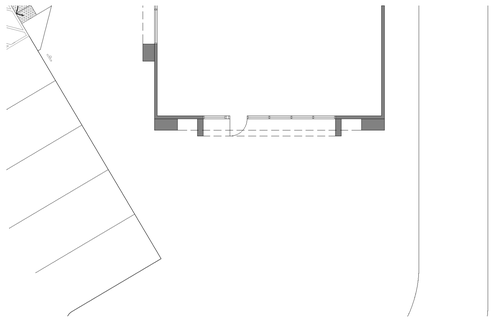
SCALE: 3/32" = 1'-0"



2 Right Side Elevation

SCALE: 3/32" = 1'-0"

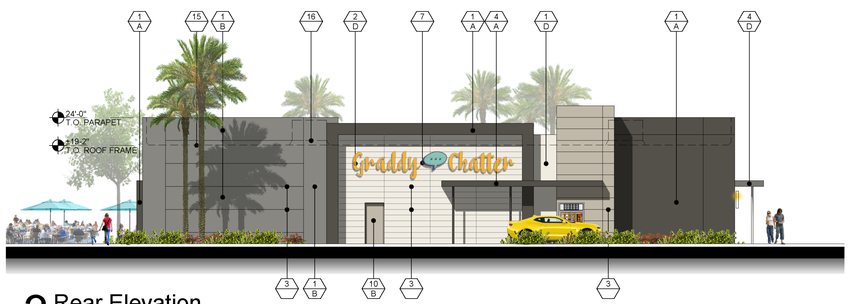




MATERIALS AND FINISH KEYNOTES

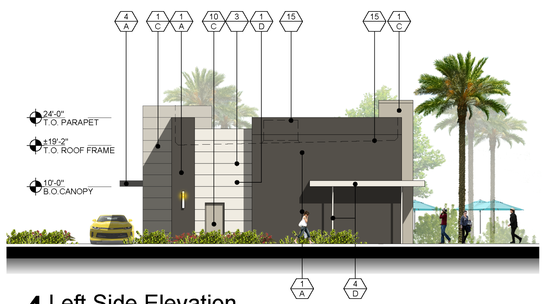
1	EXTERIOR CEMENT PLASTER, SMOOTH FINISH
2	EXTERIOR CEMENT PLASTER, COMBED FINISH
3	PLASTER REVEAL JOINTS (TYPICAL)
4	METAL CANOPY, PAINT
5	ANODIZED ALUMINUM STOREFRONT W/ GLAZING MANUFACTURER: KAWNEER NORTH AMERICA COLOR: CLEAR ANODIZED
6	FROSTED GLASS STOREFRONT
7	SIGNAGE (NOT A PART OF THIS PERMIT)
8	SECTIONAL GARAGE DOOR W/ FROSTED GLASS PANELS MANUFACTURER: OVERHEAD DOOR COLOR: CLEAR ANODIZED; MODEL 521
9	SECTIONAL STEEL DOOR MANUFACTURER: OVERHEAD DOOR MODEL: 470
10	EXTERIOR HOLLOW METAL DOOR & FRAMES; PAINT
11	PRESTO-LOCK METAL COPING SYSTEM, PAINT
12	DECORATIVE BRACKET LIGHT
13	WALL PACK LIGHT FIXTURE
14	UNDER CANOPY LIGHT FIXTURE
15	ROOF LINE
16	ROOF EQUIPMENT
17	E.I.F.S CORNICE; PAINT
18	ANODIZED ALUMINUM CLEARSTORY WINDOW W/ GLAZING MANUFACTURER: KAWNEER NORTH AMERICA COLOR: CLEAR ANODIZED

A	Urbane Bronze SW 7048
B	Classic French Gray SW 0077
C	Jogging Path SW 7638
D	Greek Villa SW 7551
E	Light French Gray SW 0055
F	Rugged Brown SW 6062



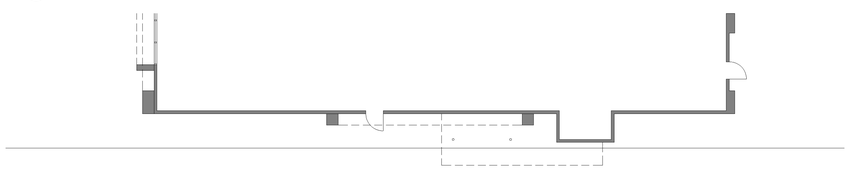
3 Rear Elevation

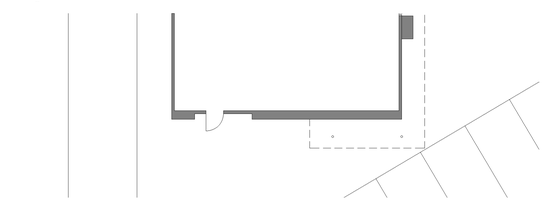
SCALE: 3/32" = 1'-0"



4 Left Side Elevation

SCALE: 3/32" = 1'-0"





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Coachella Airport Business Park

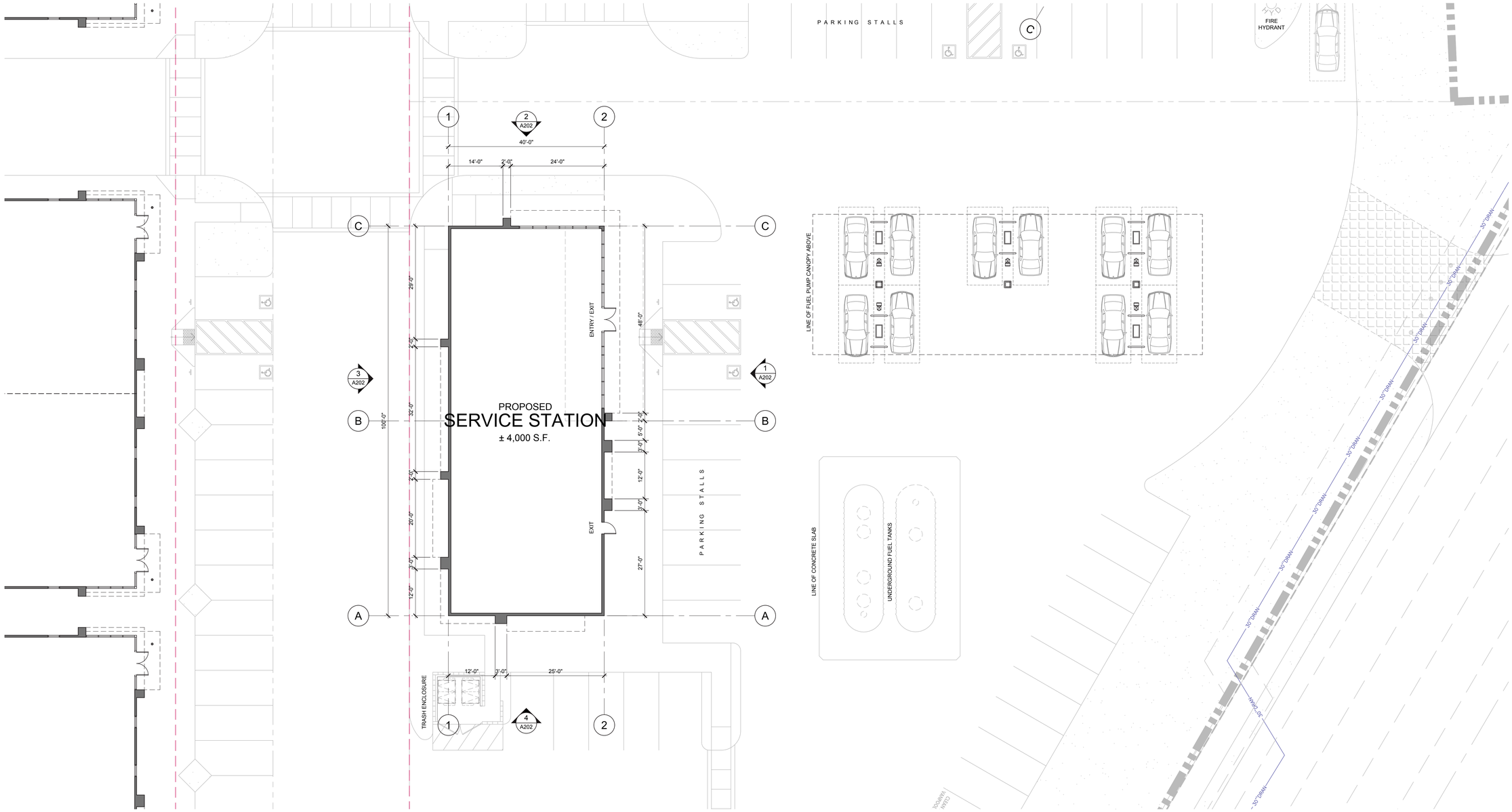
NWC State Highway 86 and Airport Road
COACHELLA, CALIFORNIA

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ELEVATIONS

04.12.2022 18028TMA

A-201



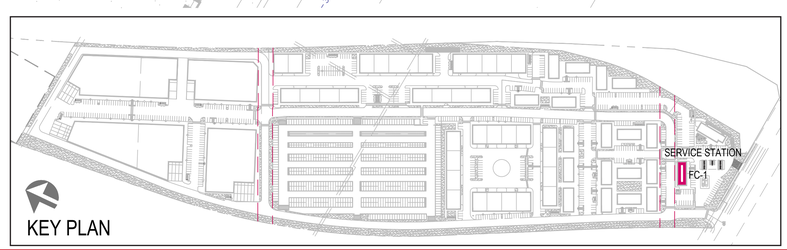
SERVICE STATION
FLOOR PLAN

SCALE: 3/32" = 1'-0"

GRAPHIC SCALE

8' 0 4' 8' 16' 24'

1 inch = 11' feet



Haagen Co LLC
12302 Exposition Boulevard, Los Angeles CA 90064

Coachella Airport Business Park
NWC State Highway 86 and Airport Road
COACHELLA, CALIFORNIA

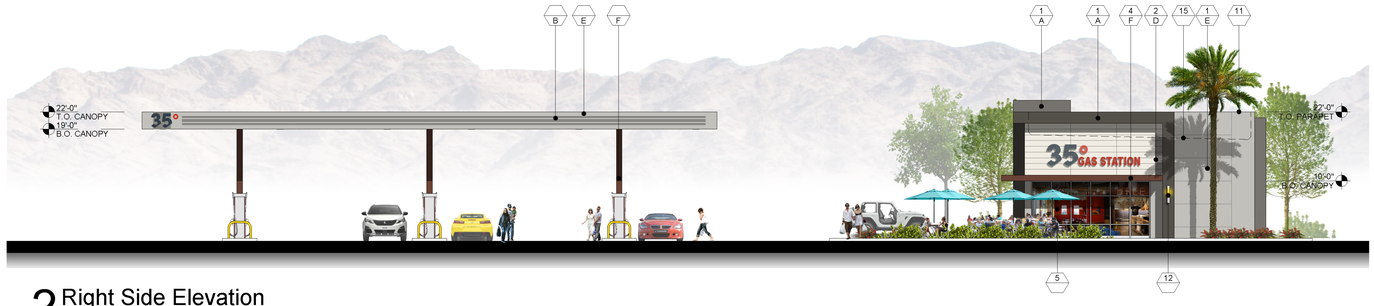
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FLOOR PLAN
04.12.2022 18028TMA
A-102



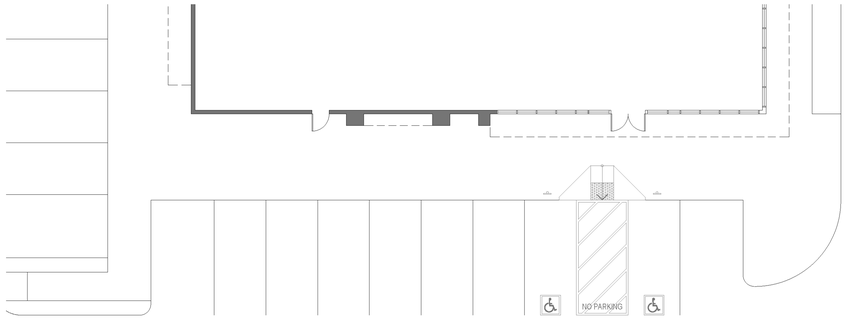
1 Front Elevation - Service Station

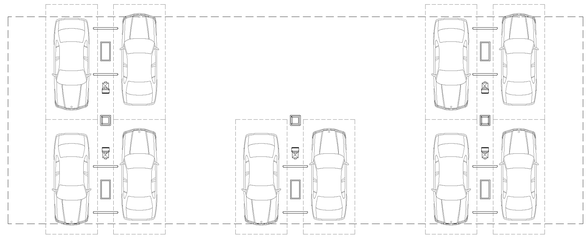
SCALE: 3/32" = 1'-0"

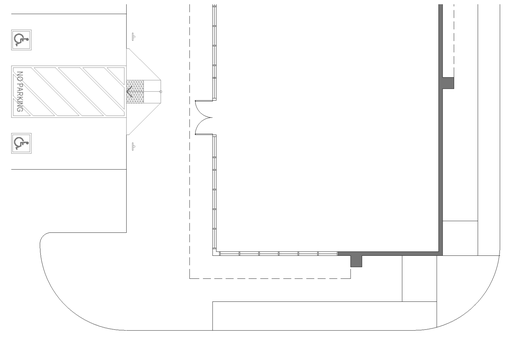


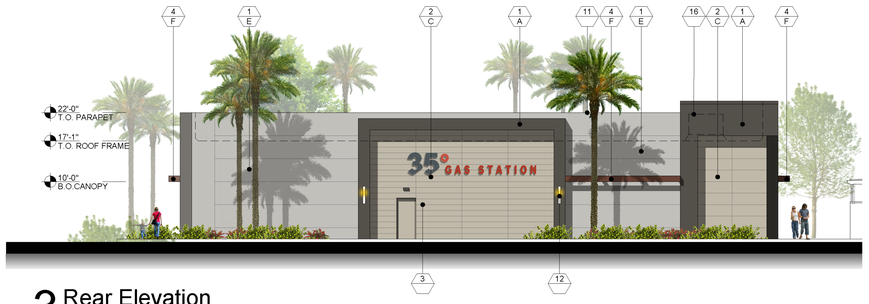
2 Right Side Elevation

SCALE: 3/32" = 1'-0"



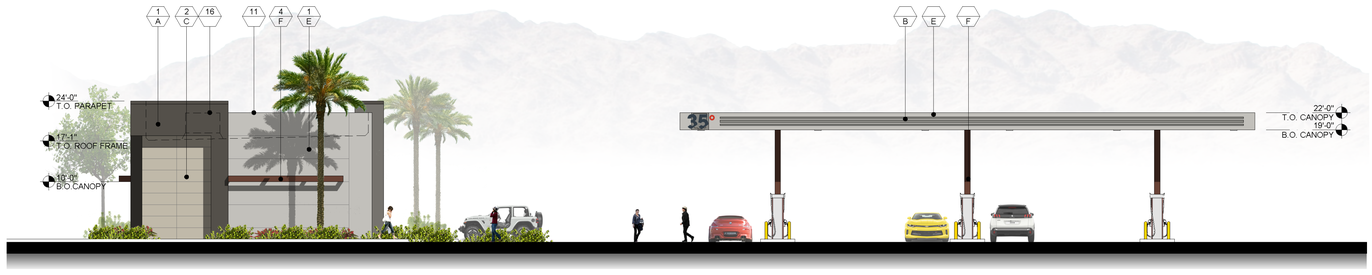






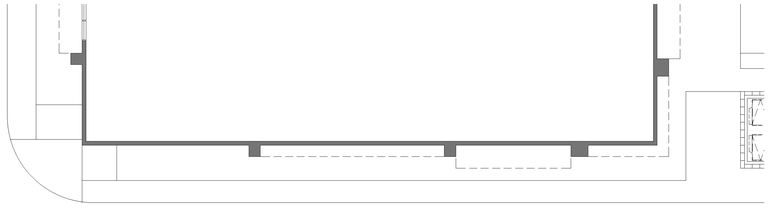
3 Rear Elevation

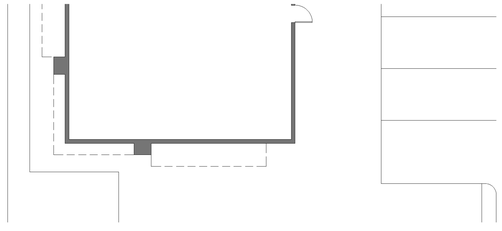
SCALE: 3/32" = 1'-0"



4 Left Side Elevation

SCALE: 3/32" = 1'-0"







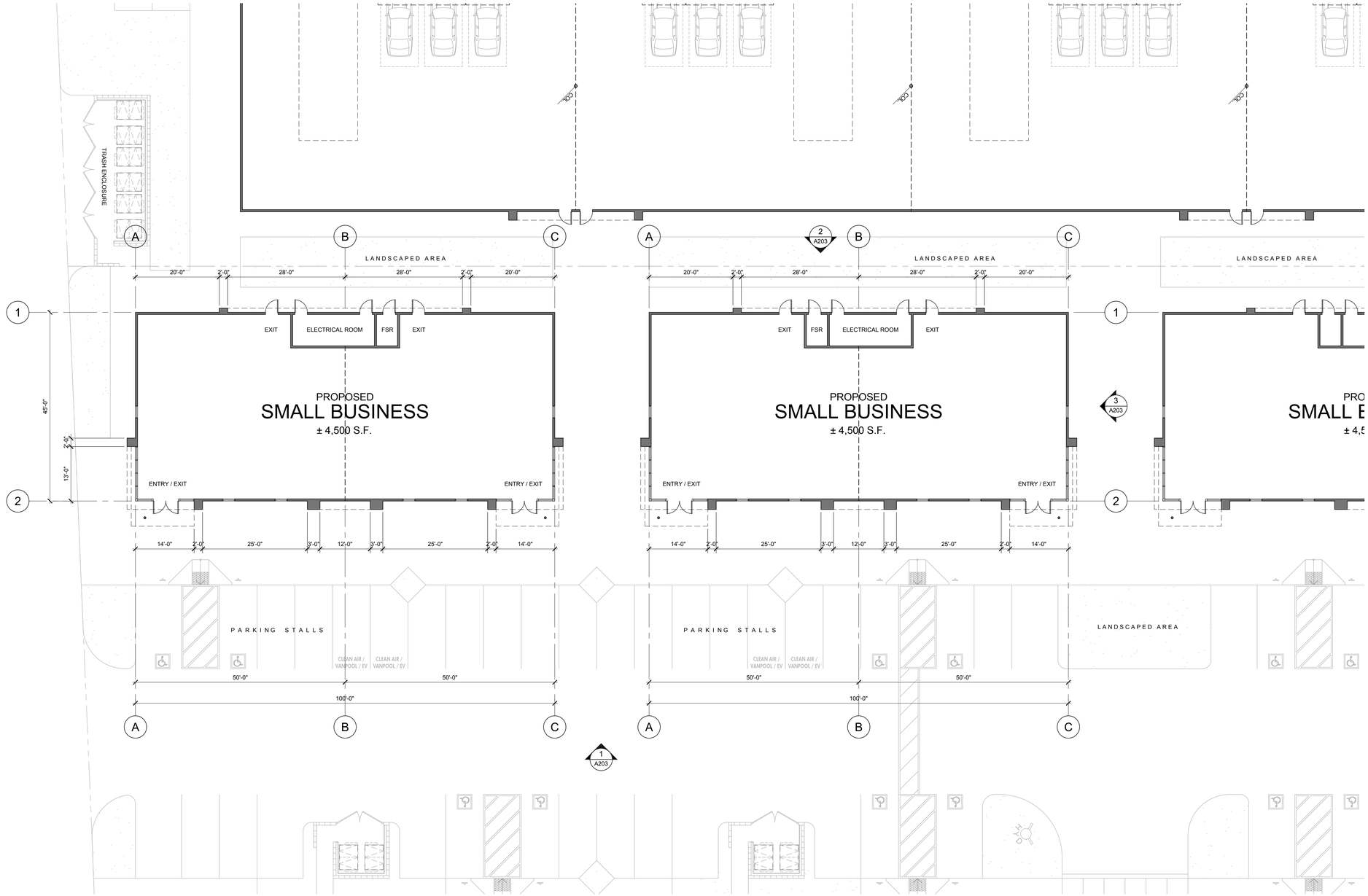
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Coachella Airport Business Park
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COACHELLA, CALIFORNIA

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ELEVATIONS
04.12.2022 18028TMA
A-202



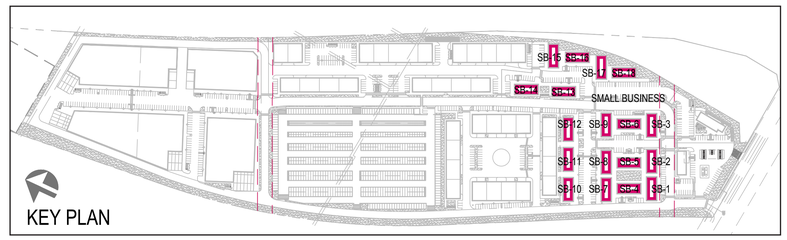
TYPICAL SMALL BUSINESS
FLOOR PLAN

SCALE: 3/32" = 1'-0"

GRAPHIC SCALE

8' 0 4' 8' 16' 24'

1 inch = 1'1" feet



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FLOOR PLAN
04.12.2022 18028TMA
A-103



1 Front Elevation - Typ. Small Business (SB-10 and SB-11)

SCALE: 3/32" = 1'-0"



2 Rear Elevation (SB-11)

SCALE: 3/32" = 1'-0"

3 Side Elevation (SB-11)

SCALE: 3/32" = 1'-0"

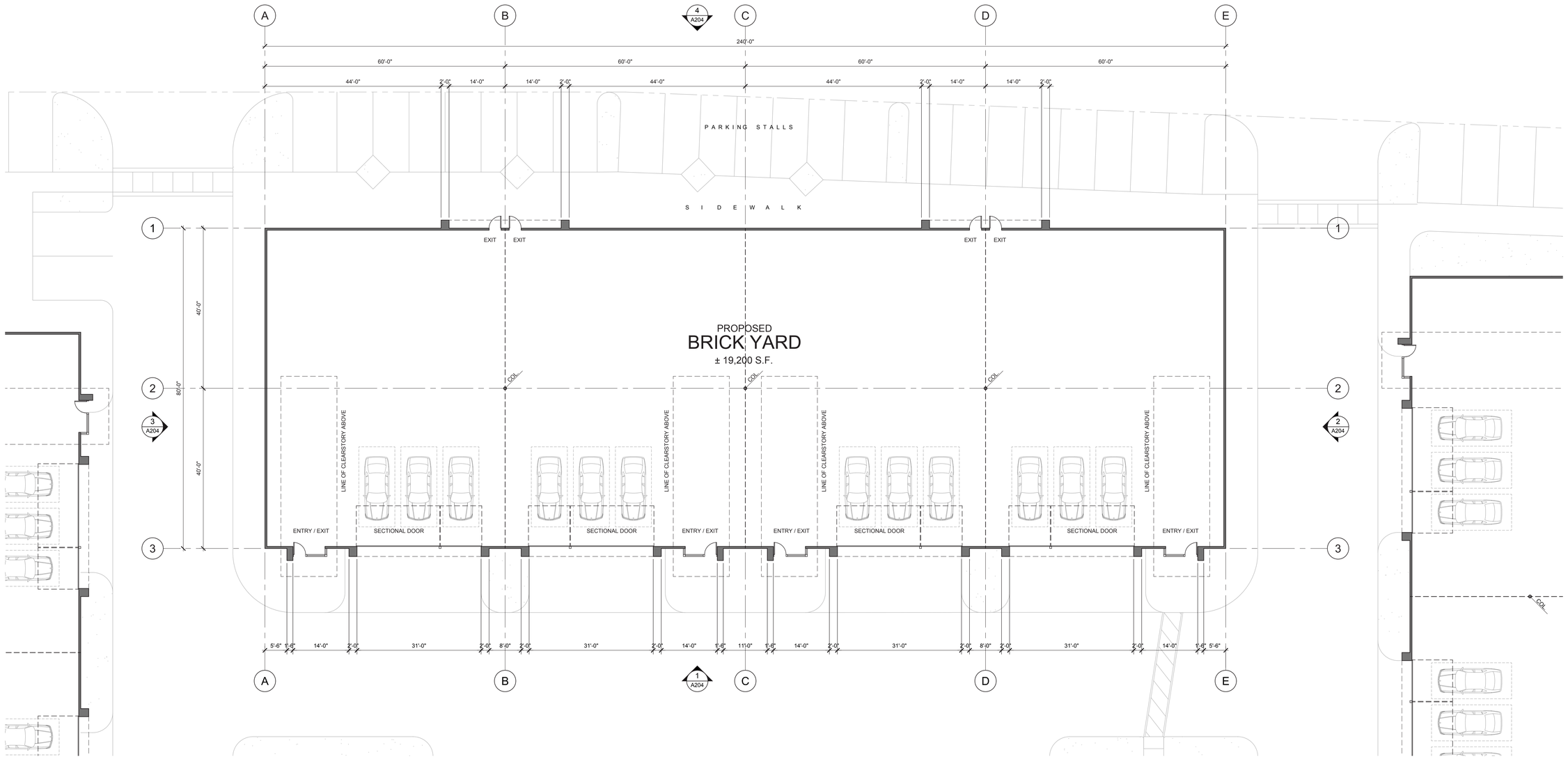
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ELEVATIONS
04.12.2022 18028TMA
A-203



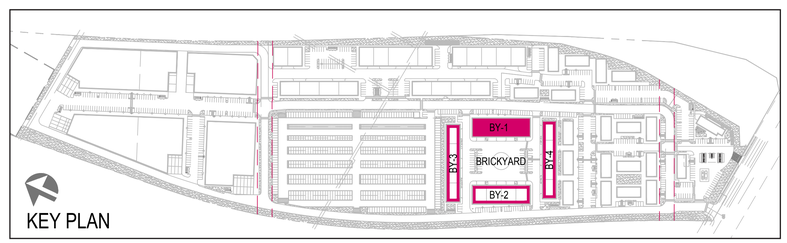
TYPICAL BRICKYARD
FLOOR PLAN

SCALE: 3/32" = 1'-0"

GRAPHIC SCALE

8' 0 4' 8' 16' 24'

1 inch = 11' feet

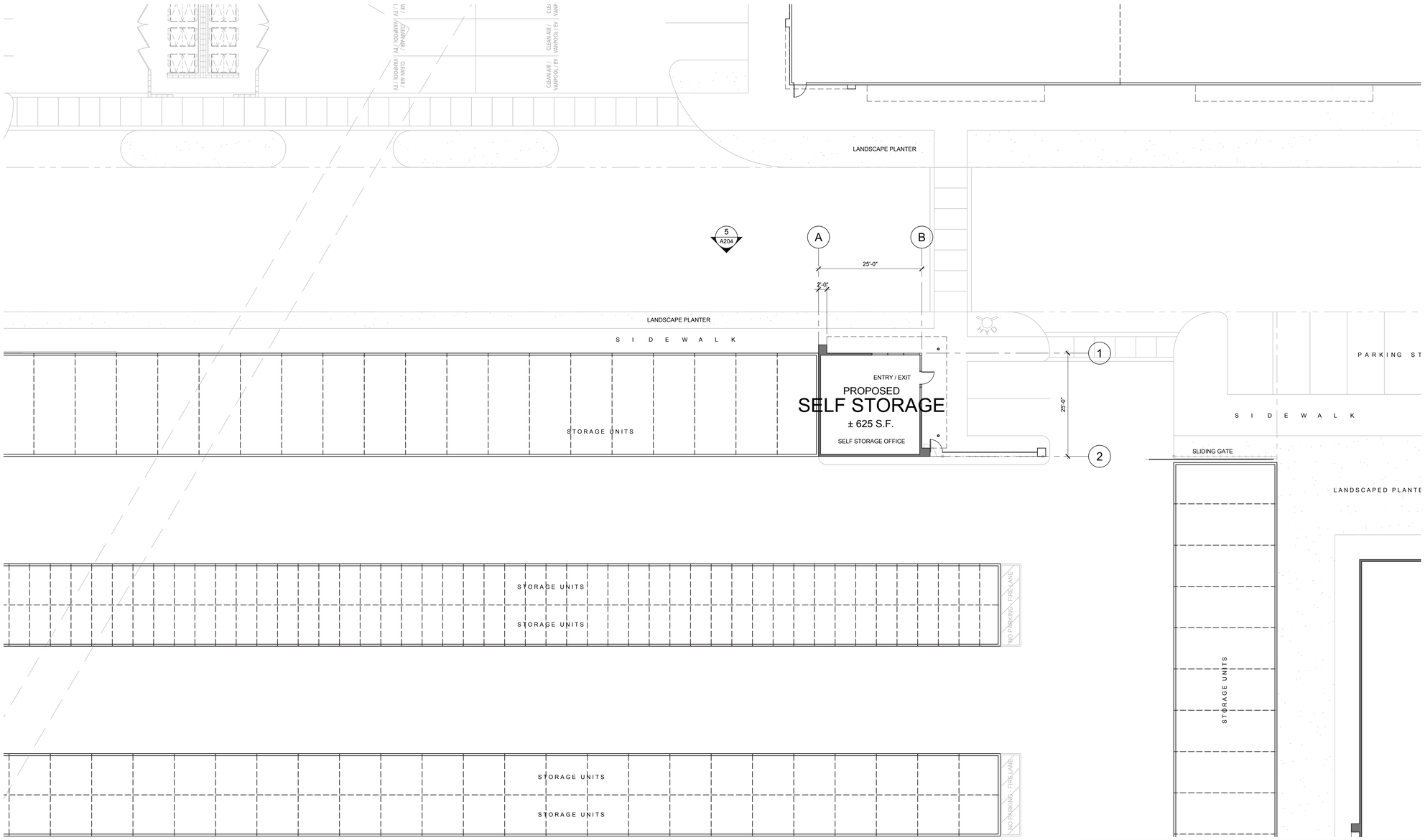


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FLOOR PLAN
04.12.2022 18028TMA
A-104



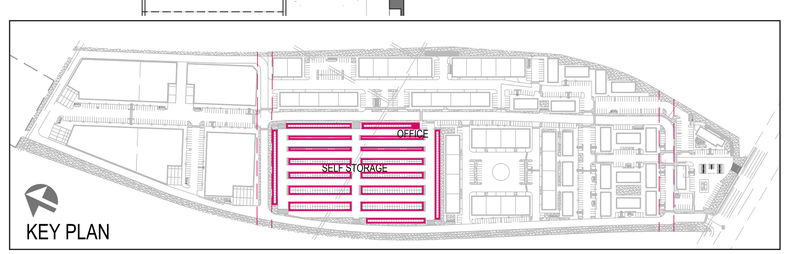
TYPICAL SELF STORAGE
FLOOR PLAN

SCALE: 3/32" = 1'-0"

GRAPHIC SCALE

8' 0 4' 8' 16' 24'

1 inch = 11' feet



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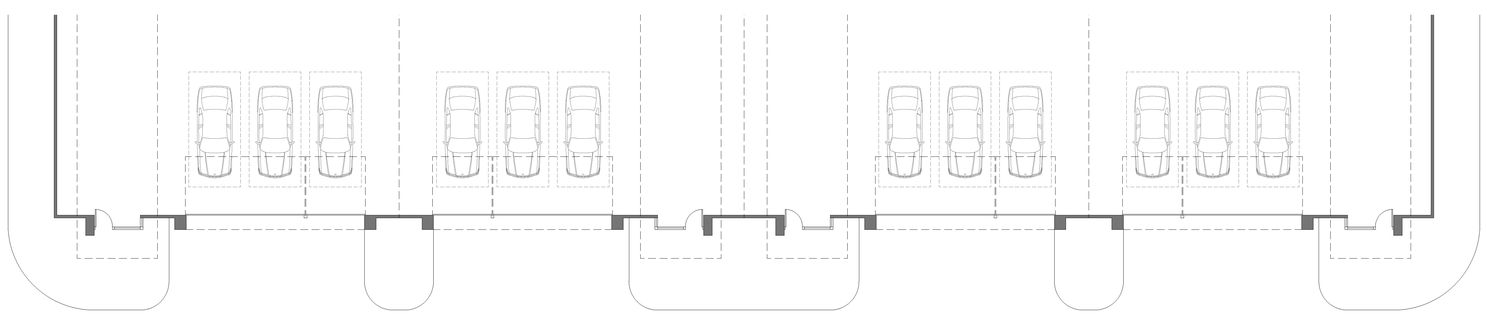
FLOOR PLAN
04.12.2022 18028TMA
A-104.1

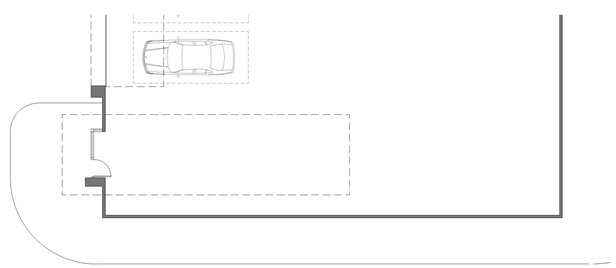


1 Front Elevation - Typ. Brickyard
SCALE: 3/32" = 1'-0"



2 Right Side Elevation
SCALE: 3/32" = 1'-0"



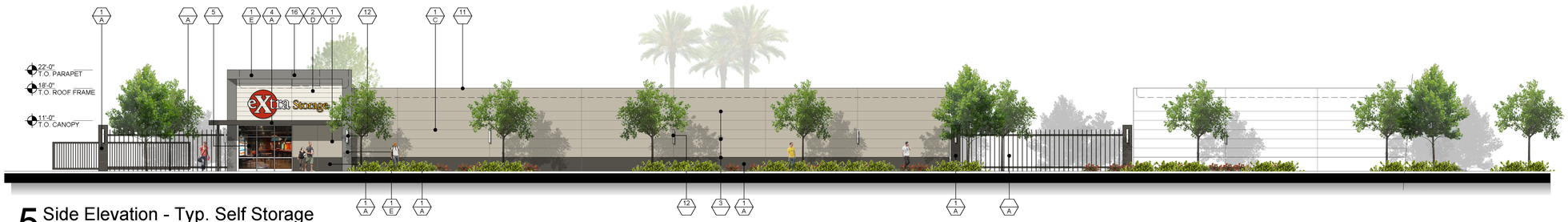




3 Left Side Elevation
SCALE: 3/32" = 1'-0"



4 Rear Elevation
SCALE: 3/32" = 1'-0"



5 Side Elevation - Typ. Self Storage
SCALE: 3/32" = 1'-0"

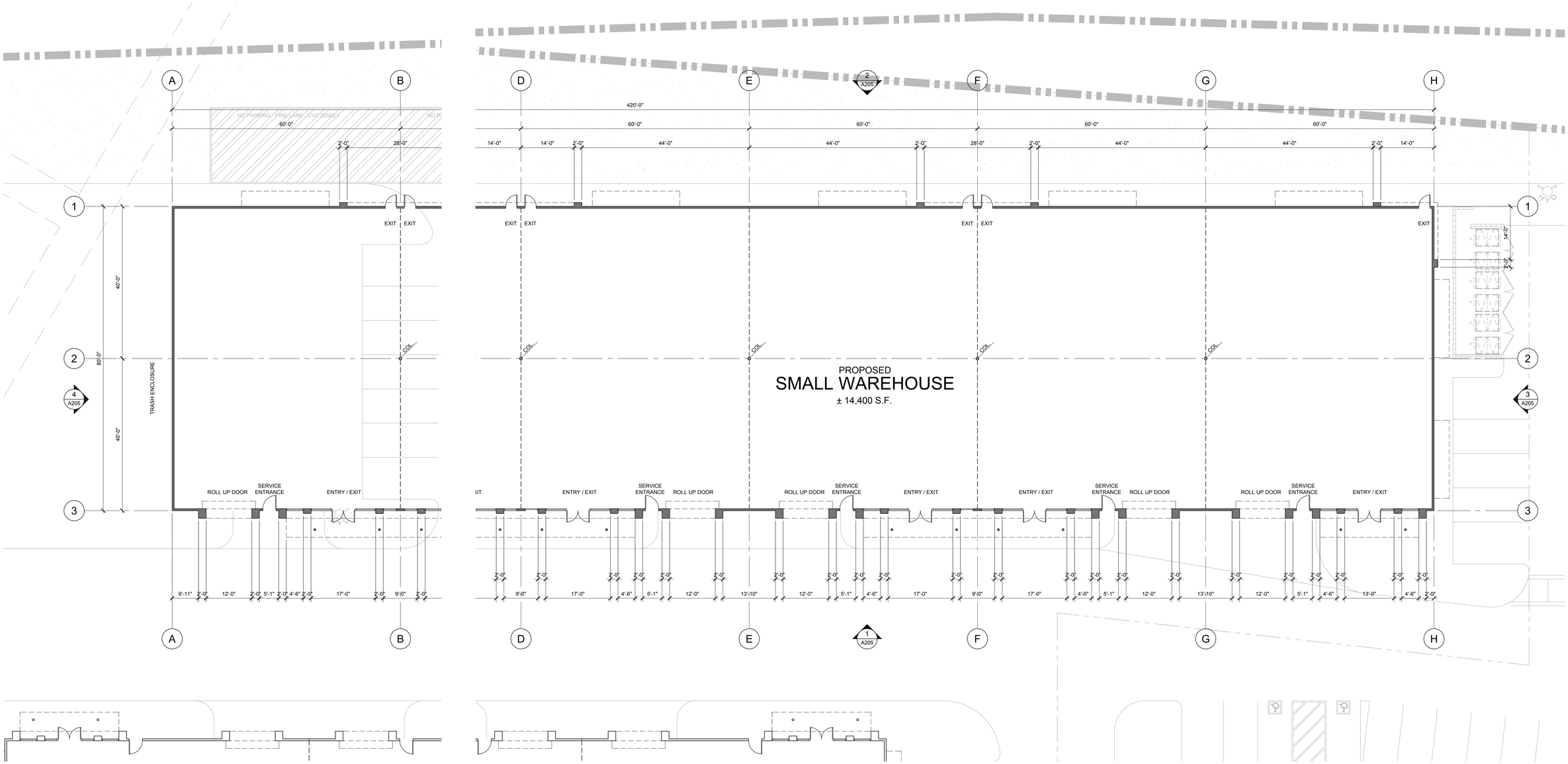
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ELEVATIONS
04.12.2022 18028TMA
A-204



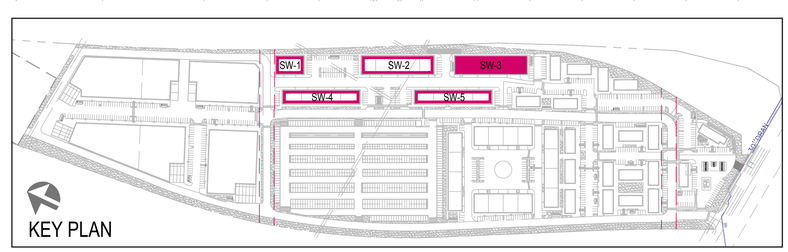
TYPICAL SMALL WAREHOUSE
FLOOR PLAN

SCALE: 3/32" = 1'-0"

GRAPHIC SCALE

8' 0 4' 8' 16' 24'

1 inch = 11' feet



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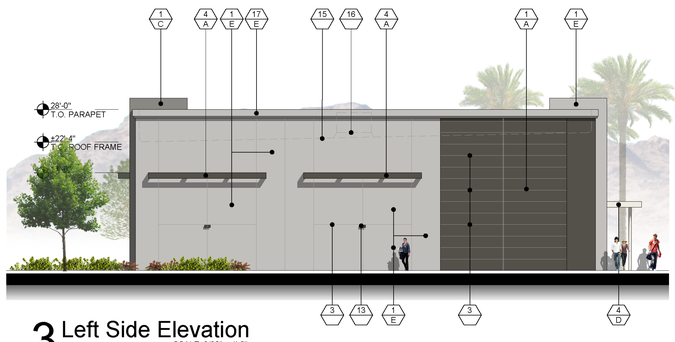
FLOOR PLAN
04.12.2022 18028TMA
A-105



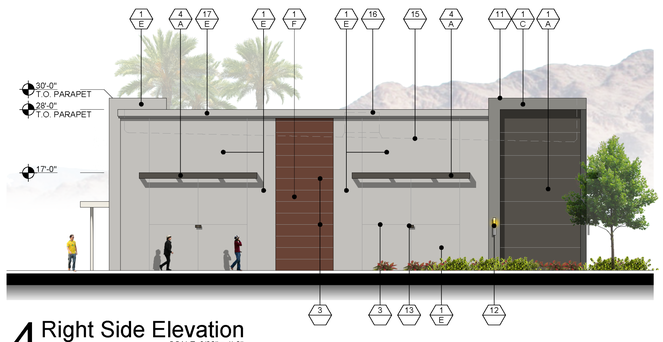
1 Front Elevation - Typ. Small Warehouse
SCALE: 3/32" = 1'-0"



2 Rear Elevation
SCALE: 3/32" = 1'-0"



3 Left Side Elevation
SCALE: 3/32" = 1'-0"



4 Right Side Elevation
SCALE: 3/32" = 1'-0"

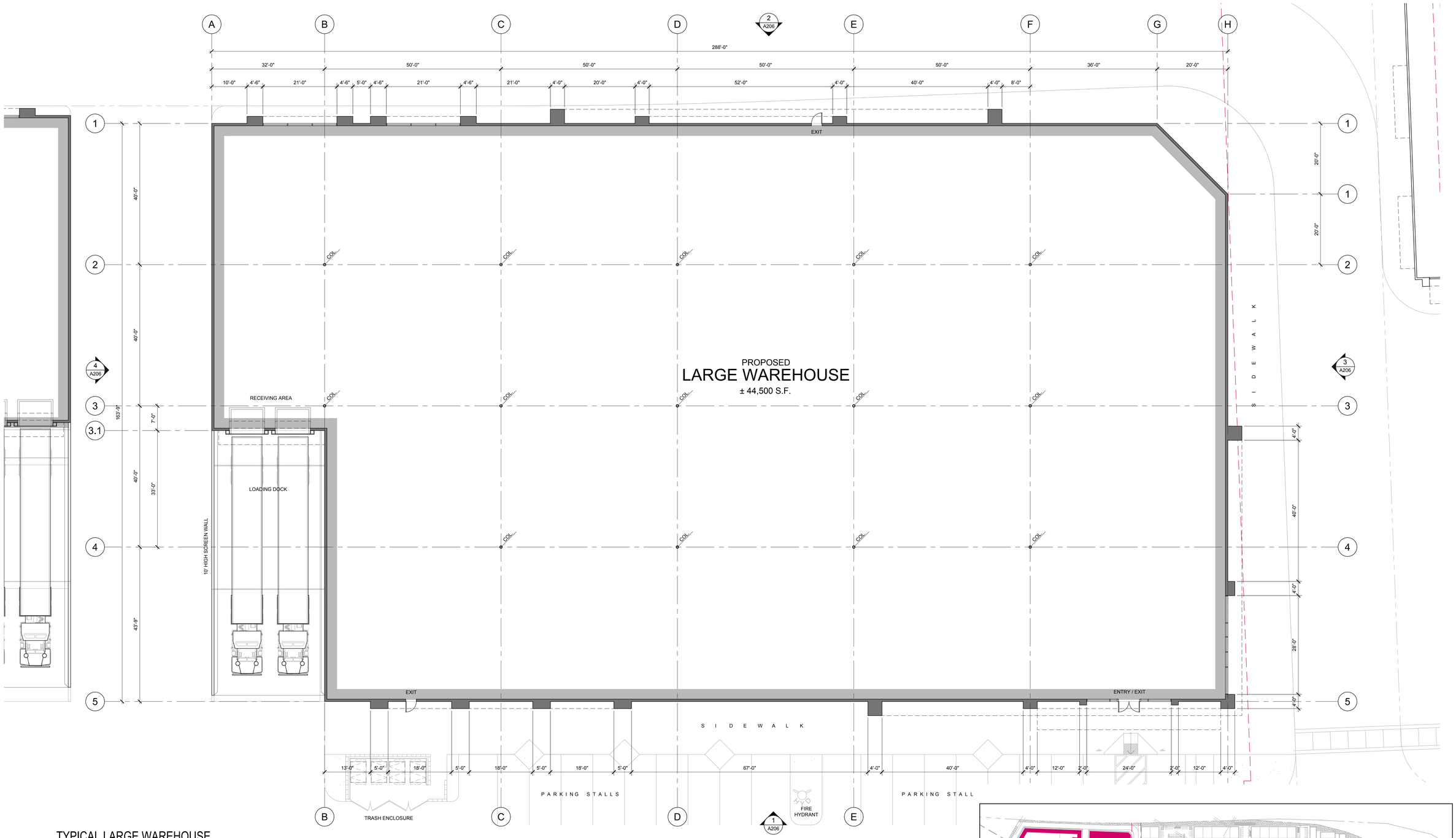
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ELEVATIONS
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A-205



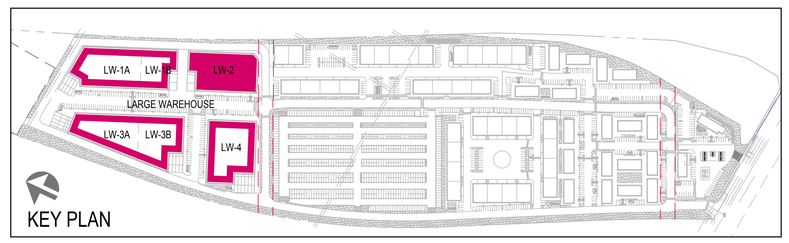
TYPICAL LARGE WAREHOUSE
FLOOR PLAN

SCALE: 3/32" = 1'-0"

GRAPHIC SCALE

8' 0 4' 8' 16' 24'

1 inch = 11' feet

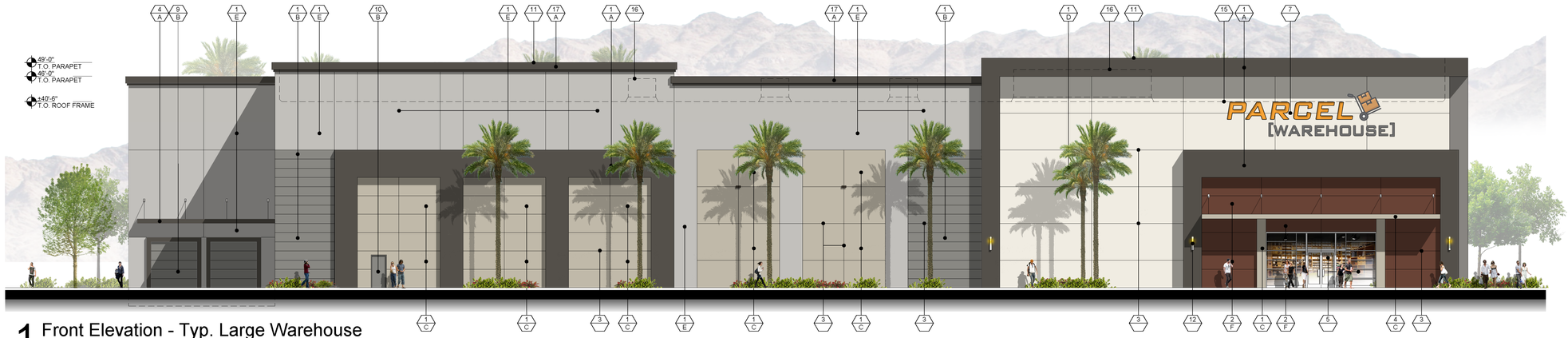


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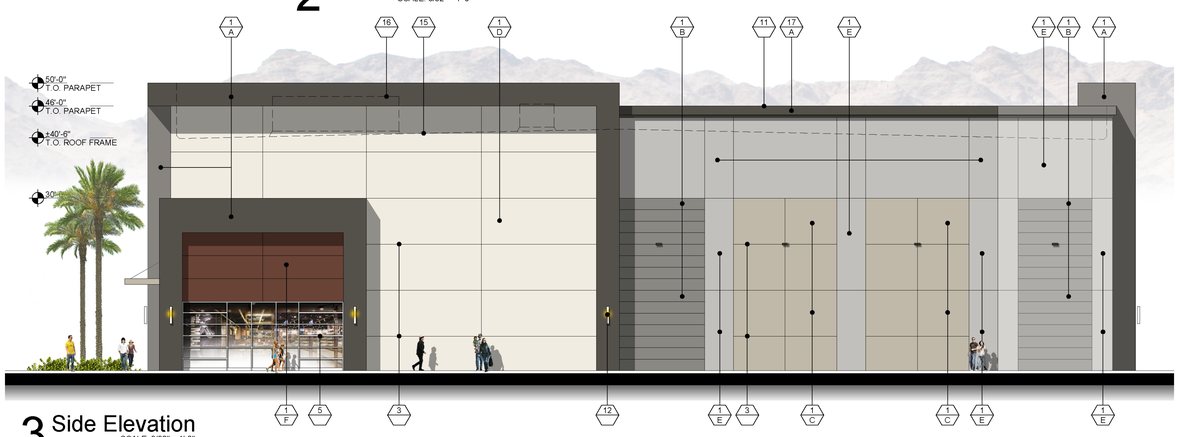
FLOOR PLAN
04.12.2022 18028TMA
A-106



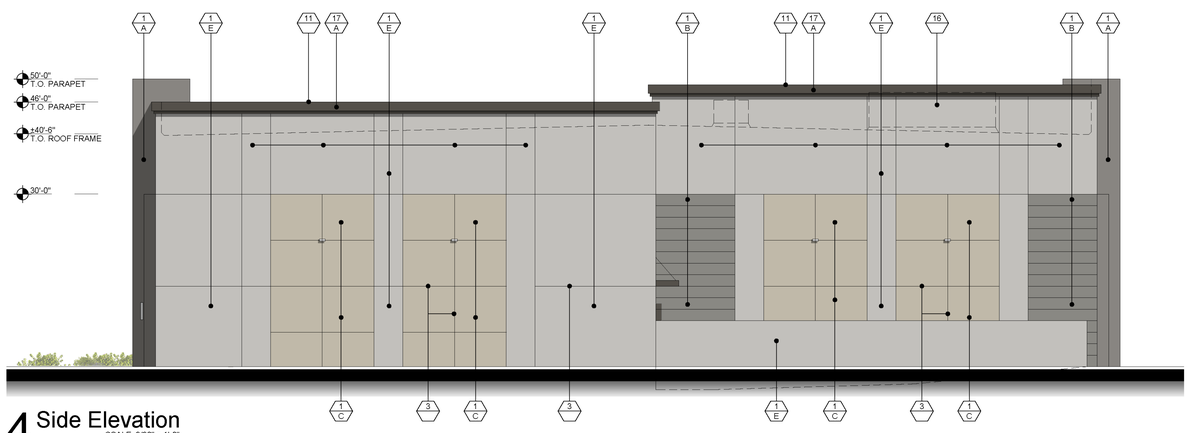
1 Front Elevation - Typ. Large Warehouse
SCALE: 3/32" = 1'-0"



2 Rear Elevation
SCALE: 3/32" = 1'-0"



3 Side Elevation
SCALE: 3/32" = 1'-0"



4 Side Elevation
SCALE: 3/32" = 1'-0"

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ELEVATIONS
04.12.2022 18028TMA
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1 Site Elevation Airport Boulevard
SCALE: 1" = 30'-0"



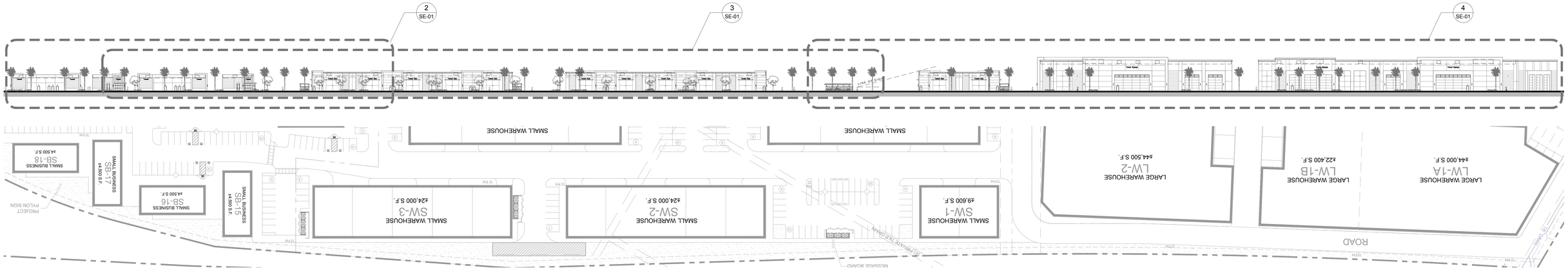
2 Site Elevation State Highway 86
SCALE: 1" = 30'-0"



3 Site Elevation State Highway 86
SCALE: 1" = 30'-0"



4 Site Elevation State Highway 86
SCALE: 1" = 30'-0"



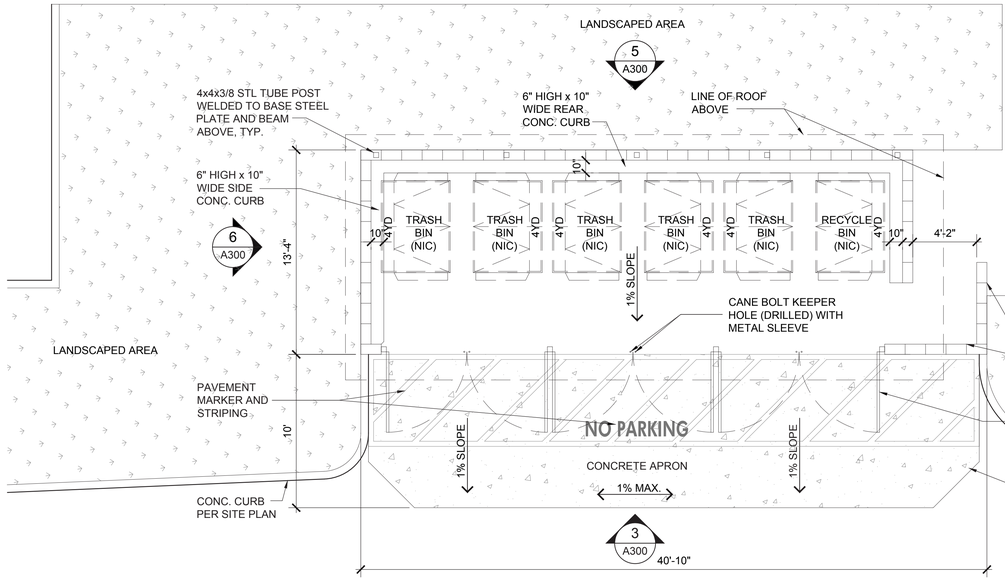
5 Site Elevation State Highway 86
SCALE: 1" = 30'-0"

Haagen Co LLC
12302 Exposition Boulevard, Los Angeles CA 90064

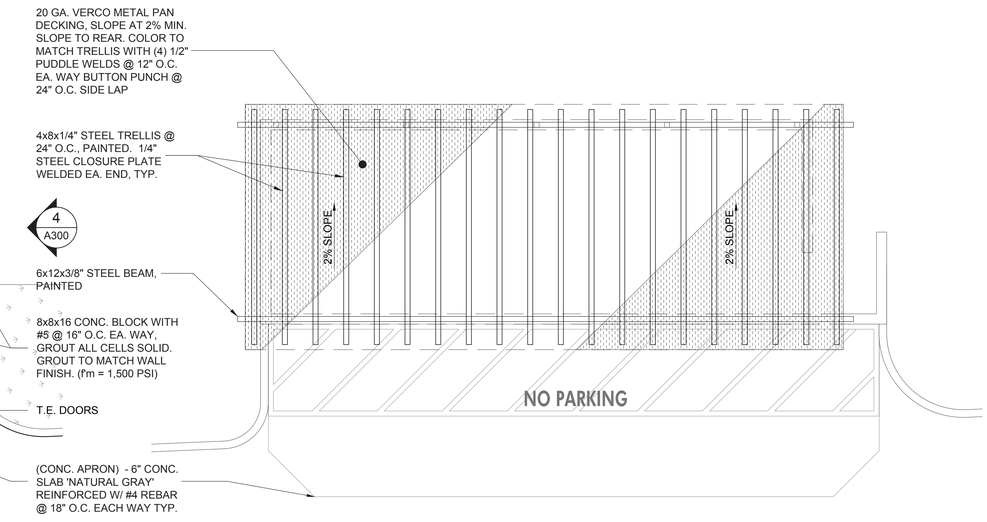
Coachella Airport Business Park
NWC State Highway 86 and Airport Road
COACHELLA, CALIFORNIA

McKently Malak ARCHITECTS
35 Hugus Alley Suite 200
Pasadena, California 91103
T:626.583.8348 F:626.583.8387

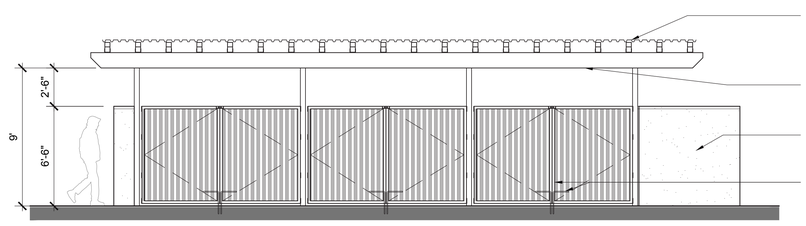
SITE ELEVATION
04.12.2022 18028TMA
SE-01



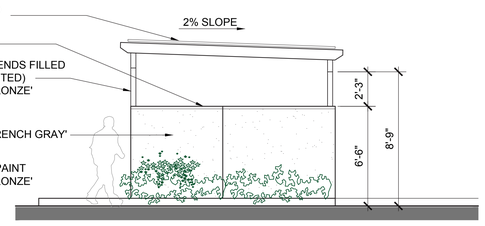
1 Trash Enclosure - Floor Plan
SCALE: 1/4" = 1'-0"



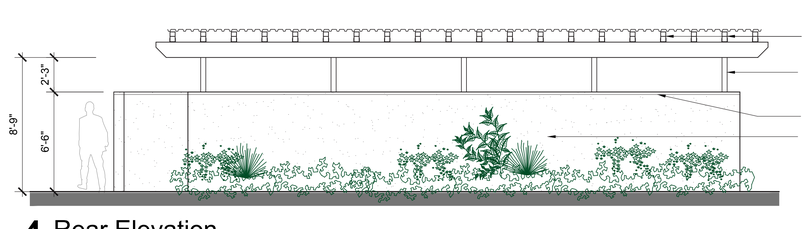
2 Trash Enclosure - Roof Plan
SCALE: 1/4" = 1'-0"



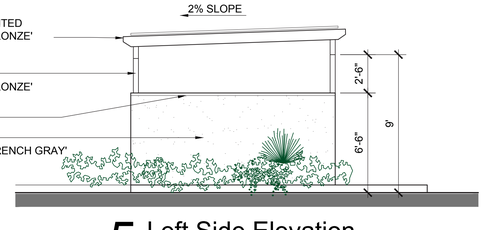
3 Front Elevation
SCALE: 1/4" = 1'-0"



3 Right Side Elevation
SCALE: 1/4" = 1'-0"



4 Rear Elevation
SCALE: 1/4" = 1'-0"



5 Left Side Elevation
SCALE: 1/4" = 1'-0"

Haagen Co LLC
12302 Exposition Boulevard, Los Angeles CA 90064

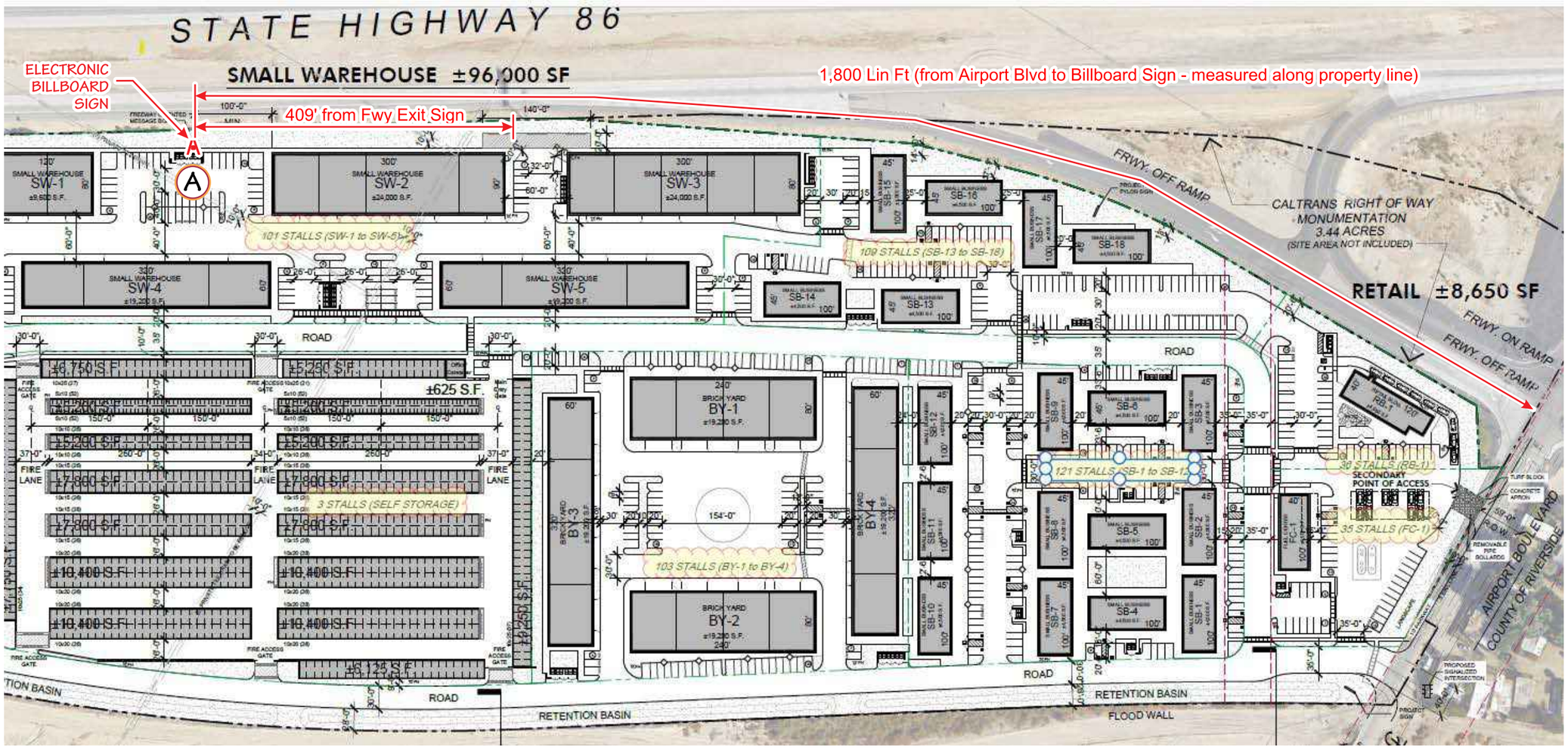
Coachella Airport Business Park
NWC State Highway 86 and Airport Road
COACHELLA, CALIFORNIA

McKently Malak ARCHITECTS
35 Hugus Alley Suite 200
Pasadena, California 91103
T:626.583.8348 F:626.583.8387

TRASH ENCLOSURE
04.12.2022 18028TMA
TE-01

SIGN	SCOPE OF WORK / DESCRIPTION
A	MANUFACTURE AND INSTALL (1) DOUBLE SIDED V-SHAPED FREEWAY PYLON MESSAGE BOARD WITH 16MM DIGITAL DISPLAYS

POSE MILE: I-86-R 16.931



N

SCALE: NTS

PROJECT TITLE

COACHELLA AIRPORT BUSINES

COACHELLA, CA

JOB NUMBER 50641

SALES	CLAUDE ELLENA
DRAWN BY	CARLOS
DATE	5-20-20
SCALE	AS NOTED
FOLDER	S/COACHELLA AIRPORT BUSINESS PARK/50641
FILE	50641R3 LOCATION 2.CDR
DESIGN#	001

REVISIONS

DATE	BY	DATE	BY
4-16-21	CM		

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- Dedicated 120 Volt sign circuits with a ground wire to be provided within 6' of the display(s) by the customer.
- Sketch may vary from specified colors. Photos are for visual reference only, size and placement of signs may vary.

SIGNATURE | DATE

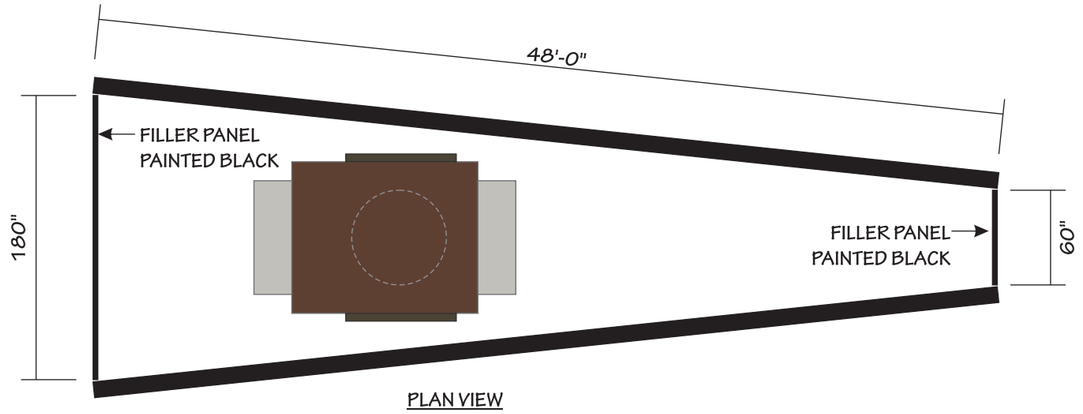
PRINTED NAME | TITLE

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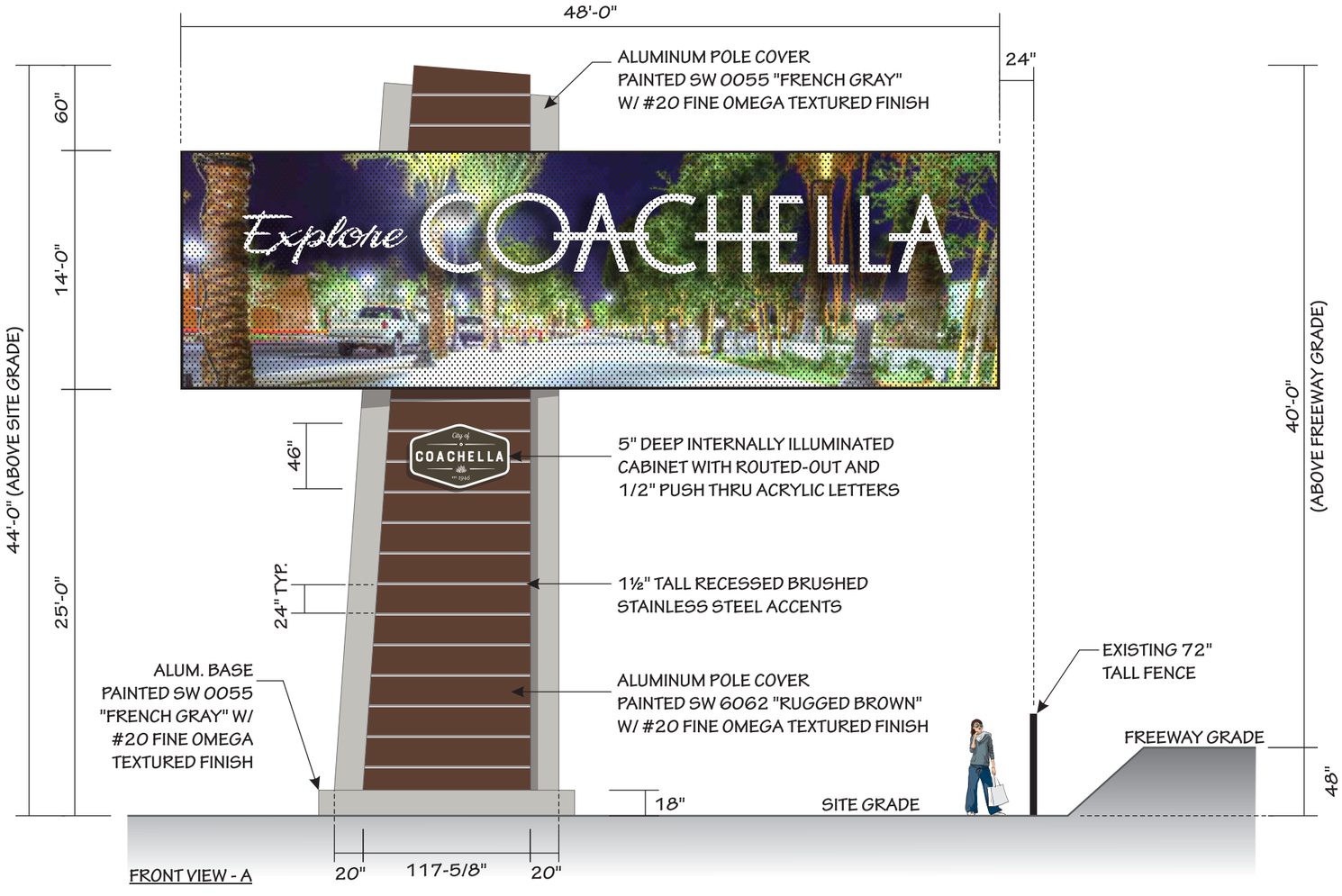
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P.O.Box 9297
Ontario, California 91762
800-791-1187
Fax 909-988-6376
STATE LICENSE #947727
www.encoreimage.com



PLAN VIEW

A

SCALE: 1/8" = 1'-0"



FRONT VIEW - A

COLOR SCHEDULE

SW 6062 "RUGGED BROWN
#20 OMEGA FINE TEXTURE

SW 6062 "RUGGED BROWN
#20 OMEGA FINE TEXTURE

SW 7048 "URBANE BRONZE"
SATIN FINISH



END VIEW - A

A MANUFACTURE AND INSTALL (1) ONE DOUBLE SIDED V-SHAPED FREEWAY PYLON MESSAGE BOARD

SCALE: 1/8" = 1'-0"

Item 28.

PROJECT TITLE

COACHELLA AIRPORT BUSINES

COACHELLA, CA

JOB NUMBER 50641

SALES	CLAUDE ELLENA
DRAWN BY	CARLOS
DATE	5-20-20
SCALE	AS NOTED
FOLDER	S/COACHELLA AIRPORT BUSINESS PARK/50641
FILE	50641R3 LOCATION 2.CDR
DESIGN#	002

REVISIONS

DATE	BY	DATE	BY
3-9-21	CM		

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SIGNATURE | DATE

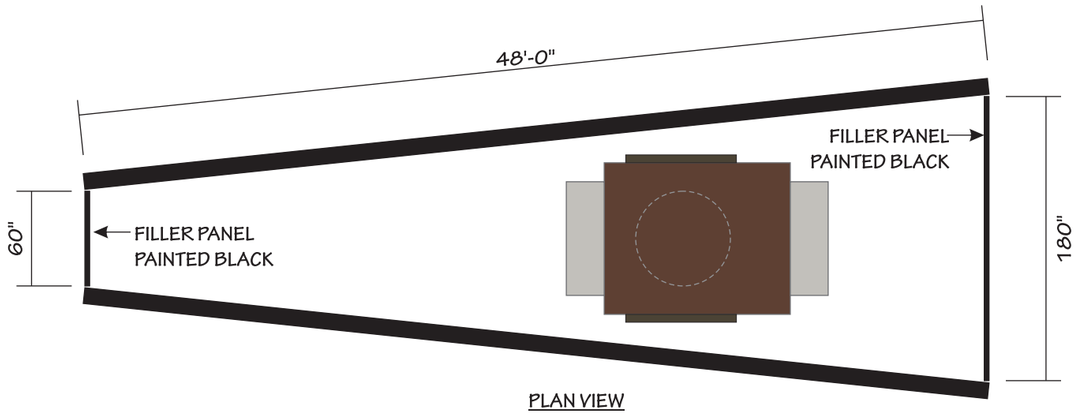
PRINTED NAME | TITLE

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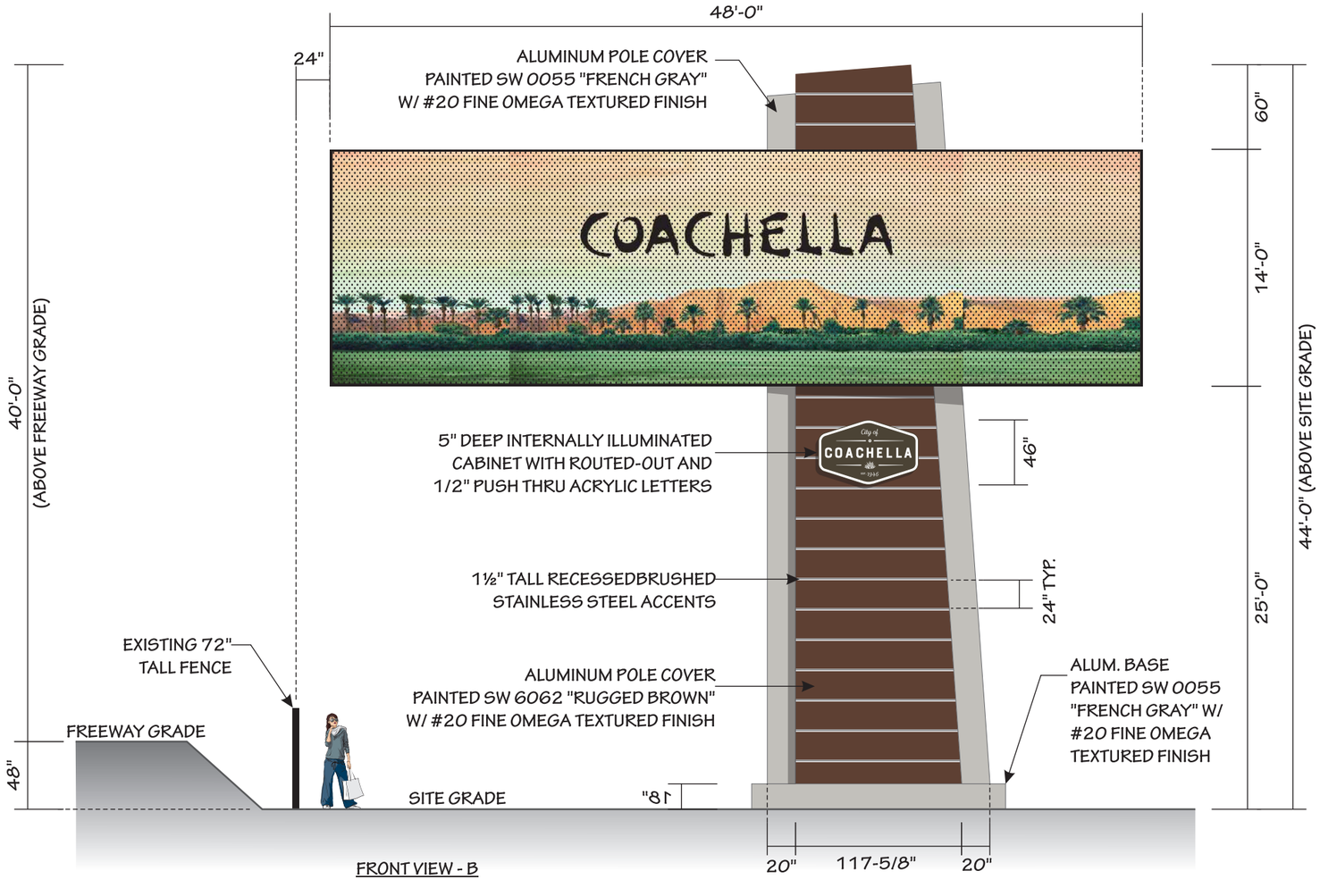
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PLAN VIEW

A

SCALE: 1/8" = 1'-0"



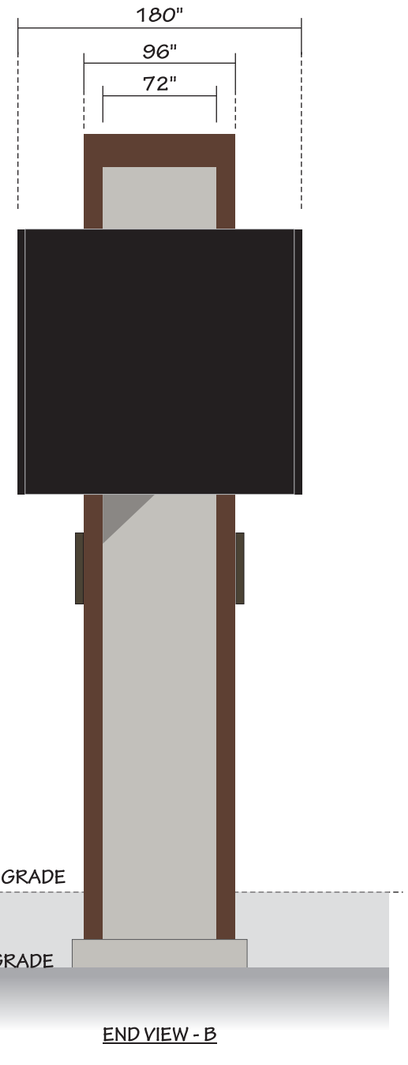
FRONT VIEW - B

COLOR SCHEDULE

SW 6062 "RUGGED BROWN
#20 OMEGA FINE TEXTURE

SW 6062 "RUGGED BROWN
#20 OMEGA FINE TEXTURE

SW 7048 "URBANE BRONZE"
SATIN FINISH



END VIEW - B

A MANUFACTURE AND INSTALL (1) ONE DOUBLE SIDED V-SHAPED FREEWAY PYLON MESSAGE BOARD

SCALE: 1/8" = 1'-0"

PROJECT TITLE

COACHELLA AIRPORT BUSINES

COACHELLA, CA

JOB NUMBER 50641

SALES	CLAUDE ELLENA
DRAWN BY	CARLOS
DATE	5-20-20
SCALE	AS NOTED
FOLDER	S/COACHELLA AIRPORT BUSINESS PARK/50641
FILE	50641R3 LOCATION 2.CDR
DESIGN#	003

REVISIONS

DATE	BY	DATE	BY
3-9-21	CM		

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SIGNATURE | DATE

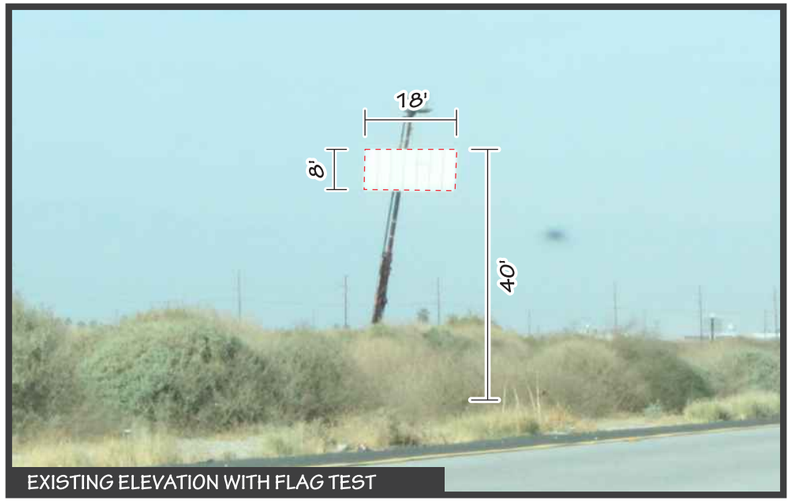
PRINTED NAME | TITLE

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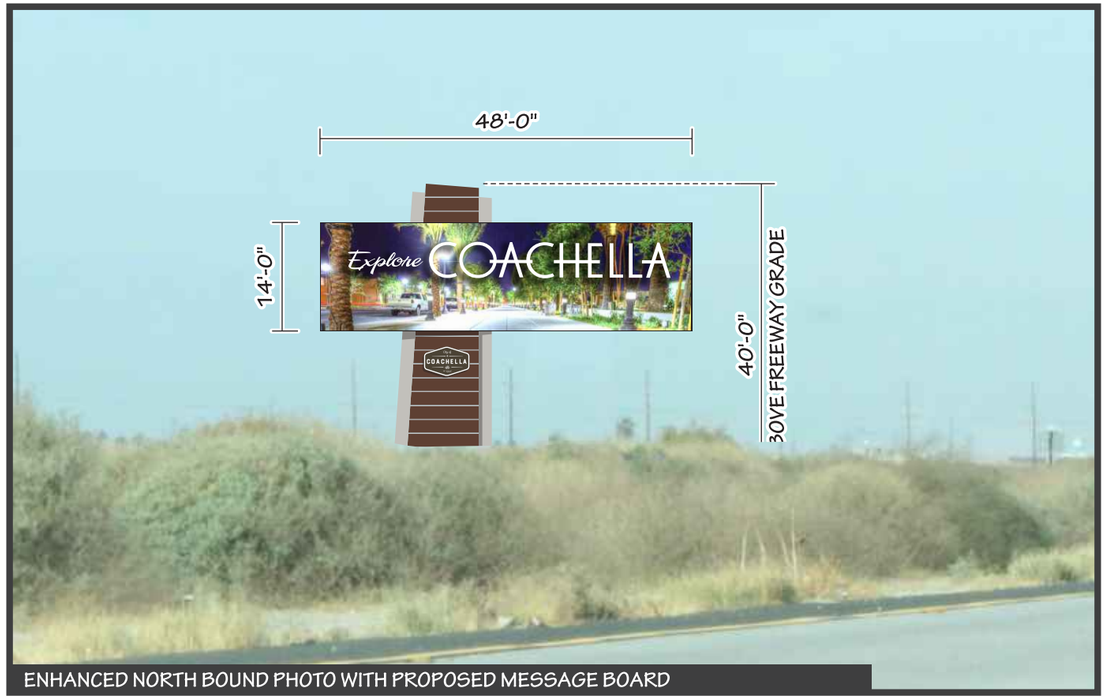
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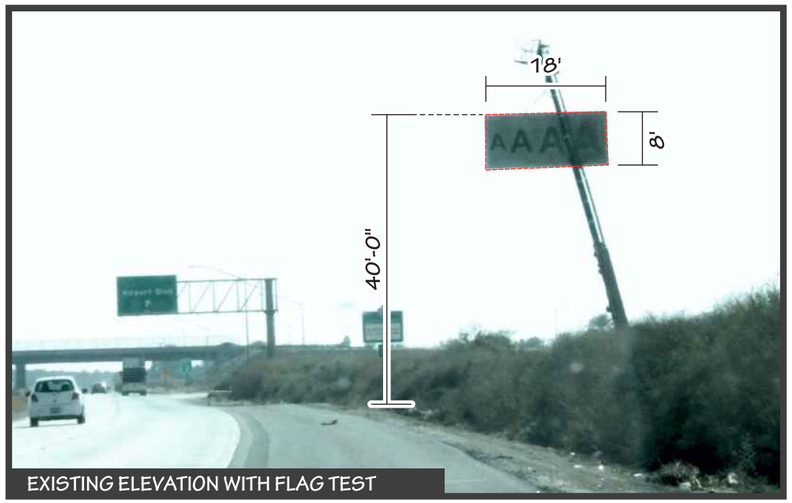
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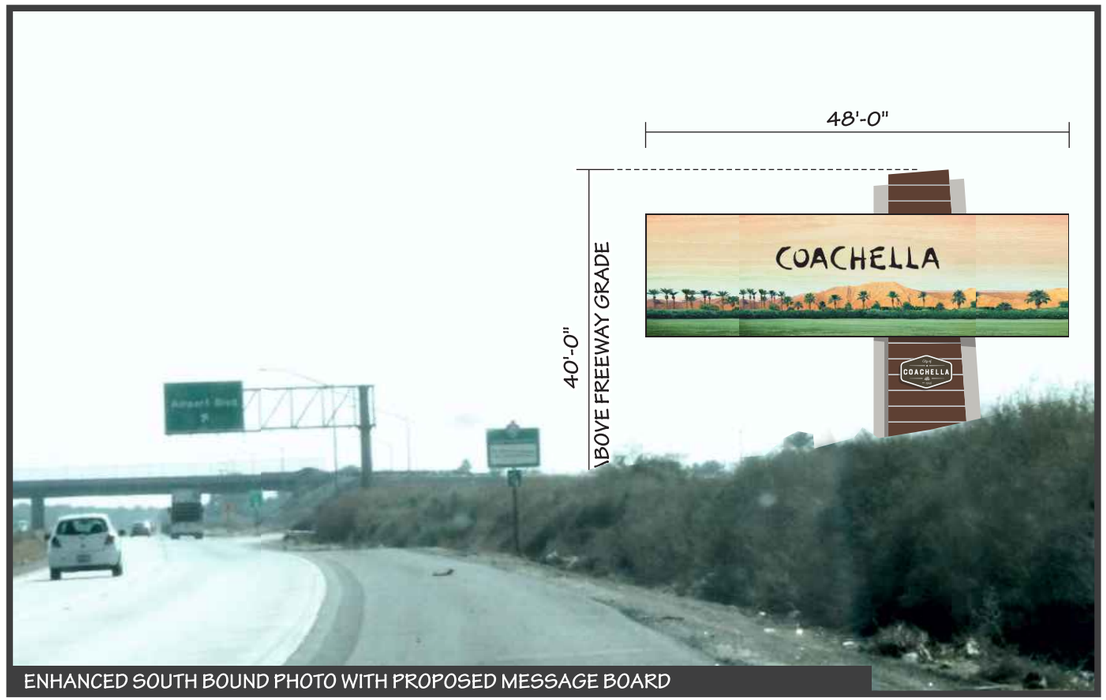
EXISTING ELEVATION WITH FLAG TEST



ENHANCED NORTH BOUND PHOTO WITH PROPOSED MESSAGE BOARD



EXISTING ELEVATION WITH FLAG TEST



ENHANCED SOUTH BOUND PHOTO WITH PROPOSED MESSAGE BOARD

A

SCALE: NTS

PROJECT TITLE

COACHELLA AIRPORT BUSINES

COACHELLA, CA

JOB NUMBER 50641

SALES	CLAUDE ELLENA
DRAWN BY	CARLOS DATE 5-20-20
SCALE	AS NOTED
FOLDER	S/COACHELLA AIRPORT BUSINESS PARK/50641
FILE	50641R3 LOCATION 2.CDR
DESIGN#	004

REVISIONS

DATE	BY	DATE	BY

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- Sketch may vary from specified colors. Photos are for visual reference only, size and placement of signs may vary.

SIGNATURE DATE

PRINTED NAME TITLE

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A DAY ILLUMINATION

SCALE: 1/8" = 1'-0"

PROJECT TITLE

COACHELLA AIRPORT BUSINES

COACHELLA, CA

JOB NUMBER 50641

SALES	CLAUDE ELLENA
DRAWN BY	CARLOS
DATE	5-20-20
SCALE	AS NOTED
FOLDER	S/COACHELLA AIRPORT BUSINESS PARK/50641
FILE	50641R3 LOCATION 2.CDR
DESIGN#	005

REVISIONS

DATE	BY	DATE	BY

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SIGNATURE | DATE

PRINTED NAME | TITLE

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A NIGHT ILLUMINATION

SCALE: 1/8" = 1'-0"

PROJECT TITLE

COACHELLA AIRPORT BUSINES

COACHELLA, CA

JOB NUMBER 50641

SALES	CLAUDE ELLENA
DRAWN BY	CARLOS DATE 5-20-20
SCALE	AS NOTED
FOLDER	S/COACHELLA AIRPORT BUSINESS PARK/50641
FILE	50641R3 LOCATION 2.CDR
DESIGN#	006

REVISIONS

DATE	BY	DATE	BY

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SIGNATURE DATE

PRINTED NAME TITLE

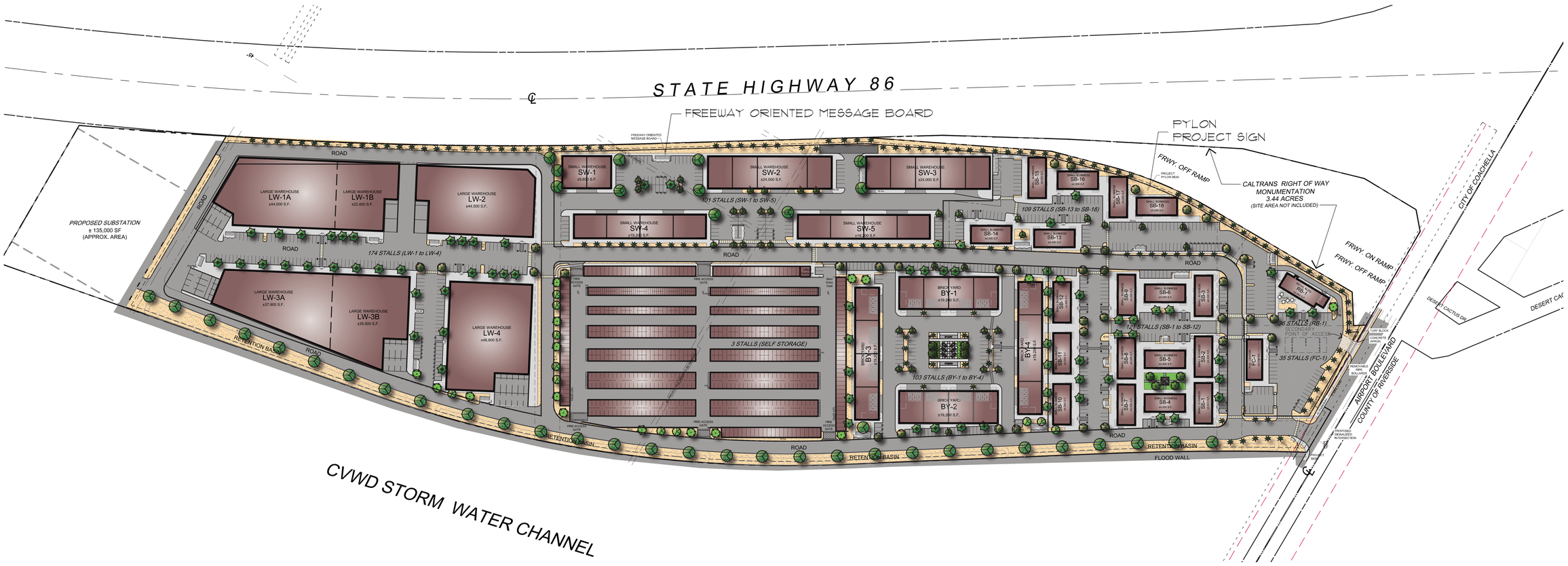
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CONCEPTUAL LANDSCAPE PLAN



PROPOSED PLANT LIST

SYMBOL	QTY.	BOTANICAL NAME / COMMON NAME	SIZE / NOTES	WATER USE
TREES & PALMS				
		PROSOPIS GLANDULOSA 'MAVERICK'	24" BOX SINGLE TRK. STND.	0.2 LOW
		PARKINSONIA X 'DESERT MUSEUM'	24" BOX SINGLE TRK. STND.	0.2 LOW
		PARKINSONIA PRAECOX 'PALO BREA'	24" BOX SINGLE TRK. STND.	0.2 LOW
		ACACIA SALICINA 'WILLOW ACACIA'	24" BOX SINGLE TRK. STND.	0.2 LOW
		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	24" BOX SINGLE TRK. STND.	0.5 MOD
		PHOENIX DACTYLIFERA 'DATE PALM'	18' BTH DIAMOND CUT PACIFIC DATE WD YOUNG NURSERY DAVID SMITH "160,250,1028 or eq	0.5 MOD
		ACACIA ANEURA 'MULGA'	24" BOX SINGLE TRK. STND.	0.2 LOW
		CAESALPINIA CACALACO 'SMOOTHY'	24" BOX MULTI-TRK.	0.2 LOW
		CORDIA BOISSIERI 'TEXAS OLIVE'	24" BOX SINGLE TRK. STND.	0.2 LOW
		CHAMAEROPS HUMILIS 'MEDITERRANEAN FAN PALM'	24" BOX MULTI-TRK.	0.5 MOD
SHRUBS				
		SENNA ARTEMISIOIDES 'FEATHER CASSIA'	5 GAL.	0.2 LOW
		LEUCOPHYLLUM LANGMANIAE 'LYNN'S LEGACY'	5 GAL.	0.2 LOW
		LEUCOPHYLLUM CANDIDUM 'THUNDER CLOUD'	5 GAL.	0.2 LOW
		LEUCOPHYLLUM ZYGOPHYLLUM 'CIMARRON'	5 GAL.	0.2 LOW
		TECOMA 'LYDIA'	5 GAL.	0.5 MOD
		BOUGAINVILLEA 'TORCH GLOW'	5 GAL.	0.5 MOD
		BOUGAINVILLEA 'PINK PIXIE'	5 GAL.	0.5 MOD
		BOUGAINVILLEA 'ROSENKA'	5 GAL.	0.5 MOD
		EREMOPHILA MASCULATA 'VALENTINE'	5 GAL.	0.2 LOW
		CALLISTEMON VIMINALIS 'LITTLE JOHN'	5 GAL.	0.5 MOD
		CARISSA 'BOXWOOD BEAUTY'	5 GAL.	0.5 MOD
		RUSSELIA EQUISETIFORMIS 'CORAL FOUNTAIN'	5 GAL.	0.5 MOD
GROUNDCOVER & VINES				
		EREMOPHILA GLABRA 'MINGENEW GOLD'	5 GAL.	0.2 LOW
		LANTANA 'NEW GOLD'	5 GAL.	0.5 MOD
		CARISSA 'GREEN CARPET'	5 GAL.	0.5 MOD
ACCENTS				
		DASYLIRION LONGISSIMA 'MEXICAN GRASS TREE'	15 GAL.	0.2 LOW
		DASYLIRION WHEELERI 'DESERT SPOON'	15 GAL.	0.2 LOW
		FOUQUIERIA SPLENDENS 'OCOTILLO'	15 GAL 6-8 CANES MIN.	0.2 LOW
		AGAVE WEBERI 'WEBER'S AGAVE'	5 GAL.	0.1 VERY LOW
		AGAVE ANGUSTIFOLIA 'MARGINATA'	5 GAL.	0.1 VERY LOW
		HESPERALOE PARVIFLORA 'RED TIPPED YUCCA'	5 GAL.	0.2 LOW
		ECHINOCACTUS GRUSONII 'GOLDEN BARREL CACTUS'	12" DIA.	0.2 LOW

PAVING, STONE, & GRAVEL MATERIALS

4"-8" DIA. 'BAJA CRESTA RUBBLE' PROVIDE COMPLETE COVERAGE IN DESIGNATED AREAS

3/8" MINUS 'MOJAVE GOLD' DECOMPOSED GRANITE LAID 3" THICK

'RUSTIC BROWN' BOULDER "A" - 2' 6" x 2' 6"

'RUSTIC BROWN' BOULDER "B" - 2' x 2'

'RUSTIC BROWN' BOULDER "C" - 1' 6" x 1' 6"

COACHELLA AIRPORT BUSINESS PARK

COACHELLA, CA

HAAGEN COMPANY, LLC

LP-1

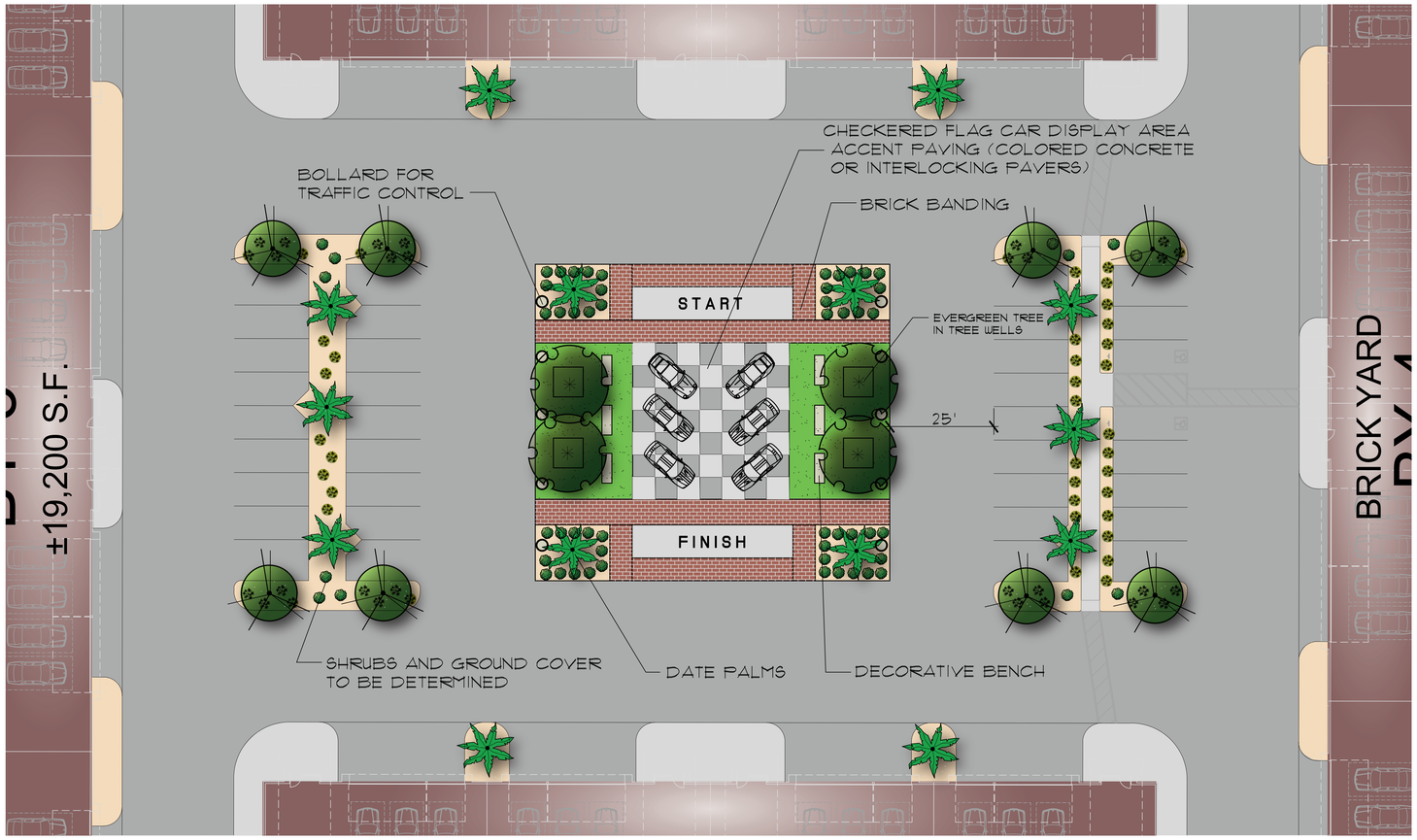
0' 100' 200' 300'

SCALE: 1" = 100'-0"

HERMANN DESIGN GROUP
77-899 WOLF RD.
SUITE 102
PALM DESERT, CA
92211
LIC# 2754, EXP 04/30/22
PH. (760) 777-9131
FAX (760) 777-9132

DATE 6-09-20 6/26/22

CONCEPTUAL LANDSCAPE PLAN



BRICK YARD AREA

COACHELLA AIRPORT BUSINESS PARK

COACHELLA, CA

HAAGEN COMPANY, LLC

LP-2

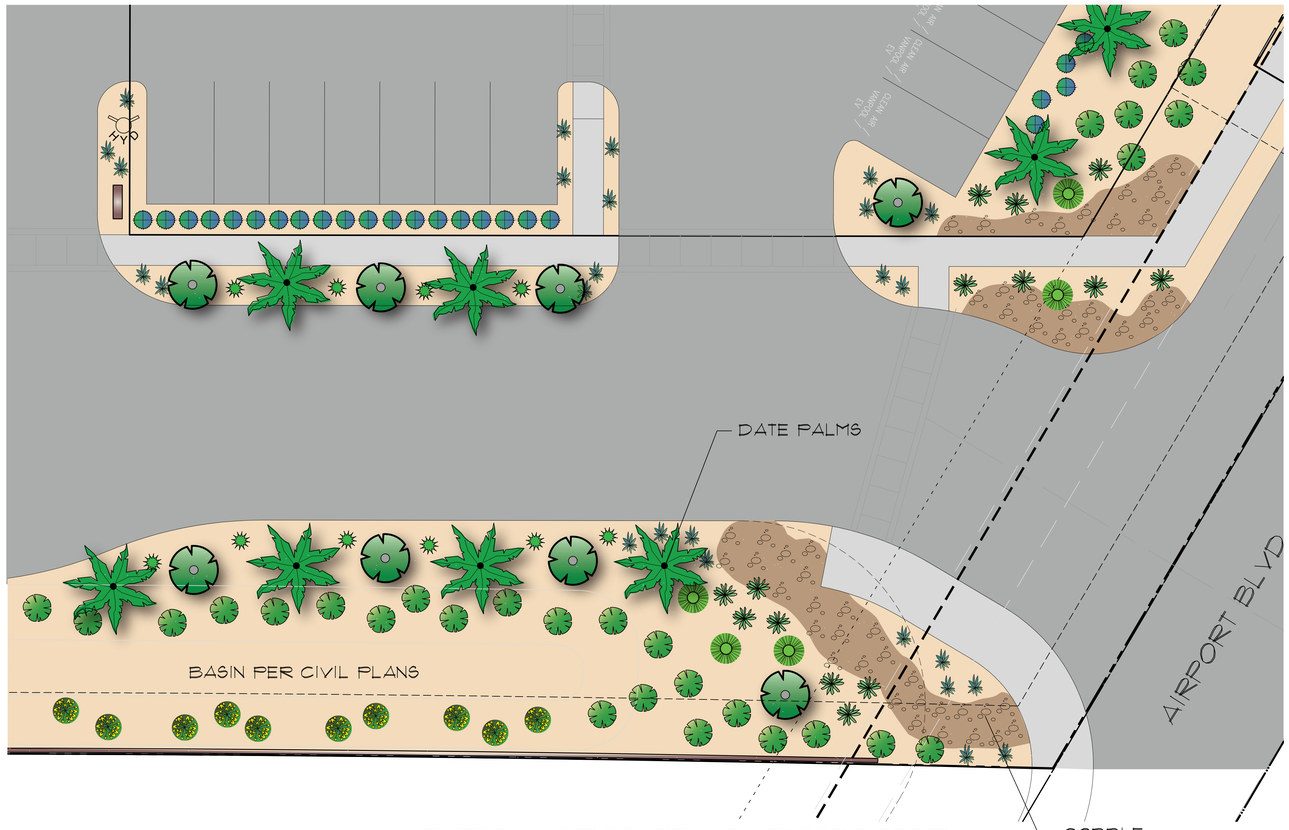
0' 16' 32' 48'

SCALE: 1/16"=1'-0'

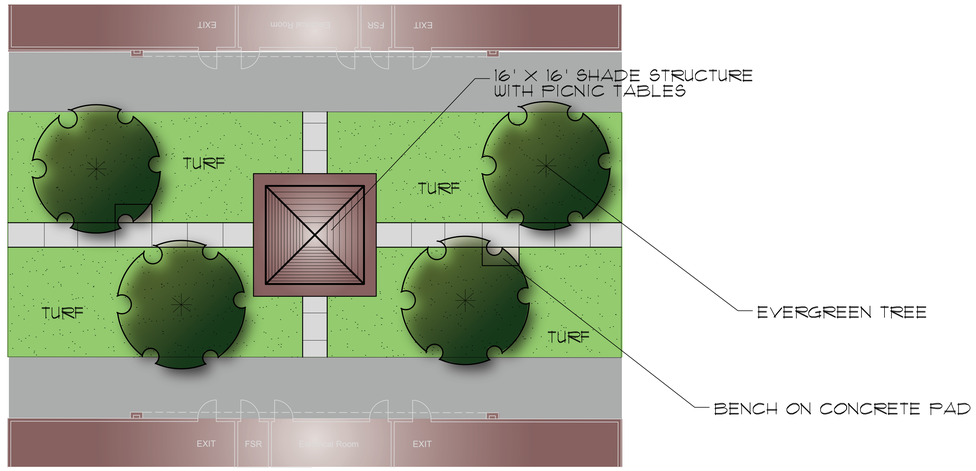
HERMANN DESIGN GROUP
77-899 WOLF RD.
SUITE 102
PALM DESERT, CA
92211
LIC# 2754, EXP 04/30/22
PH. (760) 777-9131
FAX (760) 777-9132

DATE 6-09-20

CONCEPTUAL LANDSCAPE PLAN



ENTRY LANDSCAPE AT AIRPORT BLVD



SMALL BUSINESS PICNIC AREA

COACHELLA AIRPORT BUSINESS PARK

COACHELLA, CA

HAAGEN COMPANY, LLC

LP-3

0' 10' 20' 30'

SCALE: 1"=10'

HERMANN DESIGN GROUP
77-899 WOLF RD.
SUITE 102
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CITY COUNCIL RESOLUTION NO. 2026-58

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COACHELLA, CALIFORNIA, CERTIFYING THE COACHELLA AIRPORT BUSINESS PARK DEVELOPMENT ENVIRONMENTAL IMPACT REPORT (SCH NO. 2023040106); ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, the City Council of the City of Coachella did, on October 14, 2026, hold a duly noticed Public Hearing to consider the Coachella Airport Business Park Development Environmental Impact Report (SCH No. 2023040106), as mandated by State law for the master planned development of 43± acres of vacant land located at the northwest corner of Airport Boulevard and State Highway 86, and identified as Assessor's Parcel Numbers 763-330-013, 763-330-018, and 763-330-029; and

WHEREAS, the Planning Commission conducted a properly noticed public hearing on April 1, 2026 at which members of the public were afforded an opportunity to comment upon this Ordinance, the recommendations of staff, and other public testimony; and

WHEREAS, following the public hearing, the Planning Commission voted to recommend to the City Council approval of the Environmental Impact Report on a 4-0 vote, with one member absent, and directed staff to prepare Findings and a Statement of Overriding Considerations for consideration by the City Council; and

WHEREAS, the City published a public hearing notice in The Desert Sun newspaper on October 2, 2026 and a public hearing notice was mailed to property owners within a radius of 300-feet of the subject property on October 1, 2026, pursuant to Section 17.74.010G of the Coachella Municipal Code.; and

WHEREAS, pursuant to Section 21067 of the California Environmental Quality Act (Pub. Res. Code §§ 21000 et seq.) ("CEQA"), and Section 15367 of the State CEQA Guidelines (Cal. Code Regs., Tit. 14, § 15000 et seq.), the City of Coachella is the Lead Agency for the Proposed Project; and

WHEREAS, the City issued a Notice of Preparation ("NOP") of a Draft EIR for the Airport Business Park on or about September 18, 2023, and it was transmitted to the State Clearinghouse, local and regional agencies, and posted at the Riverside County Clerk's office for a 30-day comment period where comments and participation were sought from the public and all interested and affected groups and agencies; and

WHEREAS, on or about July 21, 2025, the City published a Notice of Availability ("NOA") which initiated a 45-day public review and comment period of the Draft EIR for the Proposed Project and released the Draft EIR for public review and comment between July 21 to September 3, 2025; and

WHEREAS, pursuant to State CEQA Guidelines Section 15086, the City consulted with and requested comments from all responsible and trustee agencies, other regulatory agencies, and other interested parties during the 45-day public review and comment period and received 17 comments; and

WHEREAS, the City prepared a Final EIR, consisting of the comments received during the public review and comment period on the Draft EIR, written responses to those comments, revisions to the Draft EIR and a Mitigation Monitoring and Reporting Program for the Project. For the purposes of this Resolution, the "EIR" shall refer to the Draft EIR, as revised by the Final EIR, together with the other sections of the Final EIR; and

WHEREAS, the EIR found that although most environmental impacts of the project can be reduced to less than significant levels, impacts to vehicle miles traveled will remain significant and unavoidable; and

WHEREAS, the environmental impacts identified in the EIR that the Lead Agency finds are of no impact or constitute a less than significant impact and do not require mitigation are described in Sections IV of Exhibit A; and

WHEREAS, the environmental impacts identified in the EIR as potentially significant but which the Lead Agency finds can be mitigated to a less than significant level through the incorporation of feasible Mitigation Measures identified in the EIR are described in Section III of Exhibit A; and

WHEREAS, the environmental impacts identified in the EIR as potentially significant but which the Lead Agency finds cannot be mitigated to a less than significant level, despite the imposition of feasible Mitigation Measures identified in the EIR are described in Section II of Exhibit A; and

WHEREAS, alternatives to the Proposed Project that might eliminate or reduce significant environmental impacts are described in Section VII of Exhibit A; and

WHEREAS, the Mitigation Monitoring and Reporting Program setting forth the mitigation measures to which the Lead Agency shall bind itself, is attached hereto as Exhibit B; and

WHEREAS, prior to taking action, the Lead Agency has heard, been presented with, reviewed and considered all of the information and data in the administrative record, including the EIR, and all oral and written evidence presented to it during all meetings; and

WHEREAS, the EIR reflects the independent judgment of the City Council and is deemed adequate for purposes of making decisions on the merits of the Proposed Project; and

WHEREAS, the Lead Agency has not received any comments or additional information that constituted substantial new information requiring recirculation under Public Resources Code Section 21092.1 and State CEQA Guidelines Section 15088.5; and

WHEREAS, all the requirements of CEQA, and the State CEQA Guidelines, have been satisfied by the City in the EIR, which is sufficiently detailed so that all of the potentially significant environmental effects have been adequately evaluated; and

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

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Coachella, California, as follows:

SECTION 1. That the above recitations are true and constitute the Findings of the City Council.

SECTION 2. That the City Council does adopt the Statement of Overriding Considerations contained in Section VIII of Exhibit A, attached hereto and incorporated herewith by this reference.

SECTION 3. The City Council hereby adopts the Mitigation Monitoring and Reporting Program attached to this Resolution as Exhibit B. Implementation of the mitigation measures contained in the Mitigation Monitoring and Reporting Program is hereby made a condition of approval of the Project. In the event of any inconsistencies between the mitigation measures set forth herein and the Mitigation Monitoring and Reporting Program, the Mitigation Monitoring and Reporting Program shall control.

SECTION 4. The City Council finds that it has been presented with the EIR, which it has reviewed and considered, and further finds that the EIR is an accurate and objective statement that has been completed in full compliance with CEQA, the State CEQA Guidelines and the City's Local CEQA Guidelines and that the EIR reflects the independent judgment and analysis of the City Council.

The City Council declares that no evidence of new significant impacts as defined by the State CEQA Guidelines section 15088.5 has been received by the City Council after circulation of the Draft EIR which would require recirculation.

Therefore, the City Council hereby certifies the EIR, based on the entirety of the record of proceedings.

SECTION 5. The documents and materials that constitute the record of proceedings on which this Resolution has been based are located at the Coachella Civic Center, 53-990 Enterprise Way, Coachella CA 92236. The custodian for these records is the Development Services Director or designee. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2).

PASSED, APPROVED, and ADOPTED at a regular meeting of the City of Coachella City Council, held on October 14, 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Dr. Frank Figueroa Mayor

ATTEST:

Angela M. Zepeda City Clerk

APPROVED AS TO FORM:

BEST, BEST & KRIEGER

City Attorney

RESOLUTION 2026-58

EXHIBIT A

FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS

RESOLUTION 2026-58

EXHIBIT B

MITIGATION MONITORING AND REPORTING PROGRAM

CEQA FINDINGS

and

STATEMENT OF OVERRIDING CONSIDERATIONS

OF THE CITY OF COACHELLA

for the

COACHELLA AIRPORT BUSINESS PARK DEVELOPMENT

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Final EIR SCH No. 2023040106

The City of Coachella has prepared an Environmental Impact Report (EIR) for the proposed Coachella Airport Business Park Development project (Project) in compliance with the California Environmental Quality Act (CEQA; Public Resources Code § 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations § 15000 et seq. as amended).

I. INTRODUCTION

The Project would include the development of a currently vacant and undeveloped approximate 47.96 acres in the southeastern portion of the City of Coachella with approximately 42.36 acres of industrial uses and an Imperial Irrigation District (IID) substation located at the northern 5.6 acres of the Project site.

The Project will require the following entitlements: Change of Zone; Tentative Parcel Map, three Conditional Use Permits, Architectural Review, and a Development Agreement. The Change of Zone is from M-H (Heavy Industrial) to MS (Manufacturing Services) and C-G (General Commercial) to allow for the proposed land uses. The M-H zone allows industrial uses, including standard heavy industrial and manufacturing facilities. Since the Project would not include heavy industrial/manufacturing uses, the requested zone change of 40.8± acres to M-S would allow the warehousing, business park and auto-related uses proposed by the Project. The C-G -General Commercial would allow for retail, offices, and restaurant uses on the south 2.2 acres of the Project.

The City distributed a Notice of Preparation (NOP) to prepare a Draft EIR on August 16, 2023 for a 30-day comment period ending on September 18, 2023. The NOP included an evaluation of the environmental topics that would be analyzed within the Draft EIR. The NOP was sent to the State Clearinghouse, all responsible and trustee agencies, and to interested parties. Issues raised by agencies and the public in response to the NOP were considered in the preparation of the Draft EIR. The NOP and comments received are contained in Appendix A of the EIR.

Based on the preliminary review conducted by the City and responses to the NOP, the City found that the project could have potentially significant environmental effects that should be considered in an environmental impact report for all of the following resources: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

The Draft EIR was prepared and circulated for a 45-day public review period from July 21, 2025, to September 3, 2025. The Final EIR for the project consists of the Draft EIR, revisions to the Draft EIR, a list of persons, organizations, and public agencies commenting on the Draft EIR, comments received on the Draft EIR, and responses to those comments. A copy of the Final EIR was made available for public review and provided to all parties commenting on the Draft EIR at least 10 days prior to certification by the City Council.

The EIR identified potentially significant environmental effects related to Aesthetics (create new source of light or glare); Air Quality (increase of criteria pollutant, expose sensitive receptors to pollutants); Biological Resources (candidate, sensitive or special status species, riparian habitat, federally protected wetlands, movement of wildlife, consistency with habitat conservation plan); Cultural Resources (unknown archaeological resources, human remains); Energy (consumption of energy resources, consistency with plans for renewable energy or energy efficiency); Geology and Soils (earthquake fault zone, ground-shaking, liquefaction, landslide, unstable geologic unit or soil, impacts to a paleontological resource or geological feature); Greenhouse Gas (emissions, consistency with applicable plan, policy or regulation); Hazards and Hazardous Materials (release of hazardous materials); Noise (consistency with established standards); Transportation (consistency with a circulation system, plan or policy, impact to emergency access); Tribal Cultural Resources (historical resource, tribal cultural resources); and Wildfire (impair an emergency response or evacuation plan). The EIR determined that the potentially significant environmental impacts have been reduced to less than significant levels with implementation of the mitigation measures and adoption of the Mitigation Monitoring and Reporting Program designed to ensure compliance with mitigation measures throughout implementation of the Project, with the exception of the significant and unavoidable impact discussed in Section II below (transportation).

The EIR identified no impact or less than significant impacts related to Agriculture and Forestry Resources, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities.

Public Resources Code § 21081 and CEQA Guidelines § 15091 require that the City of Coachella, as lead agency for this project, prepare written findings for any identified significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings under CEQA and the CEQA Guidelines are:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate, avoid or substantially lessen the significant effects on the environment.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

Pursuant to Public Resources Code § 21081(b) and CEQA Guidelines § 15091(a)(3), the City finds that the Project will have significant and unavoidable impacts to transportation (vehicle miles travelled) even after all feasible mitigation measures recommended in the Final EIR are implemented. The City finds that for each of the significant effects identified in the Final EIR, other than the transportation impacts identified above, changes or alterations (mitigation measures) have been required in, or incorporated into, the project which will avoid or substantially lessen each of the significant environmental effects identified in the Final EIR. The significant effects (impacts) and mitigation measures are stated fully in the Final EIR. The rationale for this finding for each impact is discussed below.

After consideration of an EIR, the lead agency may decide whether or how to approve or carry out the project.

For purposes of CEQA and for the Findings set forth herein, the record of proceedings for the City's Findings and determinations consists of the following documents and testimony, at a minimum:

- The City's General Plan, as amended, and all environmental documents relating thereto;
- The Draft EIR for the project, including all Appendices thereto and all supporting materials referenced therein;
- The Final EIR for the project, including all comments on the Draft EIR, all responses thereto, and all supporting materials referenced therein;
- All testimony and written comments received at any public hearing relating to the project, including the Planning Commission hearing on May 6, 2026, and the City Council hearing on October 14, 2026;
- All reports of the City relating to the project, including reports submitted to the City by expert consultants, and all supporting materials referenced therein;
- These Findings made by the City and the Mitigation Monitoring and Reporting Program (MMRP) adopted by the City for the project;
- All final City Staff reports relating to the Draft EIR, the Final EIR and/or the project;
- All other public reports, documents, studies, memoranda, maps, or other planning documents relating to the project, the Draft EIR or the Final EIR, prepared by the City, consultants to the City, or responsible or trustee agencies, or submitted to the City prior to the close of the City Council hearing on the project;
- All matters of common knowledge to the City, including but not limited to the City's policies, guidelines and regulations.

The official custodian of the documents and other materials that constitute the record of proceedings is:

Development Services
City of Coachella
53990 Enterprise Way
City of Coachella, California 92236
Phone: (760) 398-3502

Hours: 7:00 a.m. to 6:00 p.m. Monday – Thursday (closed Fridays)

Copies of all these documents, which constitute the record of proceedings upon which the City's decision is based, are, and at all relevant times have been, available upon request at the offices of the City, the custodian for such documents. The City made a good faith effort to post the Draft EIR, including all Appendices thereto and all supporting materials referenced therein, to the City's internet website and immediately provided individually requested documents to the public to ensure that all commenters and the public generally were not deprived of a meaningful opportunity to review and comment on the Draft EIR, all technical studies, and all other materials cited and relied upon in the Draft EIR.

PROJECT DESCRIPTION

The Project site is located at the northwest corner of the intersection of State Route 86 (SR 86) and Airport Boulevard in the City of Coachella (City), in the County of Riverside (County), California. The site is comprised of four (4) parcels totaling approximately 47.96 acres in size. The Assessor's Parcel Numbers (APNs) for the site are 763-330-013, 763-330-018, and 763-330-029 (the 5.6-acre Imperial Irrigation District (IID) substation location does not have an APN). The site is a currently vacant parcel surrounded by SR 86 to the east, Airport Boulevard to the south, the Coachella Valley Stormwater Channel (CVSC) and Avenue 54 to the approximate west and north, respectively (see Exhibit 2.3: Project Site and Exhibit 2.4: Site Plan). It is located in an area of the City that is mostly vacant to the north and east, with some light industrial uses located to the west and a residential community across Airport Boulevard to the south.

The Project site is located approximately 10.5 miles to the northwest of the Salton Sea and about 79 miles to the east of the Pacific Ocean. The Joshua Tree National Park and its associated mountain ranges are located approximately eight (8) miles to the northeast, while the Santa Rosa Mountains are approximately eight (8) miles to the west/southwest. Interstate 10 (I-10) traverses the City to the north, while SR 86 and SR 111 cut through the central/west portion of the City.

Although the site had been previously utilized for agricultural production from approximately 1953 to 1984, it is currently undeveloped and vacant. The site is relatively flat, with a gentle slope northeast to southwest. Approximately five (5) acres at the northern portion of the Project site is in a native condition; the remainder of the site has been previously farmed, and although some native revegetation has occurred, it consists primarily of low shrubs, tall bushes, and sparse trees scattered throughout the interior of the site.

There are no water features located on the site although the CVSC borders the western edge of the site. Due to its proximity to the CVSC, the site is designated by the Federal Emergency Management Agency (FEMA) as being located within a floodplain zone AE or special flood hazard area (FEMA Flood Zone Map; accessed November 2023).

Existing utility infrastructure at the Project site consists of a 30-inch Coachella Valley Water District (CVWD) waterline that runs parallel to the southern boundary of the site. Additionally, a 16-inch CVWD drainage line (Avenue 55 East Drainage) runs parallel to the northern boundary of the Project site. Three (3) private tile drainage lines underlie the center of the site (Coachella Airport Business Park IS/MND; 2021).

The Project will require the following entitlements:

- Change of Zone from M-H (Heavy Industrial) to MS (Manufacturing Services) and C-G (General Commercial). The M-H zone allows industrial uses, including standard heavy industrial and manufacturing facilities. Since the Project would not include heavy industrial/manufacturing uses, the requested zone changes to C-G -General Commercial for 2.2± acres would allow for retail, offices, restaurant and public utility facilities, and to MS for 40.8± acres would allow for garages, storage yards and small warehouses, and uses to be developed under the Project.

- Tentative Parcel Map (TPM) in order to show the site's existing conditions and for the siting of large warehouses, small warehouse, small business development office, self-storage facilities, and personal automobile storage facilities.

- Conditional Use Permit (CUP) to allow a Service Station/Mini Mart under the proposed C-G zoning change.

- CUP under the proposed C-G zone change to allow for the drive through and sit-down restaurant.

- CUP to allow cannabis use, subject to obtaining the required regulatory permits from the City and State.

- Architectural Review of the building design, landscaping, billboard and ancillary facilities throughout the Project site.

- Development Agreement with the purpose of strengthening the public planning process, encouraging private participation in comprehensive planning, and reducing the economic costs of development while providing assurances to the project applicant regarding approval of the project.

PROJECT COMPONENTS

As a new business park development within the City, the Project site would be developed for industrial uses comprised of large and small warehouse, personal vehicle storage and self-storage units, small business use spaces, a small retail and restaurant development, a billboard sign, and a fuel station with a convenience store, with associated landscaping, parking, lighting, and signage as follows:

- The approximate 4,000 sq ft convenience store and fuel station with associated parking would be located at the site's entrance along Airport Boulevard, with an approximate 4,650 sq ft retail and drive-through restaurant located to the northeast of the site entrance.

- Eighteen (18) proposed small business buildings, approximately 4,500 sq ft in size each and totaling about 81,000 sq ft, would be located along the site's eastern frontage along SR 86 and to the north of the fuel station and convenience store site within the southern portion of the Project site.

- Four (4) structures for storing personal vehicles averaging 19,200 sq ft (for an estimated total of 76,800 sq ft) with an internal open space area located to the north of the small business buildings and to the west of the proposed small warehouse buildings on site.

- Seventeen (17) self-storage buildings totaling 128,600 sq ft, ranging in size between 5,200 sq ft and 10,400 sq ft, located in the center of the site west of the small warehouse buildings.

- Five (5) small warehouse structures, ranging in size from 9,600 sq ft to 24,000 sq ft (totaling approximately 96,000 sq ft) located along the site's eastern frontage along SR 86.

- Six (6) large warehouse structures ranging in size from 22,400 sq ft to 48,800 sq ft, totaling approximately 233,100 sq ft of warehouse space would be located along the northern portion of the site, in close proximity to the proposed electric substation.

The proposed buildings on the site would range in height from 24 feet to 50 feet, primarily consisting of one (1) and two (2) story structures, with some four (4) story buildings. All building design and materials would be consistent with the Project Design Guidelines and would be submitted for architectural review to the City.

Proposed Project Components

Building Type	Size (in square feet)
Large Warehouse Structures	233,100
Small Warehouse Structures	96,000
Small Business Development Buildings	81,000
Personal Vehicle Storage Facilities	76,800
Self-Storage Facilities	128,600
Service Station/ Mini Mart	4,000
Restaurant and Drive-through Facility	4,650
TOTAL	**624,500**

An IID substation facility would be located at the northern end of the Project site on a parcel that the Project applicant acquired from the California Department of Transportation (Caltrans). The new 315 foot x 315 foot electrical substation will require at least one 1-25 mega volt ampere (MVA) 92/13.2 kilovolt (kV) transformer bank in order to provide adequate power for the Project. The final components of the new substation will be determined in consultation with IID and may include additional facilities to improve electrical system resiliency and reliability to the surrounding community. There also would be 92 kV transmission line extensions and associated distribution feeders/backbones and distribution line extensions installed on the substation parcel.

The Project site has an existing 30-inch CVWD waterline adjacent to the site, that is a "dry line", that is, it is not connected to any existing water lines. The Coachella Water Authority (CWA) plans to extend their water facilities with a 20" water line from Avenue 54 southerly along Grapefruit Boulevard, then easterly under the existing railroad tracks and the CVSC to the Project site. Until the CWA project is completed, water service will be provided by CVWD on an interim basis.

Since sewer connections exist near the Project site, the existing CVWD sewer line near Orange Street and Airport Boulevard would be extended easterly along Airport Boulevard and then cross the CVSC (either underground or attached to the bridge on Airport Boulevard) and connect to the project site directly on the east side of the CVSC.

A 44-foot-tall electronic billboard sign, with a two-sided sign face measuring 14 feet by 48 feet, would be constructed along the Project's frontage along SR 86.

The Project proposes a number of design features which are incorporated as Mitigation Measure GHG-1 in this EIR, in order to comply with the City of Coachella Climate Action Plan (CAP).

PROJECT CONSTRUCTION

Following City approvals and issuance of initial building and grading utility permits, the Project is scheduled to be constructed in several phases with the initial Phase I construction estimated to take approximately one (1) to five (5) years following Project approvals, and Phases II and III to occur over approximately five (5) to 10 years and 20 years, as shown below. Since the site is primarily vacant with some sparse shrub and tree coverage across the majority of the site, initial construction activities may involve debris and vegetation removal, grading and Phase I construction activities. During site preparation, all construction equipment would be stored on site within the existing fenced-in area. Construction equipment may include water trucks, semi-trucks and trailers, excavators, front end loaders, shoring installation equipment, bobcats and other small equipment. The contractor would use standard BMP techniques as mandated by the City and CalOSHA to minimize construction noise and dust.

Project Phasing

	Phase I – 2027	**Phase II – 2030**	**Phase III - 2035**
Large Warehouse Area (sq ft)	110,900	48,800	73,400
Small Warehouse Area (sq ft)	24,000	52,800	19,200
Small Business Area (sq ft)	31,500	22,500	27,000
Self Storage Area (sq ft)	67,300	---	61,300
Vehicle Storage Area (sq ft)	19,200	19,200	---
Fuel Center, C-Store Area (sq ft)	4,000	---	---
Retail - Restaurants (2) Area (sq ft)	4,650	---	---
Total Area per Phase	**261,550**	**143,300**	**180,900**

RESPONSIBLE AGENCIES

The following are the responsible agencies which may rely on the Final EIR for their discretionary approvals required to implement the project:

- County of Riverside
- County of Riverside Department of Environmental Health
- County of Riverside Airport Land Use Commission
- Coachella Valley Water District
- Imperial Irrigation District
- Regional Water Quality Control Board
- State of California Department of Transportation
- State of California Public Utilities Commission
- State of California Water Resources Control Board
- South Coast Air Quality Management District

PROJECT OBJECTIVES

The Project would develop a currently vacant site comprised of four parcels with light industrial and commercial uses and an IID substation, in an Industrial District in the City of Coachella. The Project proposes the following realistic and achievable objectives:

- Provide development of an underutilized site with existing arterial and roadway access.
- Create new and diverse employment opportunities within the City of Coachella as identified under the City of Coachella 2035 General Plan Update, with the development of a wide range of commercial uses.
- Contribute to an increase in the City of Coachella's fiscal health as envisioned under the City of Coachella 2035 General Plan Update through the development of a mix of commercial uses including large and small warehouse, office, and commercial retail.
- Promote development consistent with the City of Coachella 2035 General Plan Update.
- Provide a site for construction of additional IID electrical facilities to improve the electric grid and enhance reliability to this portion of the City of Coachella.
- Ensure that the scale of the development respects its surroundings and existing land use patterns.

II. FINDINGS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS

This section identifies the significant unavoidable impacts that require a Statement of Overriding Considerations to be issued by the City upon approval of the project. Based on the analysis contained in the Final EIR, impacts to transportation (specifically VMT/consistency with PRC §15064.3(b)) have been determined to be significant and unavoidable after all feasible mitigation measures have been considered and adopted. These unavoidable impacts are overridden by the project benefits.

Pursuant to Public Resources Code § 21081 and CEQA Guidelines § 15091(a)(3), the City Council finds that, for each of the following significant effects, changes or alterations have been required in, or incorporated into, the project which mitigate or avoid these significant effects on the environment to the maximum extent feasible. Nevertheless, the City further finds that for each of the significant effects, specific economic, legal, social, technological, or other considerations as more fully described in Section VIII below, which is hereby incorporated by this reference, make infeasible further mitigation measures or alternatives identified in the Final EIR. These findings are explained below and are supported by substantial evidence in the record of proceedings.

TRANSPORTATION

Consistency with §15064.3(b)

CEQA Guidelines § 15064.3(b) provides criteria for analyzing traffic related impacts from a proposed project. The criteria further divide projects under Land Use and Transportation projects and provide guidelines for the level and methodology of traffic analysis related to a project.

The Project is within the jurisdiction of the City of Coachella, which has not formally adopted its own guidance on evaluating vehicle miles travelled (VMT) for transportation impacts under CEQA. In the absence of formally adopted guidance from the lead agency, and at the direction of the City, the County Guidelines were used as the basis to evaluate VMT for the Project. The County Guidelines include several project screening criteria. The Project includes multiple non-residential land uses which is considered a mixed-use project. The County Guidelines recommend evaluation of each land use separately for a mixed-use project. Therefore, each of the Project uses was assessed with screening criteria for Small Projects established in the County Guidelines. The County Guidelines have identified project size thresholds (in thousand square feet [TSF]) for multiple land uses that can be screened out of a detailed VMT analysis. Each of the Project land uses was compared with the criteria established for Small Projects as described below:

- 233.1 TSF large warehouse: Warehouse buildings with less than or equal to 208 TSF can be screened out of VMT analysis. The large warehouse use does not meet this criterion and therefore cannot be screened out of a VMT analysis.

- 96 TSF small warehouse: Warehouse buildings with less than or equal to 208 TSF can be screened out of VMT analysis. The small warehouse building is less than 208 TSF and therefore can be screened out of a VMT analysis.

- 128.6 TSF self-storage: The screening criteria from the County Guidelines do not include a self storage land use. However, this use can be considered as general light industrial in nature. The County Guidelines provide a threshold of 179 TSF for screening out light industrial buildings/projects. Therefore, based on the screening threshold of 179 TSF, this land use can be screened out of a detailed VMT analysis.

- 76.8 TSF personal vehicle storage: The County Guidelines do not include screening criteria for personal vehicle storage. However, this use can also be considered as a small warehouse based on information received from Project applicant. Therefore, based on the screening threshold of 208 TSF for warehouse buildings, this land use can be screened out of a detailed VMT analysis.

- 81 TSF small business/office: The County Guidelines provide a screening threshold of 165 TSF for general office buildings/uses. The Project's office

use is less than 165 TSF and therefore can be screened out of a detailed VMT analysis.

- 8.65 TSF retail: Based on the screening criteria in the County Guidelines, retail buildings with an area less than 60 TSF can be screened out of detailed VMT analysis. The Project's retail land use can be screened out of detailed VMT analysis under this criterion.

All of the Project land uses except for the large warehouse can be screened out of a VMT analysis, based on the Small Projects screening criteria established in the County Guidelines. However, to ensure an adequate analysis regarding the Project's total VMT, a full VMT analysis was conducted using RIVCOM3.51, and all of the Project's land uses were included in the modeling. See Draft EIR pages 4.17-30 through 4.17-33, Final EIR Responses to Comments Nos. 15-5, 16-3, 16-15, 16-16, 16-17, and 16-18, and the supporting technical memo attached to the Final EIR as Appendix I2, at pages 60-63. Although the Project would be required to adhere to all applicable policies in the City's General Plan, as well as mitigation measure TRA-3, this would only provide a 3.55 percent reduction to project/site employee commute VMT (i.e. homebase work attraction VMT). This would result in a VMT of approximately 36.5 for the Project in Year 2027. Since this would remain higher than projected regional VMT of 31.1, even with implementation of all feasible mitigation in this rural location, the Project would result in a significant and unavoidable transportation impact related to VMT.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts relating to inconsistency with CEQA Guideline § 15064.3, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

TRA-3 The Project applicant shall require all operators on the site to implement, to the maximum extent feasible (taking into consideration factors such as infrastructure availability, cost effectiveness, and incentive programs), Measure T-11, requiring the implementation of van pools under CAPCOA's Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that, for the significant transportation impacts related to consistency with §15064.3(b) described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which substantially lessen such significant environmental effects as identified in the Final EIR to the maximum extent feasible. The City Council further finds that specific economic, legal, social, technological, or other considerations, including provision of diverse employment opportunities, make infeasible any other mitigation measures or alternatives identified in the Final EIR. The mitigation measure listed above has been adopted and will reduce transportation-related impacts to the maximum extent feasible, but not to

a level that is less than significant. These impacts are overridden by project benefits as set forth in the statement of overriding considerations contained in Section VIII below.

Facts in Support of Finding:

The CEQA Guidelines recommend use of homebased work VMT per employee as a metric to evaluate non-residential and non-retail land uses. The home-based work VMT is computed by using attraction VMT for the Home-Based Work trip purpose. Per the Guidelines, the Project will constitute a significant impact if the Project VMT per employee is higher than the Riverside Countywide home-based work VMT per employee. Pursuant to the scoping agreement attached as Appendix A to the TIA (Appendix I to the Final EIR), VMT baseline (2018) and horizon year (2045) model runs were used to estimate Project's VMT impacts.

The VMT analysis was conducted using RIVCOM3.51. RIVCOM3.51 socioeconomic databases for the scenarios were updated with the Project land uses to calculate Project VMT. Since Phase I of the Project is anticipated to be constructed by 2027, interpolated estimates were utilized to determine the Project VMT and regional average VMT values for Year 2027, based on the projected VMT numbers set forth below for years 2018 and 2045. The interpolated values resulted in a Project VMT of 38.2 and a regional average VMT of 31.1 in Year 2027 without mitigation, which results in the Project VMT that is 122.8 percent of the regional average and is thus considered a significant impact.

At buildout in 2045, the Project VMT would be 30.2 while the regional average would be 29.0. Since the Project VMT would exceed the regional average, it is considered a significant impact. Table 4.17-20 in the Final EIR and included below, shows the project VMT metrics and regional VMT thresholds for both baseline (2018) and horizon year (2045) "with-project" model runs.

Project Vehicle Miles Traveled (VMT) Analysis

Metric	Coachella Airport Business Park Project[(a)]	Riverside County[(b)]
2018		
Total Population	-	2,358,439
Total Employment	285	759,857
Homebase Work Attraction (HBWA) VMT	12,024	24,376,718
HBWA VMT per employee	**42.2**	**32.1**
2045		
Total Population	-	3,424,454
Total Employment	285	1,116,025
HBWA VMT	8,614	32,318,620
HBWA VMT per employee	**30.2**	**29.0**
(a)Estimated using RIVCOM3.51 "with project" model runs *(b)Estimated using GTS No Project RIVCOM3.51 model r*		

The 2021 California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (Handbook) provides project type, scale, and locational context factors to determine if a transportation VMT-reducing measure is applicable to a particular project. Although the CAPCOA recommendations are for GHG reduction, the mitigation measures are also applicable in reducing VMT under acceptable transportation demand (TDM) strategies. The following quantifiable measures are potentially applicable to employee commute VMT at a project scale:

- T-5 Implement Commute Trip Reduction Program (Voluntary)
- T-6 Implement Commute Trip Reduction (Mandatory Implementation and Monitoring)
- T-7 Implement Commute Trip Reduction Marketing
- T-8 Provide Ridesharing Program
- T-9 Implement Subsidized or Discounted Transit Program
- T-10 Provide End-of-Trip Bicycle Facilities
- T-11 Provide Employer-Sponsored Vanpool
- T-12 Price Workplace Parking
- T-13 Implement Employee Parking Cash-Out

Based on CAPCOA's Handbook, Measure T-11, which requires a Project to provide employer sponsored vanpool services on site, is the only applicable mitigation for the site which is classified as applicable within a rural location. CAPCOA's Measure T-11 may be addressed by a project through its participation in Employer Services from the IE Commuter Program (Program) as adopted by the Riverside County Transportation Commission. This Program includes items such as commuter rideshare program and support, preferred parking spaces for vanpools and carpools, vanpool and transit subsidies, secure bike parking, ride matching, and bus/rail routing assistance. Additionally, the Program provides surveys, guides, and access where commuters can log into their own rideshare accounts. The Project's adherence to CAPCOA Measure T-11 would also satisfy policies in the Public Services + Infrastructure Element of the City of Coachella 2035 General Plan Update. Specifically, Policy 11.5 and Policy 11.7 require projects to incorporate TDM measures during project operation and through the creation and participation in transportation management associations.

Although the Project would be required to adhere to all applicable policies in the City's General Plan, as well as Measure T-11 under the CAPCOA Handbook, this would only provide a 3.55 percent reduction to project/site employee commute VMT (i.e. homebase work attraction VMT). This would result in a VMT of approximately 36.5 for the Project in Year 2027. Since this would remain higher than projected regional VMT of 31.1, even with implementation of all feasible

mitigation in this rural location, the Project would result in a significant and unavoidable transportation impact related to VMT.

The City Council considered the comments received by Riverside County Transportation and Land Management Agency (Comment Letter 3) and Caltrans (Comment Letter 15) and finds that the responses to those comments set forth the Final EIR are thorough and adequately address the issues raised, including making certain minor technical revisions and additions to the Draft EIR, and those responses are hereby incorporated by this reference. The City Council also considered the transportation-related comments made by the Adams Broadwell firm on behalf of Californians Allied for a Responsible Environment (CARE), including but not limited to Comment Nos. 16-15 through 16-19 that assert various inadequacies in the VMT analysis conducted for the Project and described in the Draft EIR and supporting technical study, as well as the letter submitted on or about April 1, 2026. The City Council finds those comments unpersuasive and based on inaccurate facts and assumptions concerning the Project, and instead, the City Council adopts and incorporates by reference the responses to those comments set forth in the Final EIR, as well as the supporting technical analysis provided by the subject matter expert Integrated Engineering Group in FEIR Attachment I2, dated October 14, 2025, and the supplemental responses included as Attachment 12 to the City Council Agenda packet.

III. FINDINGS REGARDING POTENTIALLY SIGNIFICANT IMPACTS WHICH ARE AVOIDED OR MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the following significant effects identified in the Final EIR, changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the identified significant effects on the environment, and further finds that all such effects will be mitigated to less than significant levels. The significant effects and mitigation measures are stated fully in the Final EIR and each of the mitigation measures have been imposed on the project and are enforceable pursuant to the Development Agreement, MMRP and project conditions of approval. These findings are explained below and are supported by substantial evidence in the record of proceedings.

AESTHETICS

Create a New Source of Light or Glare

The Project site is currently vacant with scattered shrubs and brush over a major portion of the site. Some tree coverage is located along the western and northern sides of the property. In its present condition, the site itself does not generate any light or glare. However, vehicles travelling along SR 86 to the east and Airport Boulevard to the south, along with a multi-family mobile home development to the south of the Project property do generate sources of daytime glare and nighttime lighting in the immediate vicinity of the site. Implementation of the Project has the potential to generate new sources of daytime glare and nighttime lighting onto and from the Project site from the following sources: glass interposed facades; lighting around and interior to the proposed buildings; internal vehicular circulation; security, walkway and street lighting; signage; and an on-site freeway-oriented electronic billboard that would be visible along SR 86.

Mitigation Measures:

To mitigate potential project specific and cumulative aesthetic impacts associated with light and glare, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

AES-1 The construction contractor shall locate construction equipment staging and stockpile areas on the central and western portions of the Project site, away from Airport Boulevard and the neighboring existing residential uses. Appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of construction equipment and material. The staging and stockpile locations shall be indicated on Grading Plans and shall be subject to approval by the City of Coachella Public Works Department prior to issuance of grading permits.

AES-2 The construction contractor shall locate and aim all construction-related nighttime security lighting away from adjacent uses, including both residential and non-residential areas neighboring the Project site. A construction safety lighting plan shall be submitted to the City of Coachella Public Works Department for review and approval prior to issuance of grading permits.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that, for each of the significant effects relating to creation of light and glare described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels through implementation of mitigation measures AES-1 and AES-2 as recommended in the Final EIR, which have been adopted by the City and are enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

<u>Construction Impacts</u>

The Project would be implemented in three (3) phases of construction. Graded surfaces, disturbance and stockpiling of soils, construction materials, equipment, and truck traffic will be visible from SR 86, occupied lands west of the CVSC, and Airport Boulevard during the construction period. Although daytime construction-related activities are temporary in nature, the constant movement of construction vehicles and equipment may result in short-term light and glare impacts to the existing residential uses to the south and the scattered industrial uses to the west of the site. The Project would adhere to the City's construction hour limitations and no nighttime construction would occur. However, there would be nighttime security lighting onsite, which would introduce a new source of nighttime lighting in the Project vicinity on currently vacant land and may result in a significant impact to surrounding receptors. Therefore, to minimize any

potential light/glare impacts to sensitive uses, mitigation is required. Specifically, as provided for in Mitigation Measures AES-1 and AES-2, construction equipment staging and stockpile areas would be situated on the central and western portions of the Project site, away from Airport Boulevard and the neighboring existing residential uses, and all construction-related lighting would be down-directed toward the work areas and oriented away from adjacent uses and would consist of the minimal wattage necessary to provide safety at the construction site.

Operational Impacts

Under long-term Project operations, the Project would introduce new sources of daytime glare and nighttime lighting and there is the potential for light originating from the Project site spilling over onto adjacent properties or roadways, including existing residential uses to the south and the industrial and commercial uses to the west of the Project site, which could result in daytime glare and nighttime lighting impacts:

Daytime Glare: Potential sources of daytime glare would be from development and associated parking areas that contain reflective materials such as glass, highly polished surfaces, and expanses of pavement. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). Exterior paint colors and materials used to construct the Project would be nonreflective and there are no exposed metal or other materials proposed that could result in a substantial amount of glare.

Nighttime Lighting: Potential sources of nighttime lighting include sources such as lighting for entryways, walkways, security lighting, and vehicle headlights. Lighting would also occur within the interior of on-site structures. These nighttime lighting sources could result in impacts related to off-site light spill or glare; nighttime light spill could interfere with certain functions including vision, sleep, privacy, and general enjoyment of the natural nighttime condition. In addition, excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars.

Project implementation may result in daytime glare and nighttime lighting impacts; however, in accordance with City regulations and standards including the Coachella Municipal Code Chapters 16.28.150(L), Improvements and Grading, and Chapter 17.56.010(J)(2)(e), Glare from Signs, and lighting requirements in Chapter 17.60, Development Standards, all light sources in the site's parking areas, walkways and on the exterior of proposed buildings would be shielded downwards and use of building materials on the site would be required to minimize glare. These City requirements and Project design features will maintain appropriate and safe lighting levels onsite while minimizing light and glare on adjacent properties.

The Project would construct a freeway-oriented electronic billboard on-site, located along the site's eastern boundary along SR 86, which would be visible to City residents and guests, and those traveling on SR 86. Illumination from the proposed electronic billboard would result in a new source of artificial light within the Project area; however, there are already multiple existing similar electronic billboards along SR 86 and I-10 within the Project vicinity and throughout the Coachella Valley, and development of the proposed billboard would be consistent in type and scale with other similar existing signage. The sign would be required to comply with Caltrans design requirements regarding wattage and reflective nature of the sign structure. Specifically, Caltrans

regulates the placement of outdoor advertising displays (including billboards) which are visible from California Highways. Permits from Caltrans are required, and these billboards must conform to the California Business and Professions Code (Outdoor Advertising Act) § 5200 et seq. and § 21466.5 of the Vehicle Code. These codes contain regulations for all billboards and specific regulations pertaining to "changeable electronic messages" (digital signs) including location, proximity to other billboards (digital and traditional), frequency of message changes, illumination and prohibition of animation.

In addition, the proposed sign would be required to comply with the provisions of Coachella's Municipal Code Chapter 5.48, Outdoor Advertising Signs, and Chapter 17.56, Signs, relating to signage design, including lighting of electronic billboards. Specifically, signs must be illuminated subject to the following restrictions, per § 5.48.070, Lighting:

1. Signs which are not effectively shielded so as to prevent beams or rays from being directed at any portion of the traveled ways and are of such intensity or brilliance to cause glare or impair the vision of the driver of any motor vehicle or which otherwise interferes with any driver's operation of a motor vehicle are prohibited.

2. No sign shall be so illuminated that it interferes with the effectiveness or obscures an official traffic sign, device or signal.

The proposed sign is also subject to the following special provisions (Chapter 17.56, Signs, § 17.56.010(F)(3)):

3. Special Provisions.

a. Freeway and Expressway Signs for Commercial and Industrial Uses. Any commercial or industrial property which is located within one thousand (1,000) feet of the centerline of a freeway or expressway right-of-way may, as part of an approved sign program for the property, erect one freeway-oriented freestanding sign on the property in addition to those signs allowed under subsection F(1) and (2) of this section, under the following conditions:

i. A freestanding advertising sign is permitted with a maximum height of twenty-five (25) feet and a maximum size of one hundred seventy-five (175) square feet. (For freeway-oriented businesses, defined as those selling food, lodging, and automobile services, and for auto sales businesses, the maximum height is fifty-five (55) feet.)

ii. A larger or higher freestanding sign is permitted for freeway-oriented businesses based on a flag test and the following conditions:

(A) The minimum size letter in the text of a sign shall be one foot in vertical or horizontal dimension, and the maximum size letter shall be three feet vertical or horizontal in dimension.

(B) The text of the sign shall be limited to the name of the owner, name of the business, type of business, and hours and days of operation.
(C) Signs shall be visible a minimum of three-tenths mile from the point where the off-ramp leaves the freeway to serve the business concerned.

iii. No signs shall be erected that will obscure another sign when viewed from the freeway;

iv. No freeway-oriented sign shall be erected that will be closer than one hundred (100) feet from another freeway-oriented sign.

v. All freestanding signs shall have underground utility service.

vi. The flag test shall be observed by a member of the community development department, and the required fee shall be paid prior to the test.

Given its location adjacent to SR 86 and the proposed uses within the Project site, the proposed sign is considered a freeway-oriented sign. The sign would be 44 feet above grade, and 40 feet above the freeway grade. This is within the height restriction imposed by the Coachella Municipal Code. Therefore, impacts resulting from the Project's long-term operation relative to the electronic billboard sign will be less than significant.

AIR QUALITY

Cumulatively Considerable Net Increase of any Criteria Pollutant

The Project is located within the Salton Sea Air Basin (SSAB), under jurisdiction of the South Coast Air Quality Management District (SCAQMD). Criteria pollutants typically consist of Ozone (O3), nitrogen oxide (NOx), carbon monoxide (CO), sulfur oxide (SOx), lead (Pb), and particulate matter (PM). O3 precursors consist of NOx and volatile organic compounds (VOC). The United States Environmental Protection Agency (USEPA) regulates these by developing human health-based and/or environmentally-based criteria for setting permissible levels. Toxic Air Contaminants (TACs) are another group of air pollutants of concern. If the Project were to generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for these pollutants of concern, it would have significant project-specific and cumulative environmental effects.

Mitigation Measures

To mitigate potential project specific and cumulative impacts resulting in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

GHG-1 The Project shall include, but not be limited to, the following improvements, which shall be incorporated into the Project site plans to ensure consistency with adopted statewide plans and programs that are in effect at the time the Building Permits are issued. The Project applicant shall demonstrate compliance with the following measures, prior to issuance of Building Permits:

o To the maximum extent feasible, all off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emissions.

o The Project applicant shall require that a minimum of 50 percent of the total Project electrical consumption from operation of the Project on an aggregate, site-wide basis is provided by onsite solar photovoltaic (PV) panels or other onsite renewables sources (i.e., wind turbines, geothermal).

o The Project Applicant shall require any business that operates in the proposed project and has 20 or more full-time employees shall implement at least one of the following programs:

- Pre-tax election program to allow employees to exclude wages for commuting costs for transit or vanpools;
- An employer supplied transit pass;
- Employer provided transit; or
- Other, similar demand management programs.

o The Project applicant shall require that temporary power poles are installed in the vicinity of each structure to be installed. The temporary power poles shall be installed after completion of grading and prior to the issuance of each building permit. After electrification of the temporary power poles, the Project applicant shall restrict building contractors from using gas-powered generators, compressors and saws and this restriction shall be incorporated into all contracts with building contractors that will work on the proposed Project.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that, for each of the significant effects relating to cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with adherence to all General Plan policies and implementation of Mitigation Measure GHG-1, as recommended

in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Project-specific and cumulative significance thresholds for air emissions are the same. Projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant; on the other hand, projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. Therefore, individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the SSAB is in nonattainment, and would not be considered to have a significant, adverse cumulative air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable.

Construction Emissions

The construction activities for the Project are anticipated to include site preparation and grading of the 47.96-acre site, building construction of the business park, paving of the onsite roads and parking areas and application of architectural coatings. Although the Project is anticipated to be constructed in three phases, in order to provide a conservative or worst-case analysis, the EIR analysis analyzed the entire project being constructed in one phase. The construction emissions are analyzed for both regional and local air quality impacts.

Construction-Related Regional Impacts

The worst-case summer or winter daily construction-related criteria pollutant emissions include the combined regional criteria pollutant emissions from building construction, paving and architectural coating phases of construction. As presented in Final EIR Table 4.3-5, none of the analyzed criteria pollutants from the Project would exceed the regional emissions thresholds during either demolition, grading, or the combined building construction, paving and architectural coatings phases. Therefore, a less than significant regional air quality impact would occur from construction of the Project.

Operational Emissions

The on-going operation of the Project is anticipated to result in a long-term increase in air quality emissions from the project-generated vehicle trips, emissions from energy usage, and onsite area source emissions, created from the on-going uses of the project.

Operations-Related Regional Criteria Pollutant Analysis

The operations-related regional criteria air quality impacts created by the Project were analyzed through use of the CalEEMod model. The worst-case summer or winter VOC, NOx, CO, SO2, PM10, and PM2.5 daily emissions created from the Project's long-term operations are summarized in Final EIR Table 4.3-6, and indicate that none of the analyzed criteria pollutants would exceed the regional emissions thresholds.

According to the SCAQMD, it may be infeasible to quantify health risks caused by projects similar to the proposed Project, due to many factors. In order to do so, there must be data regarding the sources and types of toxic air contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). It may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building without knowing the future tenant(s). For projects on a regional scale (unlike the proposed Project), the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources as part of their rulemaking activity, specifically 6,620 pounds per day of NOx and 89,180 pounds per day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O3. As calculated in the Final EIR, Project-related construction activities would generate a maximum of 72.06 pounds per day of VOC and 53.85 pounds per day of NOx and operation of the Project would generate 40.62 pounds per day of VOC and 34.85 pounds per day NOx. Since both are O3 precursors, these emissions together fall below the O3 threshold quantities developed by SCAQMD.

Therefore, the Project would not generate daily emissions that would be high enough to use a regional modeling program in order to correlate health effects on a basin-wide level. The Project would be required to adhere to Goal 11 of the Sustainability + Natural Environment Element of the City's General Plan, which requires the maintenance of healthy indoor and outdoor air quality emissions be maintained through reduced pollutant emissions. The Project would also be required to adhere to Policy 11.1 which requires construction and operation at the site to minimize the creation of new sources of air pollutants; Policy 11.4 which encourages the use of the City's public transit system as an alternative to the use of single occupant motor vehicles, thereby lessening air quality emissions; and Policy 11.8 which would require construction activities, including on-site construction and the transport of materials, to limit emissions and dust. The Project's adherence to Policies 11.9, 11.12 and 11.17 would also ensure that it meets the California Green Building Code for indoor air quality performance, limits truck deliveries to on-site businesses to off-peak traffic periods, thereby reducing emissions, and ensures that air quality impacts associated with the proposed Project are mitigated to less than significant levels.

Expose Sensitive Receptors to Pollutant Concentrations

The nearest sensitive receptors that may be impacted by the Project are mobile homes located across Airport Boulevard as near as 50 feet to the south of the Project site. There are also single- and multifamily homes located on both sides of Orange Street approximately 700 feet to the southwest. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the Project, from vehicular CO emissions and from TAC emissions that include diesel particulate matter (DPM) emissions from off-road equipment and from diesel trucks, were calculated for both construction and operations.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts from exposing sensitive receptors to substantial pollutant concentrations, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

GHG-1 The Project shall include, but not be limited to, the following improvements, which shall be incorporated into the Project site plans to ensure consistency with adopted statewide plans and programs that are in effect at the time the Building Permits are issued. The Project applicant shall demonstrate compliance with the following measures, prior to issuance of Building Permits:

o To the maximum extent feasible, all off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emissions.

o The Project applicant shall require that a minimum of 50 percent of the total Project electrical consumption from operation of the Project on an aggregate, site-wide basis is provided by onsite solar photovoltaic (PV) panels or other onsite renewables sources (i.e., wind turbines, geothermal).

o The Project Applicant shall require any business that operates in the proposed project and has 20 or more full-time employees shall implement at least one of the following programs:

- Pre-tax election program to allow employees to exclude wages for commuting costs for transit or vanpools;
- An employer supplied transit pass;
- Employer provided transit; or
- Other, similar demand management programs.

o The Project applicant shall require that temporary power poles are installed in the vicinity of each structure to be installed. The temporary power poles shall be installed after completion of grading and prior to the issuance of each building permit. After electrification of the temporary power poles, the Project applicant shall restrict building contractors from using gas powered generators, compressors and saws and this restriction shall be incorporated into all contracts with building contractors that will work on the proposed Project.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that, for each of the significant effects from exposing sensitive receptors to substantial pollutant concentrations described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with adherence to all General Plan policies and implementation of Mitigation Measure GHG-1, as recommended in

the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Construction-Related Local Impacts

Construction-related air emissions at the site may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SSAB. The local air quality emissions from Project construction were analyzed by using the methodology described in the LST Methodology prepared by SCAQMD, revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern to be NOx, CO, PM10, and PM2.5. Each phase of Project construction was therefore screened using the SCAQMD's Mass Rate LST Look-up Tables. The nearest sensitive receptors included in the LST analysis, that may be impacted by the Project, are mobile homes located across Airport Boulevard as near as 50 feet to the south of the Project site.

Final EIR Table 4.3-7 indicates that none of the analyzed criteria pollutants would exceed the local emissions thresholds during either site preparation, grading, or the combined building construction, paving, and architectural coatings phases for sensitive receptors in the vicinity of the Project. All construction projects in the SSAB are subject to the SCAQMD rules and regulations in effect at the time of construction, including Rule 403, Fugitive Dust. Therefore, a less than significant local air quality impact would occur from construction of the Project.

Operational Local Air Quality Impacts

The air quality analysis evaluates the Project's localized impact to air quality for emissions of CO, NOX, PM10, and PM2.5 by comparing the Project's onsite emissions to the SCAQMD's applicable Localized Significance Thresholds (LSTs) for sensitive receptors located 50 feet to the south. The Project would not result in emissions that exceeded the SCAQMD's LSTs, nor would it exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NOX, PM10, and PM2.5 (Final EIR Table 4.3-8). Therefore, a less than significant localized air quality impact would occur from operation of the Project.

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the Project site vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SSAB. The Project has been analyzed for the potential local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from on-site operations.

Local CO Hotspot Impacts from Project-Generated Vehicular Trips

CO is typically the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project

CO levels to the State and Federal CO standards of 20 ppm over one hour or 9 ppm over eight hours. Since 2007 and with the use of cleaner fuels and implementation of control technology on industrial facilities, CO concentrations in the SSAB and in the state have steadily declined and the SSAB has been designated in attainment for CO under both the California Ambient Air Quality Standard (CAAQS) and National Ambient Air Quality Standard (NAAQS). Since the nearby intersections to the Project site are much smaller with less traffic than what was analyzed by the SCAQMD, no local CO Hotspots are anticipated to be created from the Project.

A detailed CO analysis was conducted in the Federal Attainment Plan for Carbon Monoxide (CO Plan) for the SCAQMD's 2003 Air Quality Management Plan (AQMP). The locations selected for microscale modeling in the CO Plan were worst-case intersections in the SSAB and would likely experience the highest CO concentrations. Thus, CO analysis in the CO Plan is used in comparison to the Project, since it represents a worst-case scenario with heavy traffic volumes in the SCAQMD Basin. Of the locations analyzed by SCAQMD for the 2003 AQMP, the intersection of Wilshire Boulevard/Veteran Avenue in the City of Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hour CO federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California, with an average daily traffic volume of approximately 100,000 vehicles per day. According to the Project TIA, the Project area roadway segment with the highest average daily traffic volume would be Grapefruit Boulevard from Avenue 54 to Tyler Street. This roadway segment is projected to have approximately 30,558 average daily trips in the 2045 buildout year scenario. This is a fraction of the average daily trips studied by SCAQMD in the 2003 hotspot analysis; and therefore, would result in substantially lower CO concentration than the intersections studied by SCAQMD. Therefore, a less than significant long-term air quality impact is anticipated to local air quality with the operational use of the Project.

Local Criteria Pollutant Impacts from Onsite Operations

Project-related air emissions from onsite sources such as architectural coating off-gassing, landscaping equipment, and onsite usage of natural gas may have the potential to create localized emissions that exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SSAB. As indicated in Final EIR Table 4.3-8, on-going operations at the Project site would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance. Therefore, the Project would create a less than significant operations-related impact on local air quality due to onsite emissions and would not result in a cumulatively considerable net increase of any criteria pollutant.

Toxic Air Contaminants

There is the potential for TAC emissions to be created from operation of the gas station and light industrial uses, which would generate diesel truck emissions, including diesel particulate matter (DPM) from truck traffic and delivery trucks, which are known sources of TACs. TACs are carcinogens and short-term acute and long-term chronic exposure to TACs can cause health effects to the respiratory system. The potential impacts associated with TAC emissions were fully analyzed in the Health Risk Assessment (HRA) included as Appendix B in the EIR.

The Project includes a 10 fueling position gas station on the southeastern portion of the site that is anticipated to have a maximum throughput of 2.0 million gallons of gasoline per year. Utilizing SCAQMD's RiskTool (V1.103) that calculates the cancer risk from gasoline stations, it was estimated that the distance from the nearest residential property line to the center of the proposed gas station canopy, measures 265 feet (81 meters). The RiskTool therefore estimated that the Project would create a cancer risk of 1.5 per million persons at the mobile homes to the south. However, since this level of cancer risk at 1.5 per million persons would be well below the SCAQMD's threshold of 10 per million, the TAC emissions and associated cancer risks from the proposed gas station would result in a less than significant impact on the nearby residents.

It is anticipated that Project development activities would generate DPM emissions during construction, from off-road diesel-powered equipment and from diesel-powered trucks delivering equipment and building materials. The Project would comply with the City's CAP through the implementation of Mitigation Measure GHG-1. This measures requires that, to the maximum extent feasible, all off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emission.

Since all off-road equipment utilized during operation of the proposed warehouses would be required to be non-diesel powered per Mitigation Measure GHG-1, no DPM emissions would be created from operational offroad equipment.

Non-Cancer Risks

In addition to the cancer risk from exposure to TAC emissions there is also the potential TAC exposure may result in adverse health impacts from acute and chronic illnesses, such as:

Chronic Health Impacts: Chronic health effects are characterized by prolonged or repeated exposure to a TAC over many days, months, or years. Symptoms from chronic health impacts may not be immediately apparent and are often irreversible. Impacts to sensitive receptors are calculated from the annual average concentrations of PM2.5 at a project site. The Project is anticipated to produce less than the threshold for Project related DPM emissions. This would result in less than significant non-cancer chronic health risk from TAC emissions.

Acute Health Impacts: Acute health effects are characterized by sudden and severe exposure and rapid absorption of a TAC, due to high levels of exposure at a site. However, acute health effects are often treatable and reversible. The model calculations for the Project found that the highest 24-hour concentration at the point of maximum impact (PMI) is 0.0203 μg/m3 for DPM equivalent acute non-cancer risk emissions. This is substantially less than the established criterion for an Acute Health Index of 1.0; on-going operations of the Project would result in a less than significant non-cancer acute health risk from TAC emissions created by the Project.

Overall, the Project would be required to conform to the Sustainability + Natural Environment Element of the City's General Plan, specifically Policies 11.1 and 11.3, which would require the Project to minimize the creation of new sources of air pollution, to site any land uses that may result in adverse air quality impacts to sensitive receptors. Although there are no identified

sensitive receptors such as schools, childcare centers or specific senior housing located within 500 feet of the Project, there are residential structures located to the south of the site that may involve health-sensitive seniors. Implementation of Mitigation Measure GHG-1 would reduce potentially significant air quality impacts to a less than significant level. Operations of the Project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

The City Council considered the comments received on the Draft EIR regarding potential Air Quality impacts, including the comment letter received from the South Coast Air Quality Management District dated September 3, 2025, and the letters received by the Adams Broadwell firm on behalf of CARE dated September 11, 2025 and April 1, 2026. The City Council finds that the responses to those comments set forth in the Final EIR and the supporting supplemental technical analysis provided by subject matter expert Vista Environmental and included with the Final EIR as Attachment B2, as well as the supplemental responses included in Attachment 12 to the City Council Staff Report packet, adequately address all comments received concerning the Project's potential air quality impacts, and hereby incorporates those responses and supporting expert opinion evidence. In particular, the City Council rejects the statements that the Air Quality analysis utilized the incorrect assumed average truck trip length and failed to adequately consider the need for back-up generators, because those comments are based on the incorrect assumption that the Project proposes large warehouse uses accommodating cargo containers and significant amounts of cold storage. As explained in the Final EIR responses to comments incorporated herein, these uses are not proposed for the Project. Likewise, the City Council specifically rejects the comments and any supporting information submitted by the Adams Broadwell firm asserting that the air quality analysis failed to adequately address potential health risks, including to the residents who live on the other side of Airport Boulevard to the south of the Project. Rather, the City Council finds that these impacts are properly evaluated and mitigated to a level of less than significant, and incorporates the Final EIR responses to these comments and the supporting technical analysis provided in Final EIR Attachment B2. Finally, the City Council rejects the assertion that Project construction activities would create a risk of significant health impacts, and instead adopts and incorporates by reference Final EIR Response to Comment No. 16-14 and Attachment B2, which explain that the Coachella Valley has an extremely low incidence rate for Valley Fever and the risk is adequately avoided through compliance with SCAQMD Rules 403 and 403.1, providing the most stringent fugitive dust control measures in the State of California.

BIOLOGICAL RESOURCES

Candidate, sensitive or special status species

The Biological Resources Assessment (BRA) describes existing biological resources conditions on the Project site (which includes both the industrial development site and the proposed IID substation site), along with a 300-foot buffer area surrounding the Project site ("Study Area").

The Study Area is within the planning area of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), a comprehensive, joint Habitat Conservation Plan (HCP) and Natural Community Conservation Plan (NCCP) that focuses on the long-term conservation of ecological diversity, including the conservation of species and their associated habitats in Coachella Valley.

Special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the U.S. Fish and Wildlife Service (USFWS); those considered Species of Concern by the USFWS; those listed or candidates for listing as Rare, Threatened, or Endangered by the California Department of Fish and Wildlife (CDFW); animals designated as Fully Protected by the California Fish and Game Code (CFGC); animals listed as Species of Special Concern (SSC) by CDFW; CDFW Special Plants; and, species identified as sensitive or "covered" by the MSHCP (CVMSCHP 2006).

The Migratory Bird Treaty Act (MBTA) is intended to ensure the sustainability of populations of all protected migratory bird species and prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without USFWS's prior authorization.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts to species identified as a candidate, sensitive, or special-status species in local or regional plans, policies or regulations, or by CDFW or USFWS, the following mitigation measures are hereby adopted as revised in the Final EIR and will be implemented consistent with the MMRP:

BIO-1 Nesting Bird Avoidance/Pre-construction Surveys. Prior to issuance of the Project's grading permit, the following measures shall be implemented: To avoid disturbance of nesting and special-status bird species protected by the MBTA and CFGC, activities related to the Project, including but not limited to, vegetation removal, ground disturbance, and construction shall not occur during the bird breeding season (January 15 through August 31) unless a pre-construction nesting bird survey is conducted within three days prior to vegetation removal or ground disturbance. A qualified biologist, who is familiar with the identification of avian species in the Coachella Valley, will conduct the preconstruction nesting bird survey within three days prior to vegetation removal or ground disturbance to evaluate the presence/absence, location, and status of any active nests on or adjacent to the Project Area. The extent of the survey area surrounding the Project Area shall be determined by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified biologist will make every effort to avoid potential nest predation as a result of survey efforts. If an active nest(s) is discovered, a suitable buffer shall be established around the active nests, as determined by the biologist, and construction activity will not occur within the buffer until the biologist has determined that the nest is no longer active. Buffer size shall consider the species involved and relevant level of tolerance to adjacent activity, the location of the nest relative to proposed activities, and site conditions that naturally buffer the location, such as vegetation screening, topography, etc. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged, the nest is no longer active, or the Project has been completed. The

qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance. If construction activities are delayed or paused for more than 14 days during the nesting season, the nest survey will be re-initiated for areas that still contain potential nesting habitat. No parking, storage of materials, or construction activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into this buffer shall occur only at the discretion of the qualified biologist, if it is determined that encroachment will not adversely impact the nesting birds.

BIO-2 Burrowing Owl Pre-construction Survey. In accordance with Section 4.4 Required Avoidance, Minimization, and Mitigation Measures of the CVMSHCP, pre-construction burrowing owl surveys shall be conducted by a qualified biologist no less than 14 days prior to the start of Project-related activities and within 24 hours prior to ground disturbance, in accordance with the Staff Report on Burrowing Owl Mitigation (2012 or most recent version). Pre-construction surveys shall be conducted within 500 feet of the Project disturbance footprint to identify burrows that could be utilized by burrowing owl. Potentially suitable burrows shall be checked by a qualified biologist to see if they are occupied or not prior to the start of Project disturbance activities. If the burrow is unoccupied, Project activities shall be immediately halted within 500 feet of the burrow. The qualified biologist shall coordinate with CDFW and USFWS and prepare a Burrowing Owl Avoidance and Monitoring Plan that shall be submitted to the Wildlife Agencies for approval prior to re-commencing Project activities within the restricted area. A burrow is assumed occupied if records indicate that at least one burrowing owl has been observed occupying a burrow on site during the past three years. For ground-disturbing activities, pre-construction surveys should be repeated when there is a pause in construction of more than 30 days.

BIO-3 Emergence Bat Survey. A special-status bat species emergence survey shall be conducted if construction activities are to occur within 300 feet of the California fan palm oasis during the bat maternity season (April 1 through August 31). The emergence survey will be conducted in areas of suitable roosting habitat, including the Airport Boulevard bridge, during the maternity season to document the presence of special-status bat species maternal roosting habitat. The emergence survey will be conducted 30 minutes before sunset and last for up to two hours after sunset. Any special-status bat species observed during the maternity roosting season within or adjacent to the Project Area should be avoided and provided a minimum buffer as determined by the qualified biologist (a 100-foot to 300-foot buffer is recommended) prior to the commencement of construction.

BIO-4 Woodrat Middens. Woodrat middens (nests) are large nests or dens made of woody debris, such as sticks, dead cacti, and bark. Middens were

observed along the northern fence separating the business park and the IID substation Project Areas within the Project impact area. Within 30 days prior to initial site disturbance, a pre-construction survey shall be conducted for woodrat middens. All occupied woodrat middens shall be mapped and flagged for avoidance to the extent feasible, with a minimum of 10-feet surrounding the active midden. If avoidance is not feasible, middens will be "daylighted" by a qualified biologist one night before anticipated vegetation removal to allow for the rats to escape and passively relocate prior to disturbance of the area.

BIO-5 Worker Environmental Awareness Program (WEAP). The Project applicant shall implement a WEAP for the construction crew that will be developed by a qualified biologist. Each employee (including temporary, contractors, and subcontractors) will receive the WEAP presentation on the first day of project work. They will be advised of sensitive species in the area and avoidance measures being implemented to protect them at the site. At a minimum, the WEAP will include the following topics: occurrence of the listed and sensitive species in the area, their general ecology, sensitivity of the species to human activities, legal protection afforded these species, penalties for violations of federal and State laws, reporting requirements, and project features and conditions designed to reduce direct and indirect impacts to these species, role of the qualified biologist, and worker responsibilities to maintain compliance with mitigation measures while working at the site.

BIO-6 CVMSHCP Development Fee. The Project applicant shall pay the CVMSHCP Local Development Mitigation Fee pursuant to Chapter 4.48 of the Coachella Municipal Code.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant effects to species identified as a candidate, sensitive, or special-status species described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with implementation of Mitigation Measures BIO-1 through BIO-6, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Special-Status Species

Six special-status species (four birds and two mammals) were determined to have a potential to occur in the Study Area. Of these six species, all six are considered to have a moderate potential

to occur. Species with a moderate potential to occur and potential for direct or indirect impacts as a result of the Project include:

- Burrowing owl
- Loggerhead shrike
- Vermillion flycatcher
- Crissal thrasher
- Western yellow bat
- San Diego desert woodrat

These species have a potential to occur based on a variety of factors, including suitable habitat (bare ground, trees, vegetation), soils, or other necessary microhabitat conditions, and/or the Project Area location being within the species' known geographic and/or elevation range(s).

Avian Species: Nesting birds and raptors have the potential to nest in shrubs and trees and/or burrow on bare ground throughout and near the Study Area. These include special status species such as burrowing owl, loggerhead shrike, vermillion flycatcher, and crissal thrasher. Numerous nests of avian species, including verdins nesting in the mesquite thickets, were observed in the substation parcel. No special status birds or raptors were observed, but suitable open habitats, trees, shrubs, and other vegetation provide the micro habitats for these species to occur throughout the Project Area.

The nests of most native birds and raptors are protected by federal and state laws. Vegetation and open areas within and surrounding the Project Area have the potential to provide refuge cover from predators, perching sites, and favorable conditions for avian nesting that could be affected by the Project. Potential impacts to nesting birds, including common passerine species protected under the MBTA and CFGC, could occur if nests are located on the Project Area and/or in the immediate vicinity during construction activities.

Direct impacts could occur to the avian special-status species (i.e., burrowing owl, loggerhead shrike, vermilion flycatcher, and crissal thrasher) if active nests are present during vegetation removal or ground disturbing activities. Direct impacts may also occur if active nests are located within close proximity to the Project Area and are abandoned due to visual and/or acoustic Project-related actions such as construction noise, lighting, and fugitive dust. These impacts could lead to individual mortality and/or harassment that might reduce nesting success. Therefore, impacts to special-status birds and raptors would be potentially significant without mitigation. Implementation of Mitigation Measures BIO-1, BIO-2, BIO-5, and BIO-6 would reduce potential impacts to less than significant levels by providing for nesting bird avoidance/pre construction nesting bird surveys, burrowing owl pre-construction surveys, and minimization measures, including implementation of a WEAP, and payment of the CVMSHCP Local Development Mitigation Fee.

Bats: Several bat species, including the special-status and CVMSHCP covered western yellow bat, may forage and roost in the palm trees and surrounding habitat within the Study Area, as well as the adjacent Airport Boulevard bridge. Bats can roost under broad leaves, under exfoliating bark/tree holes, and crevices. They prefer materials that provide some thermoregulation like thick wood, or crevices in concrete bridges, and signs of bats with staining and guano usually

indicate their presence. This species was not observed during the site reconnaissance surveys, however suitable roosting and foraging habitat occurs within the proposed IID substation site on an approximate 5.6-acre portion of the site at its northern end. Western yellow bat has a moderate potential to occur in California palm oasis located outside of the Project Area, but within 300-feet of the northernmost boundary.

Impacts to a small amount of foraging habitat would not decrease the regional population below self-sustaining levels. Therefore, impacts on foraging habitat would be less than significant based on the relatively small acreage of habitat that will directly be impacted through vegetation removal. However, Project construction activities may impact roost structures in mature vegetation. Direct impacts to western yellow bat may occur if an active roost is located within the California fan palm oasis that occurs just north of the Project Area or under the Airport Boulevard bridge, due to visual and/or acoustic Project-related disturbance. Impacts to special-status bat species would be considered significant without mitigation. However, implementation of Mitigation Measure BIO-3 would reduce potential impacts to less than significant levels by requiring pre-construction bat emergence surveys for any construction activity that would occur within 300-feet of the suitable roosting habitat that was identified to occur within the California fan palm oasis or the Airport Boulevard bridge during bat maternity season (April 1 through August 31).

San Diego Desert Woodrat: San Diego desert woodrat, an SSC species, occurs in coastal scrub of Southern California from San Diego County to San Luis Obispo County. This species prefers moderate to dense canopies. The San Diego desert woodrat is particularly abundant in rock outcrops, rocky cliffs, and slopes and typically associated with cacti patches and dense undergrowth although it can be found in less rocky habitats. Numerous woodrat stick nests "middens" were observed along the northern fence separating the proposed business park and the IID substation Project areas. There were no physical signs of woodrats present in the middens (e.g. presence of droppings outside of midden), thus the active status of the middens is unconfirmed. The San Diego desert woodrat has a moderate potential to occur in the scrub habitats throughout the IID substation portion of the Project area. This area has moderate to dense canopies within the mesquite thicket and tamarisk thicket habitats. Impact to this species could be significant if San Diego desert woodrats occupy middens within the Project Area. Impacts could potentially occur as a result of vegetation removal and ground disturbances from construction activities. However, with the implementation of Mitigation Measure BIO-4, by requiring a woodrat preconstruction survey, avoidance buffers, and a midden "daylighting" process to allow passive relocation of individuals prior to disturbance of the area, impacts would be reduced to less than significant levels.

The City Council considered the comments on the Draft EIR received from the U.S. Fish and Wildlife Service dated September 2, 2025 (Comment Letter No. 4) and from the California Department of Fish and Wildlife dated September 4, 2025 (Comment Letter No. 14), as well as the responses to those comments set forth in the Final EIR and the supporting technical report provided by subject matter expert Rincon Consultants dated November 3, 2025, and included in the Final EIR as Attachment C2. As recommended in Attachment C2, the City Council approves the proposed revisions to mitigation measures BIO-1, BIO-2, and BIO-3 set forth in the Final EIR, and finds that with those revisions, as well as BIO-5 and BIO-6 provided in the Draft EIR, all potential Project impacts on sensitive species will be mitigated to a level of less than significant, including potential impacts to nesting birds, burrowing owl, and bats. The City Council further

finds that both construction and operational impacts to biological resources from light, glare, noise, and other Project activities will be mitigated to a level of less than significant with implementation of the mitigation measures set forth the Final Eir and compliance with City's Municipal Code requirements. The City Council incorporates by this reference the responses to comments in the Final EIR concerning potential impacts to biological resources and the expert opinions set forth in Final EIR Attachment C2 and H2 (the supplemental technical report on noise by subject matter expert Ambient Air Quality and Noise Consulting dated October 21, 2025).

Riparian Habitat or Other Sensitive Natural Community

Eight vegetation communities and four land cover types were documented in the Study Area during the field survey and are shown in Final EIR Exhibit 4.4-1, Vegetation Communities and Land Cover Types. The following four CDFW sensitive natural communities are in the Study Area: arrow weed thickets, bush seepweed scrub, California fan palm oasis, and mesquite thickets.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts to sensitive natural communities designated as sensitive or protected in local or regional plans, policies, or regulations, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

BIO-6 CVMSHCP Development Fee. The Project applicant shall pay the CVMSHCP Local Development Mitigation Fee pursuant to Chapter 4.48 of the Coachella Municipal Code.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant effects to state sensitive natural communities designated as sensitive or protected in local or regional plans, policies, or regulations or by CDFW, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with implementation of Mitigation Measure BIO-6, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

No impacts to California fan palm oasis are anticipated to occur as this sensitive vegetation community is located north of the IID substation area and is therefore outside of the Project Area. Direct impacts through vegetation removal of approximately 6.21 acres of arrow weed thicket, bush seepweed scrub, and mesquite thickets located within the Project Area will occur. All three of these sensitive natural communities are covered by the CVMSHCP, and therefore, impacts to these communities in areas outside of designated Conservation Areas are mitigated through implementation of the CVMSHCP. Since the Project Area is located within the boundaries of the CVMSHCP and outside of any designated Conservation Areas, the Project will be required to pay the Local Development Mitigation Fee (LDMF) to offset the impacts to sensitive vegetation

communities by providing funding for the acquisition and long-term management of conservation of land. Implementation of Mitigation Measure BIO-6 would mitigate impacts to sensitive vegetation communities to less than significant levels.

State and Federally Protected Wetlands and Waters of the State

The United States Army Corps of Engineers (USACE) defines wetlands as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 328.3(c)(1)). The USACE's delineation procedures identify wetlands in the field based on indicators of three wetland parameters: hydrophytic vegetation, hydric soils, and wetland hydrology. Details regarding these parameters can be found in the BRA report, incorporated herein by this reference.

The lateral limits of USACE jurisdiction in non-tidal waters is defined by the "ordinary high-water mark" (OHWM) unless adjacent wetlands are present. The OHWM is a line on the shore or edge of a channel established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed upon the bank, shelving, changes in the character of soil, destruction of vegetation, or the presence of debris (33 CFR 328.3(c)(4)). If wetlands occur within, or adjacent to, waters of the United States, the lateral limits of USACE jurisdiction extend beyond the OHWM to the outer edge of the wetlands (33 CFR 328.4 (c)). In addition, California's Porter-Cologne Water Quality Control Act regulates isolated wetlands and other surface waters falling outside the jurisdiction of the USACE, and requires filing a Report of Waste Discharge with the appropriate Regional Water Quality Control Board (here, the Colorado River RWQCB) for applicants seeking to fill or impact such wetlands. Under the State Water Resources Control Board's *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State,* such wetlands are defined as having continuous or recurrent saturation of the upper substrate sufficient to cause anaerobic conditions with any vegetation dominated by hydrophytes (*see* Draft EIR pp. 4.4-20 and 4.4-21 for further details).

Mitigation Measures:

To mitigate potential project specific and cumulative impacts to protected wetlands, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

BIO-7 Invasive Plant Species Control. Invasive plant species, for the purpose of this document shall include all species with a California Invasive Plant Council (Cal-IPC) rating of moderate or high. Construction personnel and equipment shall be free of invasive plant seeds, propagules, and any material which may contain them (e.g., soil). Prior to entering the Project Area equipment will be inspected to confirm it is free of mud, dirt, and debris. Track stations will be installed at Project Area entrances and exits. Staging areas and access routes shall avoid weed infestations and infestations within the work area(s) shall be flagged and avoided to the maximum extent feasible. Only certified wees-free materias (e.g., fiber rolls, straw, and fill) will be used for the Project.

BIO-8 General Best Management Practices. Standard construction Best Management Practices will be implemented by the contractor to minimize potential impacts to sensitive species. Standard Construction Best Management Practices shall include the following:

- Vehicle speeds will not exceed 10 miles per hour (mph) adjacent to any occupied burrowing owl habitat. Clear signage will be installed and maintained throughout the construction period.
- Placement of drip pans under parked equipment and vehicles.
- Regular inspection and maintenance of equipment to avoid spills and immediate containment of any spills.
- Chemicals and pesticides will not be used.
- Pets and firearms will not be allowed at the site.
- Trash will be removed from the site daily or be stored in wildlife proof containers.
- Stormwater protection (i.e. straw waddles, silt fence) will be employed to prevent spills, runoff, or sediment from entering nearby aquatic habitats. These materials will be weed free and no Project debris or rubbish will be allowed to enter into or be placed where it may be washed by rainfall or runoff in the wetlands.
- Staging/storage areas for equipment and materials will be located at least 100 feet away from the riparian areas. Equipment will be checked and maintained daily to prevent leaks of pollutants into the wetlands.
- No equipment maintenance will be carried out within 100 feet of the riparian area.
- All pipes, culverts, or similar structures with a four-inch diameter or greater that are stored on the construction site overnight shall be thoroughly inspected for wildlife or nesting birds before the pipe is subsequently curried, capped, or otherwise used or moved in any way.
- To prevent inadvertent entrapment of wildlife during construction, all excavated, wells, steep walled holes or trenches more than two feet deep shall be covered with plywood or similar materials at the close of each working day.
- Any construction lighting will be directed toward the work area and away from adjacent habitats.

BIO-9 Habitat Mitigation and Monitoring Plan. Mitigation for wetland waters of the state impacts will occur as specified during the WDRs permitting process and may occur at a suitable on-site or off-site location where habitat values meeting or exceeding those on site are achievable, or at an approved Conservation or Mitigation Bank. A Habitat Mitigation and Monitoring Plan (HMMP) will be prepared that specifies restoration and monitoring requirements for approval by the City and RWQCB prior to Project initiation. The HMMP will incorporate the WDR permit compensatory mitigation requirements for impacts to the wetland waters of the State, if

pursued, along with the impacts to the sensitive natural communities. The HMMP will include, at a minimum, the following information:

- Description of the project/impact site (i.e., location, responsible parties, and areas to be impacted by habitat type)
- Goal(s) of the compensatory mitigation project (i.e., the acreage of the mitigated habitat to be restored);
- Description of the proposed compensatory mitigation site(s) (i.e., location and size, ownership status, existing conditions of the compensatory mitigation site);
- Implementation plan for the compensatory mitigation site (i.e., rationale for expecting implementation success, responsible parties, schedule, site preparation, planting plan [container sizes, seeding rates, etc.]);
- Maintenance activities during the monitoring period, including weed removal and irrigation as appropriate;
- Monitoring plan for the compensatory mitigation site (i.e., performance standards, target acreages to be established and/or preserved, annual monitoring reports);
- Success criteria based on the goals and measurable objectives;
- Funding mechanisms; and
- An adaptive management and remedial measure component.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant effects to protected wetlands described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with implementation of Mitigation Measures BIO-7, BIO-8 and BIO-9, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

A jurisdictional delineation of the Project study area was conducted on November 1, 2023, which determined that there are no federally protected wetlands or other waters of the United States subject to USACE jurisdiction within the study area (*see* Draft EIR, Table 4.4-2 and Exhibit 4.4.3, and pages 4.4-13 – 4.4-15 and 4.4-28).

Currently the State Water Resources Control Board (SWRCB) and Regional Water Quality Control Boards (RWQCBs) have not established regulations for field determinations of waters of the state except for wetlands. In many cases the RWQCBs interpret the limits of waters of the state to be bounded by the OHWM unless isolated conditions or ephemeral waters are present. However, in the absence of statewide guidance each RWQCB may interpret jurisdictional boundaries within their region and the SWRCB has encouraged applicants to confirm jurisdictional limits with their

RWQCB before submitting applications. As determined by the Colorado River RWQCB, the lateral limits of waters of the State is consistent with the OHWM, similar to the USACE.

Procedures for defining wetland waters of the State pursuant to the SWRCB's State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State went into effect May 28, 2020. The SWRCB defines an area as wetland if, under normal circumstances:

1. the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both;

2. the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and

3. the area's vegetation is dominated by hydrophytes or the area lacks vegetation.

The total area of the potential wetland waters of the State is 929 feet long at its widest point and covers 4.58 acres within the Study Area. Approximately 3.66 acres of direct impacts to RWQCB Jurisdictional wetland waters of the State (within the IID substation area) are anticipated as a result of the Project. Direct impacts are anticipated to occur through vegetation removal and the placement of discharges and/or fill within the wetland to create a building platform for the proposed IID substation. This represents a significant impact that requires mitigation. As required in Mitigation Measure BIO-9, a dredge/fill application must be submitted to the Colorado River RWQCB requesting an Individual Water Discharge Requirement (WDR) permit to authorize impacts to waters of the State per the Porter-Cologne Water Quality Control Act. Compensatory mitigation is required for permanent impacts to wetland waters of the State to receive a WDR permit. With the implementation of Mitigation Measures BIO-7, BIO-8, and BIO-9, the Project would avoid and minimize further impacts to wetland waters of the state by implementing invasive species control, best management practices, preparing an HMMP, and incorporating WDR permit requirements. Therefore, impacts would be reduced to a less than significant level.

Movement of Wildlife

The Study Area contains the CVSC, which could support locally and regionally migrating wildlife and is potentially a regional movement corridor due to its interconnecting nature between the Salton Sea and undeveloped riparian woodland, scrub, and desert wash habitat located upstream of the Study Area along the headwaters of the river. The remnant patches of native vegetation communities (i.e., arrow weed thickets, bush seepweed scrub, and quailbush scrub) within the Project Area are not anticipated to support substantial wildlife movement due to their small and isolated nature, their non-structured stature, and lack of suitable cover in some areas (i.e. bush seepweed).

Mitigation Measures:

To mitigate potential project specific and cumulative interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

BIO-1 Nesting Bird Avoidance/Pre-construction Surveys. Prior to issuance of the Project's grading permit, the following measures shall be implemented: To avoid disturbance of nesting and special-status bird species protected by the MBTA and CFGC, activities related to the Project, including but not limited to, vegetation removal, ground disturbance, and construction shall not occur during the bird breeding season (January 15 through August 31) unless a pre-construction nesting bird survey is conducted within three days prior to vegetation removal or ground disturbance. A qualified biologist, who is familiar with the identification of avian species in the Coachella Valley, will conduct the preconstruction nesting bird survey within three days prior to vegetation removal or ground disturbance to evaluate the presence/absence, location, and status of any active nests on or adjacent to the Project Area. The extent of the survey area surrounding the Project Area shall be determined by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified biologist will make every effort to avoid potential nest predation as a result of survey efforts. If an active nest(s) is discovered, a suitable buffer shall be established around the active nests, as determined by the biologist, and construction activity will not occur within the buffer until the biologist has determined that the nest is no longer active. Buffer size shall consider the species involved and relevant level of tolerance to adjacent activity, the location of the nest relative to proposed activities, and site conditions that naturally buffer the location, such as vegetation screening, topography, etc. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged, the nest is no longer active, or the Project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance. If construction activities are delayed or paused for more than 14 days during the nesting season, the nest survey will be re-initiated for areas that still contain potential nesting habitat. No parking, storage of materials, or construction activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into this buffer shall occur only at the discretion of the qualified biologist, if it is determined that encroachment will not adversely impact the nesting birds.

BIO-6 CVMSHCP Development Fee. The Project Applicant shall pay the CVMSHCP Local Development Mitigation Fee pursuant to Chapter 4.48 of the Coachella Municipal Code.

BIO-8 General Best Management Practices. Standard construction Best Management Practices will be implemented by the contractor to minimize potential impacts to sensitive species. Standard Construction Best Management Practices shall include the following:

- Vehicle speeds will not exceed 10 miles per hour (mph) adjacent to any occupied burrowing owl habitat. Clear signage will be installed and maintained throughout the construction period.
- Placement of drip pans under parked equipment and vehicles.
- Regular inspection and maintenance of equipment to avoid spills and immediate containment of any spills.
- Chemicals and pesticides will not be used.
- Pets and firearms will not be allowed at the site.
- Trash will be removed from the site daily or be stored in wildlife proof containers.
- Stormwater protection (i.e. straw waddles, silt fence) will be employed to prevent spills, runoff, or sediment from entering nearby aquatic habitats. These materials will be weed free and no Project debris or rubbish will be allowed to enter into or be placed where it may be washed by rainfall or runoff in the wetlands.
- Staging/storage areas for equipment and materials will be located at least 100 feet away from the riparian areas. Equipment will be checked and maintained daily to prevent leaks of pollutants into the wetlands.
- No equipment maintenance will be carried out within 100 feet of the riparian area.
- All pipes, culverts, or similar structures with a four-inch diameter or greater that are stored on the construction site overnight shall be thoroughly inspected for wildlife or nesting birds before the pipe is subsequently curried, capped, or otherwise used or moved in any way.
- To prevent inadvertent entrapment of wildlife during construction, all excavated, wells, steep walled holes or trenches more than two feet deep shall be covered with plywood or similar materials at the close of each working day.
- Any construction lighting will be directed toward the work area and away from adjacent habitats.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that, for potential significant impacts associated with interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or with the use of native wildlife nursery sites described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with implementation of Mitigation Measures BIO-1, BIO-6, and BIO-8, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

The channelized river and its associated vegetation community within the Study Area provides water and cover for wildlife species and represents an undeveloped strip of habitat within the largely developed surrounding commercial and agricultural areas. Additionally, the native vegetation communities (i.e., arrow weed thickets, California fan palm oasis, and mesquite thickets) located within the proposed IID substation development area portion of the Project Area contain mature trees and a stratified vegetation community, creating moderate to high-quality shelter for avian species and terrestrial species that may be migrating through the CVSC. In addition, copious mammal tracks were observed within the proposed substation development area and large flocks of avian species were observed within the native vegetation communities during the field surveys, indicating that this area is being utilized for local and potentially regional wildlife movement. However, vegetation within the entire Project Area is not anticipated to support substantial wildlife movement due to the isolated nature, adjacent disturbances, nonstructured stature, and lack of suitable cover in some areas, such as the bush seepweed. Moreover, the Project will not affect use of the CVSC as a potential wildlife migration route.

The Project will directly impact approximately 2.89 acres of the vegetation communities described above and located within the proposed IID substation portion of the Project Area, which contains mature trees and a stratified vegetation community that provides moderate to high-quality shelter for avian species and terrestrial species that may be migrating through the adjacent CVSC corridor. These vegetation communities will be directly impacted through vegetation removal and grading and therefore, the Project has the potential to impact wildlife movement. However, impacts to these vegetation communities are fully mitigated through payment of the CVMSHCP LDMF, as required by Mitigation Measure BIO-6.

In addition, the impacts would also be mitigated through the implementation of Mitigation Measures BIO-1 and BIO-8 which require implementation of wildlife friendly practices during construction (i.e. speed limits, avoidance buffers, etc.). Implementation of Mitigation Measures BIO-1, BIO-6, and BIO-8 would reduce potential impacts to wildlife movement to less than a significant level by minimizing the potential for Project construction to result in adverse effects to wildlife movement.

Consistency with Applicable Habitat Conservation Plan

The CVMSHCP and Final EIR/EIS were approved and fully adopted in 2006 with the MSHCP/NCCP Permit issued by CDFW in 2008 and a major amendment approved in 2016. The CVMSHCP is a comprehensive, joint- HCP and NCCP that focuses on the long-term conservation of ecological diversity, which includes the conservation of species and their associated habitats in the Coachella Valley. The CVMSHCP is designed to protect 27 species and their core habitats, 240,000 acres of open space, and 27 sensitive vegetation communities that include protection and conservation of these species and habitats in a reserve system of 21 priority conservation areas.

The CVMSHCP allows the participating jurisdictions (“permittees”) to authorize take of plant and wildlife species identified in the CVMSHCP Plan Area under specific conditions/measures. Under the CVMSHCP, USFWS and CDFW will grant “take authorization” for otherwise lawful actions in exchange for the assembly and management of coordinated CVMSHCP conservation areas.

Mitigation Measures:

To mitigate potential project specific and cumulative interference with the provisions of the CVMSHCP, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

BIO-1 Nesting Bird Avoidance/Pre-construction Surveys. Prior to issuance of the Project's grading permit, the following measures shall be implemented: To avoid disturbance of nesting and special-status bird species protected by the MBTA and CFGC, activities related to the Project, including but not limited to, vegetation removal, ground disturbance, and construction shall not occur during the bird breeding season (January 15 through August 31) unless a pre-construction nesting bird survey is conducted within three days prior to vegetation removal or ground disturbance. A qualified biologist, who is familiar with the identification of avian species in the Coachella Valley, will conduct the preconstruction nesting bird survey within three days prior to vegetation removal or ground disturbance to evaluate the presence/absence, location, and status of any active nests on or adjacent to the Project Area. The extent of the survey area surrounding the Project Area shall be determined by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified biologist will make every effort to avoid potential nest predation as a result of survey efforts. If an active nest(s) is discovered, a suitable buffer shall be established around the active nests, as determined by the biologist, and construction activity will not occur within the buffer until the biologist has determined that the nest is no longer active. Buffer size shall consider the species involved and relevant level of tolerance to adjacent activity, the location of the nest relative to proposed activities, and site conditions that naturally buffer the location, such as vegetation screening, topography, etc. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged, the nest is no longer active, or the Project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance. If construction activities are delayed or paused for more than 14 days during the nesting season, the nest survey will be re-initiated for areas that still contain potential nesting habitat. No parking, storage of materials, or construction activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into this buffer shall occur only at the discretion of the qualified biologist, if it is determined that encroachment will not adversely impact the nesting birds.

BIO-2 Burrowing Owl Pre-construction Survey. In accordance with Section 4.4 Required Avoidance, Minimization, and Mitigation Measures of the

CVMSHCP, a pre-construction burrowing owl survey shall be conducted by a qualified biologist no less than 14 days prior to the start of Project-related activities and within 24 hours prior to ground disturbance, in accordance with the Staff Report on Burrowing Owl Mitigation (2012 or most recent version). Pre-construction surveys shall be conducted within 500 feet of the Project disturbance footprint to identify burrows that could be utilized by burrowing owl. Potentially suitable burrows shall be checked by a qualified biologist to see if they are occupied or not prior to the start of Project disturbance activities. If the burrow is unoccupied, the burrow shall be made inaccessible to burrowing owl, and the Project may proceed. If either a nesting or escape burrow is occupied, Project activities shall be immediately halted within 500 feet of the burrow. The qualified biologist shall coordinate with CDFW and USFWS and prepare a Burrowing Owl Avoidance and Monitoring Plan that shall be submitted to CDFW and USFWS for review and approval prior to re-commencing Project activities within the restricted area. A burrow is assumed occupied if records indicate that at least one burrowing owl has been observed occupying a burrow on site during the past three years. For ground-disturbing activities, pre-construction surveys should be repeated when there is a pause in construction of more than 30 days.

BIO-3 Emergence Bat Survey. A special-status bat species emergence survey shall be conducted if construction activities are to occur within 300 feet of the California fan palm oasis during the bat maternity season (April 1 through August 31). The emergence survey will be conducted in areas of suitable roosting habitat during the maternity season to document the presence of special-status bat species maternal roosting habitat. The emergence survey will be conducted 30 minutes before sunset and last for up to two hours after sunset. Any special-status bat species observed during the maternity roosting season within or adjacent to the Project Area should be avoided and provided a minimum buffer as determined by the qualified biologist (a 100-foot to 300-foot buffer is recommended) prior to the commencement of construction.

BIO-4 Woodrat Middens. Woodrat middens (nests) are large nests or dens made of woody debris, such as sticks, dead cacti, and bark. Middens were observed along the northern fence separating the business park and the IID substation Project Areas within the Project impact area. Within 30 days prior to initial site disturbance, a pre-construction survey shall be conducted for woodrat middens. All occupied woodrat middens shall be mapped and flagged for avoidance to the extent feasible, with a minimum of 10-feet surrounding the active midden. If avoidance is not feasible, middens will be "daylighted" by a qualified biologist one night before anticipated vegetation removal to allow for the rats to escape and passively relocate prior to disturbance of the area.

BIO-5 Worker Environmental Awareness Program (WEAP). The Project Applicant shall implement a WEAP for the construction crew that will be developed by a qualified biologist. Each employee (including temporary, contractors, and subcontractors) will receive the WEAP presentation on the first day of project work. They will be advised of sensitive species in the area and avoidance measures being implemented to protect them at the site. At a minimum, the WEAP will include the following topics: occurrence of the listed and sensitive species in the area, their general ecology, sensitivity of the species to human activities, legal protection afforded these species, penalties for violations of federal and State laws, reporting requirements, and project features and conditions designed to reduce direct and indirect impacts to these species, role of the qualified biologist, and worker responsibilities to maintain compliance with mitigation measures while working at the site.

BIO-6 CVMSHCP Development Fee. The Project Applicant shall pay the CVMSHCP Local Development Mitigation Fee pursuant to Chapter 4.48 of the Coachella Municipal Code.

BIO-7 Invasive Plant Species Control. Invasive plant species, for the purpose of this document shall include all species with a California Invasive Plant Council (Cal-IPC) rating of moderate or high. Construction personnel and equipment shall be free of invasive plant seeds, propagules, and any material which may contain them (e.g., soil). Prior to entering the Project Area equipment will be inspected to confirm it is free of mud, dirt, and debris. Track stations will be installed at Project Area entrances and exits. Staging areas and access routes shall avoid weed infestations and infestations within the work area(s) shall be flagged and avoided to the maximum extent feasible. Only certified wees-free materias (e.g., fiber rolls, straw, and fill) will be used for the Project.

BIO-8 General Best Management Practices. Standard construction Best Management Practices will be implemented by the contractor to minimize potential impacts to sensitive species. Standard Construction Best Management Practices shall include the following:

- Vehicle speeds will not exceed 10 miles per hour (mph) adjacent to any occupied burrowing owl habitat. Clear signage will be installed and maintained throughout the construction period.
- Placement of drip pans under parked equipment and vehicles.
- Regular inspection and maintenance of equipment to avoid spills and immediate containment of any spills.
- Chemicals and pesticides will not be used.
- Pets and firearms will not be allowed at the site.

- Trash will be removed from the site daily or be stored in wildlife proof containers.
- Stormwater protection (i.e. straw waddles, silt fence) will be employed to prevent spills, runoff, or sediment from entering nearby aquatic habitats. These materials will be weed free and no Project debris or rubbish will be allowed to enter into or be placed where it may be washed by rainfall or runoff in the wetlands.
- Staging/storage areas for equipment and materials will be located at least 100 feet away from the riparian areas. Equipment will be checked and maintained daily to prevent leaks of pollutants into the wetlands.
- No equipment maintenance will be carried out within 100 feet of the riparian area.
- All pipes, culverts, or similar structures with a four-inch diameter or greater that are stored on the construction site overnight shall be thoroughly inspected for wildlife or nesting birds before the pipe is subsequently curried, capped, or otherwise used or moved in any way.
- To prevent inadvertent entrapment of wildlife during construction, all excavated, wells, steep walled holes or trenches more than two feet deep shall be covered with plywood or similar materials at the close of each working day.
- Any construction lighting will be directed toward the work area and away from adjacent habitats.

BIO-9 Habitat Mitigation and Monitoring Plan. Mitigation for wetland waters of the state impacts will occur as specified during the WDRs permitting process and may occur at a suitable on-site or off-site location where habitat values meeting or exceeding those on site are achievable, or at an approved Conservation or Mitigation Bank. A Habitat Mitigation and Monitoring Plan (HMMP) will be prepared that specifies restoration and monitoring requirements for approval by the City and RWQCB prior to Project initiation. The HMMP will incorporate the WDR permit compensatory mitigation requirements for impacts to the wetland waters of the State, if pursued, along with the impacts to the sensitive natural communities. The HMMP will include, at a minimum, the following information:

- Description of the project/impact site (i.e., location, responsible parties, and areas to be impacted by habitat type)
- Goal(s) of the compensatory mitigation project (i.e., the acreage of the mitigated habitat to be restored);
- Description of the proposed compensatory mitigation site(s) (i.e., location and size, ownership status, existing conditions of the compensatory mitigation site);
- Implementation plan for the compensatory mitigation site (i.e., rationale for expecting implementation success, responsible parties, schedule, site preparation, planting plan [container sizes, seeding rates, etc.]);

- Maintenance activities during the monitoring period, including weed removal and irrigation as appropriate;
- Monitoring plan for the compensatory mitigation site (i.e., performance standards, target acreages to be established and/or preserved, annual monitoring reports);
- Success criteria based on the goals and measurable objectives;
- Funding mechanisms; and
- An adaptive management and remedial measure component.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that the project will not conflict with the provisions of applicable habitat conservation plans described above and further discussed in the Final EIR, because changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with implementation of Mitigation Measures BIO-1 throughBIO-9 as recommended in the Final EIR, which have been adopted by the City and are enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

The Project is located within the CVMSHCP but is not located within a Conservation Area. As a result, proposed activities at the Project site would avoid direct impacts to the CVMSHCP Conservation Areas and would not otherwise conflict with the CVMSHCP Conservation Objectives. Six species (burrowing owl, loggerhead shrike, vermillion fly catcher, crissal thrasher, western yellow bat, and San Diego desert woodrat); and three natural sensitive communities (mesquite thickets, arrow weed scrub, and bush seepweed scrub), all have a moderate potential to occur or are present in the Project Area and are covered by the CVMSHCP. Potential direct and indirect impacts to these species and sensitive vegetation communities would be minimized or mitigated through the implementation of Mitigation Measures BIO-1 through BIO-9, which provide for preconstruction nesting bird/pre-construction nesting bird surveys, pre-construction burrowing owl survey(s), emergence bat survey(s), pre-construction woodrat midden survey(s), an Worker's Environmental Protection Awareness Program, payment of CVMSHCP Development fees, General Best Management Practices, and a Habitat and Mitigation Monitoring Plan. Therefore, the proposed Project would not conflict with the provisions of the CVMSHCP or other approved NCCP or local, regional, or state habitat conservation plan with mitigation.

CULTURAL RESOURCES

Archaeological Site or Resource

Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, or architectural activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. CEQA is primarily concerned with two classes of cultural resources: "historical resources," which

are defined in Public Resources Code § 21084.1 and CEQA Guidelines § 15064.5, and "unique archaeological resources," defined in Public Resources Code § 21083.2 as an archaeological artifact, object, or site about which there is a high probability that it meets any of the following criteria: (1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; (2) Has a special and particular quality such as being the oldest of its type or the best available example of its type; or (3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts to archaeological resources, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

CUL-1 A qualified archaeologist and Tribal monitor(s) from the Agua Caliente Band of Cahuilla Indians and the Torres Martinez Desert Cahuilla Indians shall be present during any ground disturbing activities during the Project construction phase. In the case that archaeological materials are encountered during ground disturbing activities, all work shall be halted in the vicinity of the discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. The qualified archaeologist and Tribal monitor shall establish all necessary protocols and procedures for the treatment of resources prior to the initiation of earth moving activities.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant effects to archaeological resources described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with adherence to all General Plan policies and implementation of Mitigation Measures CUL-1, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

The records search identified two historic period archaeological sites and 25 historic period built-environment resources. However, none of the identified resources are prehistoric and none of them are within the Project site. In addition, cultural resource literature and data review indicated that there are no archaeological resources recorded within the Project site or within one mile of the site. An archaeological sensitivity model also concluded that the potential for discovering surface cultural resources in this area, including prehistoric resources is low. The potential to discover archeological resources during Project operations would also therefore be low.

According to CVWD's Subsequent IS/MND (SCH #2019079095), archeological sensitivity of the off-site improvement area also is considered low. However, there is a remote possibility to unearth

significant archaeological resources during construction activities, which would result in a significant impact and require mitigation. Mitigation Measure CUL-1 would require construction monitoring to be conducted by qualified cultural monitors for all ground disturbance. In addition, the Project would be required to adhere to the Sustainability + Natural Environment Policies 10.3, 10.4, 12.4 and 12.5 which require avoidance, mitigation and preservation of archeological resources, where practical and if not, then documentation of details and design elements of historic resources to be preserved during renovations and remodels of historic resources on and around a site. With adherence to General Plan policies and implementation of Mitigation Measure CUL-1, the proposed Project would have less than significant impacts on archaeological resources.

Disturbance of Human Remains

While the proposed Project site does not contain any cemeteries and no indication of human remains were found on the site during the pedestrian surveys conducted on March 2020 and again on December 7, 2023, there is always the possibility that human remains could be uncovered during ground disturbing activities.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts to human remains, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

CUL-2 In the event that human remains are uncovered during ground disturbing activities on the Project site, no further disturbance shall occur and all work shall cease within 100 feet of the discovery until the County Coroner has made a determination of the origin and disposition of the remains. Ground disturbing activities and excavations shall not resume until the following has been addressed:

1. The County Coroner has been contracted and determined that no investigation of the cause of death is required; and

2. If the County Coroner determines that the remains are of Native American descent, the Coroner shall notify Native American Heritage Commission (NAHC), which will then determine the Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98 and Health and Safety Code 7050.5.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant effects concerning disturbance of human remains described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant

environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with adherence to all General Plan policies and implementation of Mitigation Measures CUL-2, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Based on the pedestrian surveys completed on March 30, 2020 and again on December 7, 2023, the likelihood of encountering human remains on the Project site is considered low, but remains possible. Through the implementation of Mitigation Measure CUL-2, all pre-construction and construction work taking place in the vicinity of any discovered remains must cease and the necessary steps to ensure the integrity of the immediate area must be taken. Mitigation Measure CUL-2 also ensures compliance with Health and Safety Code §7050.5 and Public Resources Code § 5097.98 and, where appropriate, prompt notification of the NAHC and Most Likely Descendant. With implementation of Mitigation Measure CUL-2, potential impacts relating to the disturbance of human remains would be less than significant.

ENERGY RESOURCES

Consumption of Energy Resources

The Project is anticipated to consume energy through the use of electricity, natural gas and petroleum-based fuel supply as well as distribution systems, during both construction and operation phases of the site development.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts associated with the consumption of energy resources, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

GHG-1 The Project shall include, but not be limited to, the following improvements, which shall be incorporated into the Project site plans to ensure consistency with adopted statewide plans and programs that are in effect at the time the Building Permits are issued. The Project applicant shall demonstrate compliance with the following measures, prior to issuance of Building Permits:

- To the maximum extent feasible, all off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emissions.

- The Project Applicant shall require that a minimum of 50 percent of the total Project electrical consumption from operation of the Project on an aggregate, site-wide basis is provided by onsite solar photovoltaic (PV) panels or other onsite renewables sources (i.e., wind turbines, geothermal).
- The Project Applicant shall require any business that operates in the proposed project and has 20 or more full-time employees shall implement at least one of the following programs:
    - Pre-tax election program to allow employees to exclude wages for commuting costs for transit or vanpools;
    - An employer supplied transit pass;
    - Employer provided transit; or
    - Other, similar demand management programs.
- The Project Applicant shall require that temporary power poles are installed in the vicinity of each structure to be installed. The temporary power poles shall be installed after completion of grading and prior to the issuance of each building permit. After electrification of the temporary power poles, the Project Applicant shall restrict building contractors from using gas-powered generators, compressors and saws and this restriction shall be incorporated into all contracts with building contractors that will work on the proposed Project.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with compliance with General Plan policies and implementation of Mitigation Measures GHG-1, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

<u>Construction Impacts</u>

Construction activities for the Project are anticipated to include site preparation and grading of the 42.69-acre Project site, building construction and application of architectural coatings, and paving of the onsite roads and parking areas. The proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end would also be developed. Project construction is anticipated to consume energy in three (3) general forms, as described below.

Construction-Related Petroleum Fuel Use

Petroleum-based fuels are anticipated to be used to power off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, as well as delivery and haul truck trips (e.g. hauling of material to disposal facilities). Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction. The on-road vehicle trips and off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions, which concluded that construction of the Project would consume 150,631 gallons of gasoline and 247,694 gallons of diesel fuel (Final EIR page 4.6-8). This equates to 0.015 percent of the gasoline and 0.14 percent of the diesel consumed annually in Riverside County, based on the County's petroleum consumption data derived from the CEC's Energy Consumption Database Management (ECDMS) online system. As such, the construction-related petroleum use would be nominal, when compared to current county-wide petroleum usage rates.

Construction activities associated with the Project would be required to adhere to all State and SCAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. In particular, Executive Order N-79-20 requires all new trucks in the State to be zero-emission by 2045, with interim targets starting in 2025, and requires all off-road equipment to transition to zero-emission by 2035. In addition, development of the Project site would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the Project. There are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than comparable construction sites in the region or State. Additionally, construction building materials could include recycled materials and products originating from nearby sources in order to reduce costs of transportation. Therefore, it is expected that construction fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Project impacts relative to construction-related petroleum fuel use would be less than significant.

Construction-Related Electricity Use

During construction, the Project would consume electricity to construct the new structures and infrastructure, although such usage would vary depending on intensity and development under each phase of site development. Electricity usage would be associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Based on communication with IID during the preliminary Project design phase, IID has confirmed that electricity would be supplied by IID and would be obtained from site connections to the existing electrical lines in the vicinity of the site and such usage would result in minimizing impacts on fuel consumption. Although it is anticipated to use electricity under various construction activities, such electricity demand would be temporary, nominal and would cease upon the completion of construction. This is therefore not anticipated to have an adverse impact on available electricity supplies and infrastructure. Compliance with the applicable IID Energy Regulations would further ensure that the Project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with construction of the

Project. Therefore, Project impacts relative to construction-related electricity use would be less than significant.

Construction-Related Natural Gas Use

Although energy is typically used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass, construction of the Project is not anticipated to involve the consumption of natural gas because natural gas would not be supplied to support construction activities. Thus, there would be no demand generated by construction. Construction related energy usage impacts associated with the installation of natural gas connections for Project operations are expected to be confined to trenching in order to place lines below the surface. In addition, prior to ground disturbance, the proposed Project would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, Project impacts relative to construction-related natural gas use would be less than significant.

Operational Impacts

The ongoing operation at the Project site would require the use of energy resources for multiple purposes including, but not limited to, heating/ventilating/air conditioning (HVAC), refrigeration, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment and vehicle trips.

Operational Petroleum Fuel Use

Operation of the Project would result in increased consumption of petroleum-based fuel related to vehicular travel to and from the site. The Project would consume 428,040 gallons of gasoline and 233,863 gallons of diesel fuel per year from vehicle travel (Final EIR, p. 4.6-8). This equates to 0.04 percent of the gasoline and 0.13 percent of the diesel consumed annually in Riverside County, based on the County's petroleum consumption data derived from the CEC's ECDMS online system. As such, the operations-related petroleum use would be nominal, when compared to current county-wide petroleum usage rates. In addition, the Project would be required to comply with all State and City requirements related to the promotion of alternative transportation methods, including project specific measures that include designated clean air vehicle parking spaces.

It is anticipated that existing and planned capacity and supplies of transportation fuels would be sufficient to support the site's development demand. In addition, Mitigation Measure GHG-1 would reduce transportation energy consumption, including PV solar panels and electric vehicle (EV) charging stations for electric vehicles available for employees and guests in compliance with existing CAP requirements, that exceed the minimum required by Title 24, Part 6 standards that will be in effect at the time the building permit is issued. Therefore, the Project would not result in any unusual characteristics that would result in wasteful or excessive long-term operational fuel consumption; impacts relative to operational petroleum fuel use would be less than significant.

Operational Electricity Use

Operation of the Project would result in consumption of electricity at the site for interior and exterior lighting, HVAC, refrigeration, electronics systems, appliances, and security systems,

among other things. The Project uses would consume 20,660,062 kilowatt-hours per year of electricity, which does not account for the required PV solar panels that will be installed on the site (Final EIR p. 4.6-9). This equates to 0.57 percent of the electricity consumed annually by IID. As such, the operations-related electricity use would be nominal, when compared to current electricity usage rates in IID's service area.

In addition, as discussed in Final EIR Section 4.8, Greenhouse Gas Emissions, incorporated herein by this reference, the Project would implement Mitigation Measure GHG-1, which requires the Project applicant to exceed the minimum energy efficiency requirements provided in Title 24, Part 6. The Project applicant would be required to install PV solar panels and EV charging stations that exceed the minimum required by Title 24, Part 6 standards that will be in effect at the time the building permit is issued. Specifically, in order to remain consistent with the City's CAP, this measure requires the Project applicant to ensure that a minimum of 50 percent of the total Project electrical consumption from Project operation is provided by onsite solar PV panels or other onsite renewables sources (i.e., wind turbines, geothermal). With implementation of this measure, the Project's operational electricity use would be reduced to less than significant levels.

The Project also would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of Title 24 standards significantly reduce energy usage. Furthermore, IID is subject to California's Renewables Portfolio Standard (RPS) and has met or exceeded all RPS requirements to date, procuring renewable energy from diverse sources, including biomass, biowaste, geothermal, hydroelectric, solar and wind. The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement by 2030. The increase in reliance on such energy resources further ensures that the project would not result in the waste of the finite energy resources.

The Project would result in a less than significant impact relative to electric energy usage with the implementation of Mitigation Measure GHG-1. Further, the Project would be required to comply with all Federal, State, and City requirements related to the consumption of electricity, including CCR Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11: California Green Building Standards. It is anticipated that the Project would be designed and built to minimize electricity use and to ensure that existing and planned electricity capacity and electricity supplies would be sufficient to support the site's electricity demand. IID would supply electricity to the Project, which would be obtained from the proposed IID substation on the Project site. The IID substation will be designed to exceed the demand for power that is required for the Project to provide added reliability and resiliency to the IID system.

The Project applicant will continue coordination efforts with IID, which has confirmed that it has sufficient electricity capacity for Project construction. The assumptions for the Project's energy modeling conservatively included full reliance of the IID electric power grid; however, Mitigation Measure GHG-1, in order to remain consistent with the City's CAP, requires the Project applicant to ensure that a minimum of 50 percent of the total Project electrical consumption from Project operation is provided by onsite solar PV panels or other onsite renewables sources (i.e., wind turbines, geothermal), that exceed the minimum required by the current Title 24, Part 6 standards

that are in effect at the time the building permit is issued. Therefore, Project impacts relative to operational electricity use would be reduced to less than significant levels.

Operational Natural Gas Use

Operation of the Project would result in increased consumption of natural gas at the site. It is estimated that uses at the site would consume 8,253 MBTU per year of natural gas, which equates to 0.019 percent of the natural gas consumed annually in Riverside County, based on the County's natural gas consumption data derived from the CEC's ECDMS online system. The operations-related natural gas use would be nominal compared to current natural gas usage rates in the County.

In addition, since uses at the Project site would be required to comply with all Federal, State, and City requirements related to the consumption of natural gas, including CCR Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11: California Green Building Standards, all site buildings would be required to incorporate energy efficiency measures into building designs. This may include but will not be limited to, enhanced insulation as well as use of efficient natural gas appliances and HVAC units. It is anticipated the Project will be designed and built to minimize natural gas use and that existing and planned natural gas capacity and natural gas supplies would be sufficient to support the site's natural gas demand.

With the Project's adherence to Mitigation Measure GHG-1 and applicable energy efficiency-related City of Coachella 2035 General Plan Update Policies 2.2, 2.3, 2.5, 2.6, 2.9, 2.10, and 2.12, Project impacts from use of petroleum, electricity and natural gas would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation. Project impacts would be less than significant.

Consistency with Plan for Renewable Energy or Energy Efficiency

The Project would be constructed in accordance with the California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). These standards apply to all projects in California and are updated tri-annually with a goal to achieve zero net energy for residential buildings by 2020 and non-residential buildings by 2030. The applicable local energy plan for the Project would be the City of Coachella 2035 General Plan Update.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts associated with the project conflicting with a state or local plan for renewable energy or energy efficiency, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

GHG-1 The Project shall include, but not be limited to, the following improvements, which shall be incorporated into the Project site plans to ensure consistency with adopted statewide plans and programs that are in effect at the time the Building Permits are issued. The Project applicant shall demonstrate compliance with the following measures, prior to issuance of Building Permits:

- To the maximum extent feasible, all off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emissions.
- The Project applicant shall require that a minimum of 50 percent of the total Project electrical consumption from operation of the Project on an aggregate, site-wide basis is provided by onsite solar photovoltaic (PV) panels or other onsite renewables sources (i.e., wind turbines, geothermal).
- The Project applicant shall require any business that operates in the proposed project and has 20 or more full-time employees shall implement at least one of the following programs:
    - Pre-tax election program to allow employees to exclude wages for commuting costs for transit or vanpools;
    - An employer supplied transit pass;
    - Employer provided transit; or
    - Other, similar demand management programs.
- The Project applicant shall require that temporary power poles are installed in the vicinity of each structure to be installed. The temporary power poles shall be installed after completion of grading and prior to the issuance of each building permit. After electrification of the temporary power poles, the Project Applicant shall restrict building contractors from using gas-powered generators, compressors and saws and this restriction shall be incorporated into all contracts with building contractors that will work on the proposed Project.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant impacts due to the project conflicting with or obstructing a state or local plan for renewable energy or energy efficiency, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with compliance with General Plan policies and implementation of Mitigation Measures GHG-1, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

The Project would be required to conform with all State plans for renewable energy or energy efficiency. The Project is consistent with the applicable energy-related policies in the Sustainability and Natural Environment Element of the General Plan as shown in Final EIR Table 4.6-3, Proposed Project Compliance with City of Coachella 2035 General Plan Update Policies. In addition, Mitigation Measure GHG-1 would ensure the Project's consistency with both the City of Coachella CAP and applicable City of Coachella 2035 General Plan Update policies.

The Project is subject to the City of Coachella CAP measures provided in the Development Review Checklist, which allows the Project to be eligible for streamlining. The applicable Development Review Checklist strategy and design parameters for the proposed Project are provided in Final EIR Table 4.8-4, Project Consistency with the City of Coachella CAP Development Review Checklist, along with a determination of consistency and explanation of how the Project will comply with each measure. Mitigation Measure GHG-1 would ensure the Project's consistency with applicable project design features in the Development Review Checklist.In conclusion, the Project would be consistent with applicable General Plan policies and the City's CAP Development Review Checklist and implementation of Mitigation Measure GHG-1. Therefore, the Project would not conflict with or obstruct a local plan for renewable energy or energy efficiency and impacts would be less than significant with mitigation incorporated.

GEOLOGY AND SOILS

Earthquake Fault Ruptures, Seismic Shaking, Seismic-related Ground Failure or Landslides

The Coachella Valley is located on the boundary of the Pacific and the North American tectonic plates. Generally, movement along these two plates causes seismic activity. The surface expression of this tectonic movement is expressed by the northwest trending system of faults known as the San Andreas Fault system, which runs from north of the San Francisco area to the Bombay Beach area of the Salton Sea and includes a Coachella Valley segment located within the eastern portion of the City (City of Coachella 2035 General Plan Update Environmental Impact Report; 2014). The Salton Sea, located southeast of the City, forms the northerly part of the Salton Trough, a topographic depression that is related to the San Andreas Fault system. Faults generally produce damage in two ways: surface rupture and seismically induced ground shaking.

Liquefaction is a hazard typically associated with intense ground shaking. During seismic events, soils can destabilize, particularly when sufficient water is present in the soil, resulting in liquefaction. Liquefaction is generally associated with shallow groundwater conditions and the presence of loose and sandy soils or alluvial deposits.

Landslides often occur along pre-existing zones of weakness within bedrock and have the potential to occur on over-steepened slopes, especially where weak layers, such as thin clay layers, are present and dip out-of slope.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts from earthquake fault ruptures, strong seismic ground shaking, ground failure, or landslides the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

GEO-1 Prior to the issuance of a grading permit, a geotechnical investigation specific to building design and liquefaction, in compliance with City of Coachella requirements, shall be prepared by a licensed professional and submitted to the City of Coachella for review. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss,

estimation of lateral soil movements or reduction in foundation soil bearing capacity. The geotechnical report shall provide recommended measures to ensure compliance with all applicable geotechnical standards for building design consideration, such as mat foundations, pile foundations, or ground improvement to mitigate the potential liquefaction settlements, and all recommendations shall be incorporated into all improvement plans.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant impacts related to earthquake fault ruptures, seismic ground shaking, seismic-related ground failure or landslides described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with compliance with General Plan policies and implementation of Mitigation Measure GEO-1, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Seismic Hazards and Ground Shaking

The Project site is relatively flat, sloping gently to the south. In general, the north side of the site is approximately eight (8) feet higher than the southern side over a distance of approximately 3,000 feet. Existing ground surface elevations range from about -112 to -120 feet mean sea level (MSL). Directly adjacent to the western side of the site, an unpaved maintenance road is located at the top of the CVSC on a berm which is approximately two (2) to three (3) feet higher than the Project site at the southern end of the site and approximately eight (8) to 10 feet higher at the northern end.

Although, as with any site in the southern California region, the Project site is susceptible to strong seismic ground shaking in the event of a major earthquake, there are no known active faults crossing through the Project site. Furthermore, major earthquakes typically produce seismic waves that cause ground shaking that can be felt at different strengths based on factors such as the size of the earthquake, distance of the epicenter from a particular location, the topography of the area and the types of soils at a site. The site is not located within an Alquist-Priolo Earthquake Fault Zone. The closest Fault Zone is located over five (5) miles to the east of the site. Therefore, ground rupture due to faulting is considered unlikely at this site and there is no potential impact from earthquake fault rupture at or near the Project site during construction and operation.

Seismic-related Ground Failure (including Liquefaction)

There is the potential for liquefaction to occur at the Project site during a design-level seismic event. The Project site is located within an area mapped by the City as having a potential for soil liquefaction and the site may have the potential for liquefaction, which typically occurs in wet and sandy soils. The Geotechnical Evaluation evaluated the potential for liquefaction according to established industry methods. Based on the preliminary evaluation of the field data, generally isolated and thin layers of silty sands occurring at depths of approximately 10 to 55 feet exhibit a

potential for liquefaction. The magnitude of seismically induced settlement could be on the order of 2 to 3 inches. Therefore, a potentially significant impact could occur relative to liquefaction with Project implementation. However, the use of mat foundations, pile foundations, or ground improvement may be used to mitigate the potential liquefaction settlements and with implementation of Mitigation Measure GEO-1 in areas of the Project site that may be susceptible for liquefaction, impacts would be reduced to less than significant levels.

Landslides

The Geotechnical Evaluation for the Project concluded that the Project site does not contain substantial natural or man-made slopes, and no slopes are proposed with the Project. As a mandatory condition of final Project approval, all buildings and associated improvements on the site would be required to be constructed in accordance with the California Building Standards Code (CBSC), also known as California Code of Regulations, Title 24 (Part 2), and the City of Coachella Building Code (CBC), which is based on the CBSC with local amendments. The CBSC and the CBC (Chapter 15.32) have been specifically tailored for California earthquake conditions and include building standards to ensure that the design and construction of new structures are engineered to withstand the expected ground acceleration that may occur at this site. Earthquake resistant designs include such measures as concrete framing, flexible building diaphragms, anchoring concrete or masonry wall, framing below the base, building separation, and collector elements for seismic stresses. Therefore, through compliance with the applicable City of Coachella grading and construction guidelines, building codes and compliance with the City of Coachella 2035 General Plan Update Polices 1.2, 1.6, 1,7 2.1, 2-3, 2.4, and 2.9 of the Safety Element, which require earthquake resistant building designs, mitigation for ground hazards, slope failures and groundwater resources, as well as conducting field inspections during project grading and construction, potential impacts related to ground shaking and the risk of loss, injury, or death involving rupture of a known earthquake fault and ground failure hazards, would therefore be less than significant during construction and operation.

Therefore, potential impacts associated with landslides would be less than significant, as confirmed in the Draft EIR at page 4.7-27.

Unstable Geologic Unit or Soil

The site has the potential to be subject to impacts related to instability depending on the placement of building loads, structural loads of minor ancillary structures, or thickness of fill.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts to the project being located on a geologic unit or soil that is or would become unstable and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

GEO-2 During the design level of the Project and prior to issuance of a grading permit, the Project applicant shall prepare subsurface explorations and laboratory testing of soil samples and submit to the City for review and approval, which shall be utilized to provide specific design

recommendations for the earthwork and structures. Field observation and construction review shall be provided by a licensed professional during grading, excavation, and foundation construction, which shall include recommendations and measures for the removal of surface and near surface soils down to competent materials and their replacement with properly compacted fill.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant impacts related to an unstable geologic unit or unstable soil, including on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with compliance with General Plan policies and implementation of Mitigation Measure GEO-2, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Landslide

The Geotechnical Evaluation concluded that the Project site does not contain substantial natural or man-made slopes under existing conditions, and there are no hillsides in the vicinity of the Project site with a potential to expose the site to landslide hazards. In addition, the Project would not construct any permanent slopes onsite. Therefore, potential impacts associated with landslides would be less than significant.

Subsidence

The Geotechnical Evaluation concluded that the potential for subsidence to adversely affect the Project site is considered very low. Therefore, potential impacts associated with subsidence would be less than significant.

Liquefaction and Settlement

The City of Coachella 2035 General Plan Update EIR identifies a majority of the City in general, and the Project site in particular, as being located in a high liquefaction zone. Therefore, the associated risk of lateral spreading from liquefied soils at the proposed Project site is high since lateral spreading occurs when soils liquefy. The Project would be required to comply with all City of Coachella construction guidelines, the City's Building Codes, and the City of Coachella 2035 General Plan Update Safety Element Policies 1.6 and 1.7, which require the preparation of liquefaction assessment studies and appropriate mitigation measures. All buildings constructed on the site would be required to be constructed in accordance with the CBSC's Code of Regulations, Title 24 (Part 2).

The Geotechnical Evaluation indicated that groundwater was typically encountered on the Project site at 14 to 20 feet in borings drilled at the site during soil investigations. As a result of this shallow groundwater, the Project's buildings are at risk of damage due to liquefaction, resulting in a potentially significant impact. As part of the analysis conducted for the Project-specific soils report, grading and construction recommendations were provided to mitigate these impacts, and are listed below. The Project would also be required to comply with all City of Coachella construction guidelines, the City of Coachella 2035 General Plan Update Sustainability + Natural Environment Element Policies 7.1, 7.2 and 7.3, which require the incorporation of adequate stormwater control measures, pollution and soil erosion prevention measures to be undertaken at a project site. With implementation of Mitigation Measures GEO-1 and GEO-2, and compliance with the City's standard requirements, impacts associated with liquefaction will be reduced to less than significant levels.

Based on the conditions encountered at subsurface testing locations at the site, the Geotechnical Evaluation determined that the site has the potential to be subject to settlement. The placement of building loads, structural loads of minor ancillary structures, or a significant thickness of fill has the potential to result in ground surface settlement due to the compression of the undocumented fill at the surface. Construction measures will be required to remove the undocumented fills under structural loads during site grading. Preliminary plans indicate that significant fills are not planned for the project. Provided the undocumented fills have been removed, ground improvement or piles are installed under loaded areas, the potential for settlement to adversely affect the project is considered to be low. As a result, a significant impact could occur, and mitigation is required. As described in Mitigation Measure GEO-2, settlement may be attenuated through the removal of surface and near surface soils down to competent materials and replacement with properly compacted fill. With implementation of Mitigation Measure GEO-2, impacts associated with settlement will be reduced to less than significant levels.

Paleontological Resource or Geological Feature

The Society of Vertebrate Paleontology (SVP) broadly defines significant paleontological resources as fossils and fossiliferous deposits which are generally fossils of large or small identifiable vertebrates. Paleontological resources are typically older than recorded human history (i.e., older than about 5,000 radiocarbon years). Public Resources Code § 5097.5 states "no person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface" any "vertebrate paleontological site" on public lands without the "permission of the public agency having jurisdiction over such lands." Violation of this section is a misdemeanor.

As used in this code section, "public lands" means lands owned by or under the jurisdiction of the State or any City, county, district, authority, or public corporation, or any agency thereof. Consequently, public agencies are required to comply with § 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts to a unique paleontological resource or site or unique geologic feature, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

GEO-3 Prior to the start of any and all proposed Project activities, all field personnel shall receive worker's environmental awareness training on paleontological resources. The training shall be developed by a certified paleontologist familiar with the overall area, the site and specific components of the proposed Project. The training shall: a) provide a description of the laws and ordinances protecting fossil resources; b) provide education and means of identification of the types of fossil resources that may be encountered in the Project area; c) identify the role of the paleontological monitor; d) outline the steps that shall be followed in the event that a fossil discovery is made; and e) provide contact information for the Project paleontologist.

GEO-4 Prior to the commencement of ground-disturbing activities, a certified paleontologist shall be retained to prepare and implement a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) for the proposed Project and submit it to the City for review and approval. The PRMMP shall describe the monitoring required during excavations that extend into Pleistocene age sediments, and the location of areas deemed to have a high paleontological resource potential. Part-time monitoring, or spot checking may be required during shallow ground-disturbances (< 10 feet below ground surface) to confirm that sensitive geologic units are not being impacted. Monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls.

GEO-5 In the event that a paleontological resource is discovered, the certified paleontological monitor shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and, if appropriate, collected and stored according to professional standards and guidelines. If the resource is determined to be of scientific significance, the Project paleontologist shall implement the recovery of resources, as established in the PRMMP.

GEO-6 For all excavations and ground disturbance activity (and curation of fossils if necessary) conducted at depths more than 10 feet or in any areas where the paleontologist determines that older deposits are encountered, the Project paleontologist shall prepare a final mitigation and monitoring report outlining the results of the PRMMP. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated. The final report shall be provided to the City of Coachella.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant impacts to a unique paleontological resource or site or unique geologic feature, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with compliance with General Plan policies and implementation of Mitigation Measures GEO-3 through GEO-6, as recommended in the Final EIR, which have been adopted by the City and are enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Based on the Paleontological Assessment prepared for the Project, the Project site is immediately underlain by Holocene age surficial alluvial sediments and beneath are older Pleistocene-age Lake Cahuilla deposits. The site and its surroundings are also underlain by surficial sediments of the Holocene period, which are generally too young to contain fossilized material. It was concluded that shallow excavations (approximately 10 feet in depth or less) are unlikely to yield any significant paleontological resources because younger Holocene deposits are void of fossils and near-surface alluvium is usually too young to contain fossils and therefore possess low sensitivity. As a result, no effects to paleontological resources would occur from earth-moving activities at depths of up to 10 feet at the proposed Project site. However, deeper excavations that may extend into older Pleistocene Lake Cahuilla beds are more likely to unearth fossil remains. Older deposits underlying the Project area are considered to have a high paleontological sensitivity because they have proven to yield significant paleontological resources.

Ground-disturbing activities exceeding depths beyond Holocene soils have the potential to significantly impacts paleontological resources. With incorporation of Mitigation Measures GEO-3 through GEO-6, impacts to paleontological resources would be reduced by utilizing certified and trained field personnel to identify, record and preserve any potential paleontological resources discovered on the site. Further, an onsite and qualified paleontologist will be available to monitor and coordinate the use of construction equipment on any portion of the site where paleontological resources are found, thereby reducing further impacts to such resources. Proposed Project impacts would therefore be reduced to less than significant with mitigation.

GREENHOUSE GAS EMISSIONS

GHG Emissions that may Significantly Impact the Environment

Project-related greenhouse gas (GHG) emissions would include emissions from direct and indirect sources associated with construction and operation of the Project. Lead agencies are to make a "good faith effort based to the extent possible on scientific and factual data to describe, calculate or estimate" GHG emissions (14 Cal. Code Regs. § 15064[a]) and to consider the extent to which a project would: increase or reduce GHG emissions; exceed a locally applicable threshold of significance; or comply with "regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions." (14 Cal. Code

Regs. § 15064[b]) A project may be found to have a less than-significant cumulative impact related to GHG emissions if it complies with an adopted plan that includes specific measures to sufficiently reduce GHG emissions (14 Cal. Code Regs. § 15064[h][3]).

Mitigation Measures:

To mitigate potential project specific and cumulative impacts associated with greenhouse gas emissions, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

GHG-1 The Project shall include, but not be limited to, the following improvements, which shall be incorporated into the Project site plans to ensure consistency with adopted statewide plans and programs that are in effect at the time the Building Permits are issued. The Project applicant shall demonstrate compliance with the following measures, prior to issuance of Building Permits:

o To the maximum extent feasible, all off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emissions.

o The Project applicant shall require that a minimum of 50 percent of the total Project electrical consumption from operation of the Project on an aggregate, site-wide basis is provided by onsite solar photovoltaic (PV) panels or other onsite renewables sources (i.e., wind turbines, geothermal).

o The Project applicant shall require any business that operates in the proposed project and has 20 or more full-time employees shall implement at least one of the following programs:

- Pre-tax election program to allow employees to exclude wages for commuting costs for transit or vanpools;
- An employer supplied transit pass;
- Employer provided transit; or
- Other, similar demand management programs.

o The Project applicant shall require that temporary power poles are installed in the vicinity of each structure to be installed. The temporary power poles shall be installed after completion of grading and prior to the issuance of each building permit. After electrification of the temporary power poles, the Project applicant shall restrict building contractors from using gas-powered generators, compressors and saws and this restriction shall be incorporated into all contracts with building contractors that will work on the proposed Project.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant effects relating to greenhouse gas emissions described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with adherence to all General Plan policies, project design features and implementation of Mitigation Measure GHG-1, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

The applicable plan for the Project is the City of Coachella CAP. For a project to be determined as complying with the CAP and eligible for streamlining, the project must comply with all applicable standards presented in the CAP Development Review Checklist, which appears as Appendix B of the CAP. The analysis in the Final EIR quantified GHG emissions for informational purposes only and determination of significance has been based on a determination of whether the Project has implemented all applicable development standards presented in the CAP Development Review Checklist.

The GHG emissions shown in the analysis contained in Section 4.8 of the Final EIR account for the design features described in EIR Section 2.0, Project Description (Subsection 2.5.2, Project Details) included as Mitigation Measure GHG-1. Project consistency with the CAP Development Review Checklist is described in Final EIR Table 4.8-4, which is incorporated herein by this reference.

Construction of the Project would create 123 MTCO2e per year in construction emissions when amortized over 30 years as recommended by the SCAQMD GHG Working Group.. Consistent with that recommendation, construction GHG emissions were added to operational GHG emissions for comparison with the GHG significance thresholds. Project development is expected to result in increased GHG emissions and would result in a potentially significant GHG emissions impact without the incorporation of mitigation, largely due to increased VMT, as well as from construction activities, stationary area sources (i.e., natural gas consumption for space and water heating devices, landscape maintenance equipment operations, and use of consumer products), energy consumption, water supply, and solid waste generation. With implementation of Mitigation Measure GHG-1, the Project would comply with the CAP and the Project's operational GHG emissions impacts would be reduced to less than significant levels.

EIR Table 4.8-4, Project Consistency with the City of Coachella CAP Development Review Checklist, outlines the Project's consistency with the CAP Development Review Checklist, with an explanation of how the Project would comply with each project design feature. The Project would implement all applicable development standards presented in the CAP Development Review Checklist. Therefore, consistent with SCAQMD standards and State law, the Project would not generate greenhouse gas emissions during construction and operation, either directly or

indirectly, that may have a significant impact on the environment with implementation of Mitigation Measure GHG-1. Impacts would be reduced to less than significant levels.

Consistency with Applicable Plan, Policy or Regulation

The regulatory setting related to global climate change is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to reduce GHG emissions through legislation, regulations, planning, policymaking, education, and a variety of programs.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts associated with the Project conflicting with an applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gas emissions, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

GHG-1 The Project shall include, but not be limited to, the following improvements, which shall be incorporated into the Project site plans to ensure consistency with adopted statewide plans and programs that are in effect at the time the Building Permits are issued. The Project applicant shall demonstrate compliance with the following measures, prior to issuance of Building Permits:

o To the maximum extent feasible, all off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emissions.

o The Project applicant shall require that a minimum of 50 percent of the total Project electrical consumption from operation of the Project on an aggregate, site-wide basis is provided by onsite solar photovoltaic (PV) panels or other onsite renewables sources (i.e., wind turbines, geothermal).

o The Project applicant shall require any business that operates in the proposed project and has 20 or more full-time employees shall implement at least one of the following programs:

- Pre-tax election program to allow employees to exclude wages for commuting costs for transit or vanpools;
- An employer supplied transit pass;
- Employer provided transit; or
- Other, similar demand management programs.

o The Project applicant shall require that temporary power poles are installed in the vicinity of each structure to be installed. The temporary power poles shall be installed after completion of grading

and prior to the issuance of each building permit. After electrification of the temporary power poles, the Project Applicant shall restrict building contractors from using gas-powered generators, compressors and saws and this restriction shall be incorporated into all contracts with building contractors that will work on the proposed Project.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for impacts caused by the Project conflicting with an applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gas emissions, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with adherence to all General Plan policies, project design features and implementation of Mitigation Measure GHG-1, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Findings:

2022 Scoping Plan Consistency

The Project would be required to comply with applicable current and future regulatory requirements under the 2022 Scoping Plan, including the following current transportation sector policies (through vehicle manufacturer compliance): Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and- Trade Program, and the Low Carbon Fuel Standard. As such, the Project would be consistent with the 2022 Scoping Plan.

Consistency with the Southern California Association of Governments Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy)

SCAG is responsible for developing long-range transportation plans and sustainable strategies for the region in accordance with federal and state law and planning requirements. The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) would meet the applicable 2035 GHG emissions reduction target for automobiles and light trucks of a 19 percent per capita reduction by 2035 relative to 2005 levels. The Project would develop an industrial and business park facility; it would not involve new residential development introducing direct population growth. The Project could generate approximately 741 jobs, but it is reasonable to assume that the new jobs could be filled by existing residents of the City and Coachella Valley region. Therefore, there would not be a substantial growth in population, and the Project would be consistent with the City and regional population growth projections.

City of Coachella CAP

The Project would be consistent with the City of Coachella CAP since it would implement all applicable development standards presented in the CAP Development Review Checklist.

The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of Mitigation Measure GHG-1, impacts relative to GHG emissions would be reduced to less than significant.

The City Council considered the comments received on the Draft EIR regarding GHG emissions, including the letter from Advocates for the Environment dated September 3, 2025 (Comment Letter No. 13), which advocates for the City's adoption of a requirement that the Project be "net zero" with respect to GHG emissions, and asserts that the City's adopted Climate Action Plan (CAP) is inadequate, inconsistent with CARB 2022 Scoping Plan described above, and fails to satisfy the requirements of a valid GHG emissions reduction plan under CEQA Guidelines §15183.5(b). The City Council rejects these assertions as inaccurate and inconsistent with the City Council's lawful adoption of the CAP in connection with its adoption of the most recent General Plan Update. This adoption of the CAP reflects the City Council's careful balancing of the policies supporting GHG emissions reductions, as well as the other important policies reflected in the City's General Plan, including the creation of additional economic opportunities within the City and the need to generate additional tax revenue to fund vital City services. The City Council finds that the CAP appropriately balances these City policies and properly establishes GHG emissions reduction targets to help the City meet the statewide targets required under SB 32, including exceeding those reduction targets by reducing GHG emissions to a level of 49% below 2010 levels by 2035 and 80% below 1990 levels by 2050. The CAP properly adopts specific climate-ready development standards that directly implement the City's plan to achieve these targets, and the Project implements these established development standards.

The City Council further finds that the Project complies with the CAP and is consistent with the CARB 2022 Scoping Plan. The City Council hereby incorporates the responses to comments in the Final EIR regarding GHG Emissions, including without limitation Response to Comment Nos. 13-2, 13-3, 13-4, 13-8, 13-9, 13-10, 12-16 and 13-7, as well as the supporting technical report by subject matter expert Vista Environmental dated October 2, 2025, and included in the Final EIR as Attachment B2.

HAZARDS AND HAZARDOUS MATERIALS

Release of Hazardous Materials

The term "hazardous material" is defined in the State of California's Health and Safety Code § 25501(n)(1) as: "[Any material] that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment." "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts associated with the release of hazardous materials into the environment, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

HAZ-1 Prior to any ground disturbing activity on the site, a soils investigation shall be conducted by a qualified soils engineer to assess the pesticide contamination levels in the Project site's soils. If the pesticide contamination levels exceed USEPA Regional Screening Levels for pesticides, the Project Applicant shall implement a soils management program to reduce the soil's pesticide concentration levels to below USEPA Regional Screening Levels through soils excavation, removal and offsite disposal in compliance with all applicable USEPA regulations. All activities shall be coordinated with the City of Coachella and the County of Riverside Department of Environmental Health.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for impacts caused by the release of hazardous materials into the environment, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with implementation of HAZ-1, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Findings:

Construction Impacts

During Project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluids used for construction equipment. However, the level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. As required by various State laws, the construction contractor is required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law. Therefore, a less than significant impact would occur.

Operational Impacts

The Project would include uses onsite that are consistent with the City's industrial zoning and General Plan designation thus allowing for industrial, research and development uses as well as retail and office uses at the site. It is anticipated that long term operations on the site would involve storage of personal vehicles that may require light maintenance work on site and may involve the storage and use of limited quantities of solvents, oils and similar hazardous materials for personal

vehicle maintenance and upgrades. No commercial or industrial scale automotive repair facilities would be located on the site. In addition, the proposed IID substation at the northern end of the property may include transformers and other components that could contain small quantities of hazardous materials. The City's zoning for the site is currently MH – Heavy Industrial which would be amended to MS-IP (Manufacturing Services-Industrial Park) and C-G (General Commercial) in order to allow for the uses under the Project.

Although the type and quantity of the materials described above cannot be identified with specificity at this time, most of the land uses at the Project site would not be expected to generate or transport hazardous materials in quantities large enough to present a significant threat to the public or the environment. Those that do would be required to register with the Department of Toxic Substances Control (DTSC) as small quantity generators and comply with all applicable regulation regarding storage and transport of hazardous materials under the Resource Conservation and Recovery Act (RCRA) and other federal, State, and local regulations. Businesses would be required to submit hazardous material Business Plans to the Certified Unified Program Agency (CUPA) or the Riverside County Department of Environmental Health, and update them regularly, and to adhere to all California Fire Code and Building Code requirements for hazardous material storage. The County of Riverside's Department of Environmental Health requires that facilities storing hazardous materials prepare a Hazardous Materials Business Plan (HMBP). The information from the HMBP is made available to first responders in the County for emergency response activities. All handlers are required to disclose hazardous materials in the HMBP.

Compliance with all applicable regulations would ensure that risks from hazardous material storage and use in the proposed commercial areas would be minimized. There would be no significant threat to the public or the environment. Since the potential for the presence of pesticides on the site from past uses has been identified as an REC, adherence to City of Coachella 2035 General Plan Update Safety Element Policies 5.1, 5.2, 5.3, 5.8 and 5.11, which address the safe transport, use, disposal and storage of hazardous materials, in addition to limiting the use of pesticides and herbicides would ensure that the proposed Project would limit exposure to hazardous materials to any employees and visitors to the site. In addition, the Phase I Environmental Site Assessment (ESA, Appendix F1 of the Draft EIR) for the Project recommends that a soils investigation be done prior to grading permit issuance to assess pesticide concentration levels in the site's soils. If pesticide concentration levels exceed regulatory agency screening levels, soil remediation would be implemented to ensure pesticide concentration levels would be reduced below the regulatory agency screening levels, using generally accepted methodologies, such as soil excavation and onsite or offsite disposal, as described in Mitigation Measure HAZ-1. With implementation of this measure, pesticide impacts would be reduced to a less than significant level.

NOISE

Consistency with Established Standards

The Federal Transit Administration (FTA) provides guidelines that can be considered reasonable criteria for construction noise assessment. The State of California's noise insulation standards for nonresidential uses are codified in the CALGreen. CALGreen noise standards are applied to new

or renovation construction projects in California to control interior noise levels resulting from exterior noise sources.

The City's General Plan Noise Element addresses excessive noise exposure and guides community planning for the regulation of noise. The City's Noise Control Ordinance is contained in the Coachella Municipal Code, Title 7, Chapter 7.04, Noise Control. The Coachella Municipal Code establishes sound level limits related to stationary noise sources to control noise emanating from one property to another.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts associated with the project generating temporary or permanent noise levels in excess of established standards, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

NOI-1 The Project Construction Contractor shall ensure adherence to the following noise reduction requirements during Project construction:
• The use of exhaust mufflers, and engine shrouds, that reduce equipment noise levels by approximately 10 dBA shall be required.
• Construction equipment staging areas shall be located the furthest distance possible from nearby noise-sensitive land uses, located on the central and western portions of the Project site, away from Airport Boulevard and the neighboring existing residential uses.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for impacts caused by the project generating temporary or permanent noise levels in excess of established standards, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with implementation of NOI-1, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Construction Impacts

Construction noise for any project typically occurs intermittently and varies depending upon the nature or phase (e.g., demolition/land clearing, grading, excavation, erection) of construction, and equipment used (such as earth movers, material handlers, and portable generators). Typical noise levels for the construction equipment associated with the Project range from approximately 77 to 85 dBA Lmax at 50 feet. Typical operating cycles may involve 2 minutes of full power, followed by 3 to 4 minutes at lower settings. Average hourly noise levels associated with construction equipment generally range from approximately 72 to 82 dBA Leq at 50 feet (FHWA 2008). The City has not adopted noise standards that apply to short-term construction activities. However, based on screening noise criteria commonly recommended by the FTA, construction activities are

generally considered to have a potentially significant impact if average-hourly daytime noise levels exceed 80 dBA Leq or if average-hourly nighttime noise levels exceed 70 dBA Leq at noise-sensitive land uses.

There is an existing single-family residential neighborhood directly south of the Project site and Airport Boulevard. There are no other residential land uses in the Project area that are close enough to the Project site to be affected by Project construction noise. Construction noise at the nearest sensitive receptor located approximately 60 feet south of the Project site would range between 86 and 89 dBA Leq. Noise levels will be the loudest during the grading phase. Noise levels at this receptor and others near to it would exceed the FTA daytime standard of 80 dBA. Construction noise is not expected to exceed the nighttime noise standard of 70 dBA Leq because construction is limited to daytime hours per Coachella Municipal Code § 7.04.070, Construction Activities. Therefore, Mitigation Measure NOI-1 is required to reduce construction noise at the residences located south of the Project site to reduce daytime construction noise levels to 80 dBA Leq or below. The mitigation measure includes muffler and engine shroud requirements, and the location of staging areas at the farthest possible distance from the existing residences to the south. The former will result in a reduction of approximately 10 dB in noise levels, which will reduce the noise levels to less than 80 dBA Leq, consistent with the FTA standard. These measures, combined with the City's Municipal Code limitations on construction hours, will reduce construction noise impacts to less than significant levels.

Operational Impacts

On-site Stationary Noise Sources

On-site stationary source noise levels of primary concern would include a drive-thru restaurant, commercial-use HVAC units, warehouse mechanical equipment, commercial-use loading docks, and onsite vehicle parking areas, and the electrical substation:

Drive-Thru Restaurant. The Project includes a drive-thru restaurant located near the southern boundary of the site. Noise levels associated with drive-thru restaurants are typically and largely attributable to the operation of the drive-thru speaker box. Based on noise measurement data obtained from similar drive-thru operations, operational noise levels associated with speaker boxes and vehicle idling at the proposed drive-thru restaurant at the site, would result in average noise levels of approximately 55 dBA Leq at 30 feet from the speaker box. Since the Project's future tenants are unknown at this time, the potential hours of operation of future drive-thru restaurant businesses are unknown. However, there are currently several existing 24-hour drive-thru restaurants in the City, as they are not prohibited in the City's Noise Control Ordinance (contained in the Coachella Municipal Code, Title 7, Chapter 7.04, Noise Control.)

Commercial Use Air Conditioning Units. Stationary source noise levels associated with the commercial development would be predominantly associated with the use of exterior air conditioning units. Commercial use air conditioning units would be located on rooftop areas and shielded from direct public exposure. Noise levels associated with commercial air conditioning units can range from 60 to 65 dBA Leq at 3 feet.

Warehouse Mechanical Equipment. Noise sources commonly associated with warehouse uses include mechanical equipment such as backup power generators, trash compactors, and refrigeration condensing units. Noise levels associated with these types of equipment can vary depending on various factors, including equipment size, location, and hours of operation. Based on measurement data obtained from representative equipment, operational noise levels associated with backup power generators can reach levels of approximately 78 dBA Leq at 50 feet. Refrigeration condensers and trash compactors can generate noise levels of up to approximately 60 dBA Leq at 50 feet.

Warehouse Loading Docks. The Project includes larger warehouses with loading docks located near the northern boundary of the site. Based on representative noise measurement data obtained from similar warehouse uses, noise levels associated with outdoor loading dock operations and material handling activities can generate noise levels of approximately 65 dBA Leq at 50 feet.

On-Site Parking Areas. The Project would include multiple parking areas dispersed throughout the site. Noise levels associated with parking lots typically include vehicle operations, the opening and closing of vehicle doors, and the operation of vehicle sound systems. Parking lot noise levels can vary depending on a number of factors, including the number of parking spaces and site design. Proposed onsite parking areas would range in size from approximately 23 to 179 parking spaces. Assuming that all spaces would be accessed over an approximate one-hour period, average-hourly noise levels associated with parking areas of these sizes would range from approximately 49 to 58 dBA Leq at 50 feet.

Electrical Substation. The Project features an electrical substation located within the northern portion of the site. This IID facility would include a 1-25 megavolt ampere (MVA) 92/13.2 kilovolt (kV) transformer and a 92 kV transmission line and distribution system. The proposed IID substation would likely also require a cooling system. Noise generated by the electrical substation would be predominantly associated with transformers. To a lesser extent, noise would also be generated by transmission lines, switches, and cooling equipment. Based on data obtained for similar facilities, operational noise levels of a similar-sized electrical substation would range from approximately 60 to 80 dBA Leq at 6 feet.

Cumulative On-Site Stationary Noise Sources Impacts

To be conservative, operational impacts associated with the stationary sources at nearby land uses were assessed cumulatively, assuming that all onsite noise sources would operate simultaneously. Predicted on-site noise levels also include vehicle movement associated with haul trucks traveling to and from the proposed warehouses, as well as vehicle traffic associated with other onsite land uses (e.g, parking areas, gas station, drive-thru restaurant, site entrances). Predicted noise levels were calculated for daytime and nighttime operations. Based on information obtained from the Project Applicant, daytime operations for most on-site land uses, excluding the gas station mini-mart, would extend from 7:00 am to 9:00 pm. The gas station is anticipated to operate until midnight. Predicted cumulative noise levels at nearby land uses are summarized in EIR Table 4.13-9 and compared to applicable County noise standards for determination of impact significance. Predicted cumulative noise levels would not exceed applicable County daytime or nighttime noise standards. As a result, this impact would be considered less than significant.

Roadway Traffic Noise

The potential for Project generated vehicle traffic to result in substantial increases in ambient noise levels was assessed by calculating the existing and existing plus project noise levels (by project phase) along each affected road segment and determining whether the increase that would result with Project implementation would be considered substantial. Existing and existing plus project traffic noise levels were calculated for four segments of Airport Boulevard for 2027 (opening year conditions), 2030, and 2045. Implementation of the Project would result in predicted increases in existing traffic noise levels of approximately 0.8 dBA CNEL/Ldn, or less; perceptible changes in ambient noise levels do not typically occur at levels below 3 dBA.

Predicted increases in the future year 2030 traffic noise levels along area roadways with the implementation of the Project would be approximately 0.2 dBA CNEL/Ldn or less as shown in Table 4.13.11 of the EIR. Increases in traffic noise along other area roadways would be less. Implementation of the Project would not result in a readily noticeable increase (i.e., 5 dBA or greater) along area roadways that would exceed applicable standards.

Predicted future year 2045 traffic noise levels, with and without the proposed Project, along area roadways with the implementation of the project would be approximately 0.2 dBA CNEL/Ldn or less as shown in Table 4.13.12 of the EIR. Increases in traffic noise along other area roadways would be less. Implementation of the Project would not result in a readily noticeable increase (i.e., 5 dBA or greater) along area roadways that would exceed applicable standards. Implementation of the Project would not result in substantial increases in either near-term or future traffic noise levels along area roadways. Therefore, impacts related to traffic noise along area roadways would be less than significant.

Compatibility of Proposed Land Uses

The compatibility of proposed land uses was evaluated in comparison to the City's noise standards for land use compatibility. The compatibility of proposed land uses was evaluated based on predicted future year traffic noise conditions for SR 86 and Airport Boulevard. Future year traffic volumes for SR 86 were derived from the City of Coachella General Plan (City of Coachella 2015). The City of Coachella's "Clearly Compatible" noise standards for office uses are 65 dBA CNEL/Ldn and 70 dBA CNEL/Ldn for commercial and industrial uses. Based on the traffic noise modeling conducted for future year conditions, predicted on-site traffic noise levels would range from approximately 68 to 75 dBA CNEL/Ldn. In comparison to the City's land use compatibility noise standards, predicted exterior noise levels at some proposed on-site office, and warehouse land uses would exceed the City's "Clearly Compatible" noise standard of 65 and 70 dBA CNEL/Ldn respectively. Predicted noise levels at these land uses would, however, fall within the "Normally Compatible" range. Based on the City's General Plan, construction of land uses within the "Normally Compatible" range shall only be undertaken after "an analysis of the noise reduction requirements is made and needed noise insulation features included in the design are determined. Conventional construction with closed windows and fresh air supply systems or air conditioning will normally suffice." (City of Coachella 2015).

With regard to the proposed on-site commercial and industrial uses, noise-sensitive interior areas would be largely limited to interior offices and meeting rooms. For such areas, an interior noise

level of 52 dBA Leq is typically recommended (Caltrans 2022). For newer building construction subject to current building insulation requirements, the average exterior-to-interior noise reductions typically range from approximately 25 to 30 dBA. Proposed on-site land uses would be constructed in compliance with current Green Building Code standards and fresh air supply systems incorporated per current regulatory requirements. Based on the predicted noise levels noted below and assuming a minimum exterior-to-interior noise reduction of 25 dBA, predicted interior noise levels of proposed on-site commercial and industrial uses would be approximately 50 dBA Leq, or less. Predicted interior noise levels would not exceed the commonly applied interior noise standard of 52 dBA Leq. In addition, no noise-sensitive outdoor areas (e.g., outdoor seating) are associated with the proposed small businesses or warehouses. As a result, this impact would be less than significant.

The City Council has considered the comments regarding potential noise impacts from the Project, including but not limited to Comment Nos. 16-25 through 16-30 and the supporting materials submitted by the Adams Broadwell firm on behalf of CARE. The City Council finds those comments unpersuasive and rejects the assertion that the Project will have significant and unmitigated noise impacts as being based on inaccurate assumptions. Rather, the City Council finds persuasive and hereby adopts as accurate the Final EIR responses to these comments and the supporting technical analysis by subject matter expert Ambient Air Quality and Noise Consulting, dated October 21, 2025, and included in the Final EIR as Attachment H2, which are incorporated by this reference.

TRANSPORTATION

Consistency with a Circulation System, Plan or Policy

With adoption of SB 743, the CEQA Guidelines replaced Level of Service (LOS) as the metric for evaluating transportation impacts under CEQA. The replacement metric for transportation impacts required under CEQA Guidelines § 15064.3 is VMT. Therefore, information related to LOS is provided for informational purposes only and to ensure consistency with the General Plan and is not provided to analyze potentially significant CEQA impacts of the proposed Project.

The study area for the Project was developed in coordination with City staff, consistent with the Riverside County Transportation Analysis Guidelines for LOS and VMT (Guidelines) (December 2020) and included all intersections of “Collector” or higher classification streets at which the proposed Project will add 50 or more peak hour trips, consistent with the City’s policies for the preparation of traffic analyses.

New development projects within the City are required to provide needed infrastructure improvements to meet the demand created by the development and to design any off-site improvements to ensure construction of the local and regional transportation networks to their ultimate classifications. Payment toward the Coachella Valley Association of Governments (CVAG) Transportation Uniform Mitigation Fee (TUMF) is the Project’s fair share contribution to the planned improvements to the roadways and intersections identified as cumulative regional traffic deficiencies.

Pursuant to Coachella Municipal Code Chapter 4.45, Development Impact Fees, the City collects Development Impact Fees (DIF) for public facilities in order to mitigate environmental impacts derived from projects. The fees are required on applicable residential, commercial and industrial developments and funds collected via these fees are used to construct, expand, or rehabilitate public facilities, including transportation facilities (i.e., roadways), within the City. Payment of the City's DIF is the Project's fair share payment toward local roadway and intersection improvements needed to address cumulative traffic increases within the City.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts associated with the project conflicting with program, plan, or policy addressing the City's circulation system for transit, roadway, bicycle and pedestrian facilities, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

TRA-1 All necessary plans, permits or approvals, including but not limited to traffic control plans, encroachment or other permits from Caltrans, Union Pacific Railroad, Imperial Irrigation District and others, shall be prepared by the Construction Contractor for and approved by the City prior to the initiation of site disturbance such as grading, excavation, hauling, paving and other construction activities where public streets may be affected. Prior to the initiation of site improvements, the Project applicant shall confer with the appropriate Coachella Public Works Department, Caltrans and the Union Pacific Railroad to ensure that construction activities and traffic control are carried out in a manner that causes minimal disruption to traffic on adjoining facilities.

TRA-2 The final location and design of construction staging and access shall comply with any applicable City access and design standards, and be reviewed by the Project Engineer. The Project applicant shall submit traffic control plans to the City prior to the issuance of grading and/or construction permits.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for impacts associated with the project conflicting with program, plan, or policy addressing the City's circulation system for transit, roadway, bicycle and pedestrian facilities, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with implementation of TRA-1 and TRA-2, as recommended in the Final EIR, which have been adopted by the City and are enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Construction Impacts

Short-term construction-related traffic impacts would occur with Project implementation along Airport Boulevard and at the on- and off-ramps at SR 86 associated with the delivery of construction materials and equipment, removal of construction debris, and parking for construction workers. Overall, vehicular and truck traffic generated during Project construction would result in total volumes higher than existing conditions, which could result in a potentially significant impact relative to transportation and circulation. However, these construction-related impacts would be reduced to a less than significant level with implementation of a traffic control plan, to be established prior to issuance of any construction or demolition permits.

Mitigation Measure TRA-1 requires that the Project applicant prepare and submit to the City all necessary plans, permits or approvals, including but not limited to traffic control plans, encroachment or other permits from Caltrans, Union Pacific Railroad, and Imperial Irrigation District, for City approval prior to the initiation of site disturbance such as grading, excavation, hauling, paving and other construction activities where public streets may be affected. In addition, prior to the initiation of site improvements, the Project applicant is required to confer with the Coachella Public Works Department, Caltrans and the Union Pacific Railroad to ensure that construction activities and traffic control are carried out in a manner that causes minimal disruption to traffic on adjoining facilities. Mitigation Measure TRA-2 requires that the final location and design of construction staging areas and access complies with any applicable City access and design standards, and be reviewed by the Project engineer. The Project applicant is required to submit traffic control plans to the City prior to the issuance of grading and/or construction permits. With implementation of Mitigation Measures TRA-1 and TRA-2, the Project's construction-related transportation impacts would be reduced to a less than significant level.

Operational Impacts

The Project would add an industrial business park to a currently vacant parcel in the City, with improved ingress/egress and access along Airport Boulevard. Consistent with the County guidelines, the Project's TIA identifies LOS deficiencies for compliance with City of Coachella 2035 General Plan Update. Deficiencies and improvements may be incorporated into project conditions of approval as deemed satisfactory to the City Engineer. The City of Coachella has established LOS "D" as the minimum allowable level of service at intersections. Therefore, any intersection operating at LOS "E" or worse is considered deficient.

Opening Year 2027

Under the Opening Year 2027 Plus Project scenario, the Project would be required to construct, as a condition of approval, a signalized intersection at the Airport Boulevard and Project Driveway intersection. As set forth in Table 4.17-5 in the Draft EIR all analyzed intersections would operate at an acceptable LOS under the Opening Year 2027 scenario except for the following:

- Avenue 54 and Grapefruit Boulevard during AM and PM peak hour (LOS F)
- Tyler Street and Grapefruit Boulevard during AM and PM peak hour (LOS F)

These deficiencies occur whether or not the Project is constructed. In order to improve the level of service and ensure that the Project's operational transportation impacts remain less than significant with regard to conflicts with programs, plans, or policies addressing the City of Coachella's circulation system, the following transportation improvements are recommended with or without the Project:

- Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction.
- Tyler Street and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 shared left/through lane in northbound direction, 1 right and 1 through lane in southbound direction, and 1 shared left/right lane in eastbound direction.

The Project contributes to the deficiency at Avenue 54 and Grapefruit Boulevard and will contribute toward the improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Projects B-349 and B-350. The Project contributes to the deficiency at Tyler Street and Grapefruit Boulevard and will also contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-349.

The Project would have a capacity deficiency under Opening Year 2027 Plus Project Conditions on Grapefruit Boulevard between Avenue 54 and Tyler Street. Widening the roadway to its ultimate 6-lane major arterial classification would increase the capacity of the roadway and result in an acceptable LOS. The Project would contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-349.

The deficient locations would be improved to delays less than Opening Year 2027 Baseline conditions with the implementation of the proposed improvements. The intersections of Avenue 54 and Grapefruit Boulevard and Tyler Street and Grapefruit Boulevard warrant a traffic signal under Opening Year 2027. Therefore, with implementation of the recommended improvements and payment of the City of Coachella DIF and CVAG TUMF fees, the Project's operational impacts under Opening Year 2027 Conditions would be less than significant.

Opening Year 2030

The Project proposes a signalized intersection at the Airport Boulevard and Project Driveway intersection under Opening Year 2030 scenarios. As set forth in Table 4.17-9 in the Draft EIR all analyzed intersections would operate at an acceptable LOS under Opening Year 2030 Baseline Conditions except for the following:

- Avenue 54 and Grapefruit Boulevard during AM and PM peak hour (LOS F)
- Tyler Street and Grapefruit Boulevard during AM and PM peak hour (LOS F)

The following transportation improvements are recommended at the identified deficient locations:

- Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction. Project

will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Projects B-349 and B-350.
• Tyler Street and Grapefruit Boulevard – Signalize the intersection signalization with no changes to existing configuration of 1 shared left/through lane in northbound direction, 1 right and 1 through lane in southbound direction, and 1 shared left/right lane in eastbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-349.

The Project would have a capacity deficiency under Opening Year 2030 Plus Project Conditions on Grapefruit Boulevard between Palm Street and Avenue 54 and Avenue 54 and Tyler Street. Widening the roadway to its ultimate 6-lane major arterial classification would increase the capacity of the roadway and result in an acceptable LOS. The Project would contribute toward this improvement for Project B-349.

After the implementation of the improvements described above, all deficient locations will result in improved capacities to accommodate Opening Year 2030 Plus Project conditions with the implementation of the proposed transportation improvements. The Project will contribute toward this improvement for Project B-349. Therefore, with implementation of the recommended improvements and payment of City of Coachella DIF and CVAG TUMF fees, the Project's operational impacts under Opening Year 2030 Conditions would be less than significant.

Opening Year 2033

The Project proposes a signalized intersection at the Airport Boulevard and Project Driveway intersection under Opening Year 2033 scenarios. As set forth in Table 4.17-13 in the Draft EIR all analyzed intersections would operate at an acceptable LOS under Opening Year 2033 Baseline Conditions except for the following:

• Airport Boulevard and Filmore Street during AM (LOS E) and PM peak hour (LOS F)
• Avenue 54 and Grapefruit Boulevard during AM and PM peak hour (LOS F)
• Tyler Street and Grapefruit Boulevard during AM and PM peak hour (LOS F)

The following transportation improvements are recommended at the identified deficient locations:

• Airport Boulevard and Filmore Street – Signalize the intersection with no changes to existing configuration of 1 shared left/through/right lane on all approaches. Project will contribute toward this improvement via fee payment to the City of Coachella DIF program and CVAG TUMF.
• Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Projects B-349 and B-350.
• Tyler Street and Grapefruit Boulevard – Signalize the intersection signalization with no changes to existing configuration of 1 shared left/through lane in northbound direction, 1 right and 1 through lane in southbound direction, and 1 shared left/right lane in eastbound

direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-349.

The Project would have a capacity deficiency under Opening Year 2033 Plus Project Conditions on Grapefruit Boulevard between Palm Street and Avenue 54 and Avenue 54 and Tyler Street. Widening the roadway to its ultimate 6-lane major arterial classification would increase the capacity of the roadway and result in an acceptable LOS. The Project would contribute toward this improvement via fee payment for Project B-349.

After the implementation of the improvements described above, all deficient locations will be improved to delays less than Opening Year 2033 Baseline conditions with the implementation of the proposed transportation improvements. While the PM peak hour conditions at Intersection Nos. 7 and 8 are still considered deficient until the ultimate General Plan buildout improvements are constructed, consistent with the City of Coachella DIF and CVAG TUMF programs, the identified improvements will improve conditions at these intersections as compared to the 2033 No Project condition with no improvements. In addition to the intersections that already warrant a traffic signal under Opening Year 2027 Conditions, the intersection of Airport Boulevard and Filmore Street warrants a traffic signal under Opening Year 2033 Conditions. Therefore, with implementation of the recommended improvements and payment of City of Coachella DIF and CVAG TUMF fees, the Project's operational impacts under Opening Year 2033 Conditions would be less than significant.

Buildout Year 2045

The following network improvements are assumed under Buildout 2045 scenarios:

- A signalized intersection at the Airport Boulevard and Project Driveway (warranted in accordance with the California Manual on Uniform Traffic Control Devices (MUTCD) Figure 4C-103(CA))
- For the purpose of roadway segment capacity analysis only, the buildout classification of 6-lane urban arterial for Airport Boulevard and Grapefruit Boulevard is assumed, consistent with the City of Coachella General Plan.

As set forth in Table 4.17-17 in the Draft EIR all analyzed intersections would operate at an acceptable LOS under Buildout 2045 Baseline Conditions except for the following:

- Airport Boulevard and Filmore Street during AM and PM peak hour (LOS F)
- Avenue 54 and Grapefruit Boulevard during AM and PM peak hour (LOS F)
- Tyler Street and Grapefruit Boulevard during AM and PM peak hour (LOS F)

The following transportation improvements are recommended at the identified deficient locations:

- Airport Boulevard and Filmore Street – Signalize the intersection with no changes to existing configuration of 1 shared left/through/right lane on all approaches. Project will contribute toward this improvement via fee payment to the City of Coachella DIF program and CVAG TUMF.

• Airport Boulevard and SR 86 SB Ramps – Add 1 exclusive left turn lane in the southbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-503.
• Avenue 54 and Grapefruit Boulevard – Signalize the intersection with no changes to existing configuration of 1 left, 1 through, and 1 right turn lane in northbound, southbound, and westbound directions, and 1 shared left/through/right in eastbound direction. Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Projects B-349 and B-350.
• Tyler Street and Grapefruit Boulevard – Signalize the intersection with 1 right and 1 through lane in southbound direction, 1 shared left/right lane in eastbound direction and reconfigure northbound approach for 1 through lane and add 1 exclusive northbound left turn lane due to greater than 100 left turns per the Guidelines Appendix C. 125 ft storage length is assumed in analysis as determined by methodology in Caltrans Highway Design Manual Index 405.2(2)(e) and Buildout 2045 Plus Project left turn peak hour volume of 131 vehicles. The Project will contribute toward this improvement via fee payment to City of Coachella DIF and CVAG TUMF programs for Project B-349.

All deficient locations will be improved to delays less than Buildout Year 2045 Baseline conditions with the implementation of the proposed transportation improvements (but as explained above will still operate at deficient levels until the full General Plan buildout improvements are completed). Traffic signal warrant worksheets for deficient intersections that already warrant a traffic signal under Opening Year 2027. All analyzed roadway segments would operate at an acceptable LOS under Buildout 2045 Conditions.

All analyzed roadway segments would operate at an acceptable LOS under Buildout 2045 Conditions. Therefore, with implementation of the recommended improvements and payment of City of Coachella DIF and CVAG TUMF fees, the Project's operational impacts under Buildout Year 2045 Conditions, would be less than significant.

Transit, Bicycle and Pedestrian Facilities

The SunLine Transit Agency is the main transit agency servicing the City. Currently, SunLine operates buses on Route 8 along the project frontage. Route 8 operates seven days a week and connects Coachella to Indio to the north and Mecca to the south. Daily service frequency is 60 minutes. Bus stops for Route 8 are currently located along the project frontage. Pedestrian accessibility and connectivity from the Project site to the northbound bus stop will be provided along the north side of Airport Boulevard through construction of sidewalk. There is existing sidewalk along the south side of Airport Boulevard for the southbound bus stop, but crossing is not available at the intersection with Desert Cactus Drive/SR 86 Southbound Ramp.

The Project would not construct any improvements that would affect existing transit service or transit stops within the Project area. Long-term operation of the Project would not reduce transit service or alter access to transit stops within the Project area, including SunLine bus service and stops located along the alignment of Route 8. Therefore, a less than significant impact to transit would occur.

No bicycle facilities or sidewalks currently exist along the site frontage on Airport Boulevard. However, pedestrian crosswalks and sidewalks are provided along the south side of Airport Boulevard. Bicycle facilities do not currently exist along Airport Boulevard. The Project would provide half-width right-of-way improvements along the property frontage including a vehicular travel lane, bike lane, curb, gutter, and sidewalk. The Project would comply with the City's design and development standards. As such, the Project would not interfere with existing or planned bicycle facilities or sidewalks in the City or conflict with applicable plans or policies and a less than significant impact would occur.

Emergency Access

SR 86 forms the site's eastern boundary while SR 111/Grapefruit Boulevard is approximately 1,580 feet to the west of the site. Primary roadway access to the site would be provided with a newly constructed driveway at the southwest corner of the property along Airport Boulevard. An additional secondary right-turn-in-only driveway or gated emergency access closer to the SR 86 and Airport Boulevard interchange would be provided, subject to Caltrans' approval.

Grapefruit Boulevard/SR 111 is located to the west of the site and is classified as a major arterial in proximity to the Project site and generally consists of two travel lanes in each direction, with a posted speed limit of 50 miles per hour (mph). Airport Boulevard from Polk Street to Fillmore Street, functions as a 2-lane major arterial. Airport Boulevard consists of 4 lanes from Polk Street to Palm Street, 3 lanes from Palm Street to Orange Street and 2 lanes from Orange Street to Fillmore Street. The posted speed limit on Airport Boulevard is 45 mph between Polk Street and Fillmore Street and 55 mph east and west of this segment.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts associated with the project resulting in inadequate emergency access, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

TRA-1 All necessary plans, permits or approvals, including but not limited to traffic control plans, encroachment or other permits from Caltrans, Union Pacific Railroad, Imperial Irrigation District and others, shall be prepared by the Construction Contractor for and approved by the City prior to the initiation of site disturbance such as grading, excavation, hauling, paving and other construction activities where public streets may be affected. Prior to the initiation of site improvements, the Project applicant shall confer with the appropriate Coachella Public Works Department, Caltrans and the Union Pacific Railroad to ensure that construction activities and traffic control are carried out in a manner that causes minimal disruption to traffic on adjoining facilities.

TRA-2 The final location and design of construction staging and access shall comply with any applicable City access and design standards, and be reviewed by the Project Engineer. The Project applicant shall submit traffic

control plans to the City prior to the issuance of grading and/or construction permits.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for impacts associated with the Project resulting in inadequate emergency access, described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with implementation of TRA-1 and TRA-2, as recommended in the Final EIR, which have been adopted by the City and are enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

Construction Impacts

The roadway improvements and installation of driveways that would be implemented during construction of the Project could require the temporary closure of travel lanes along Airport Boulevard. However, full roadway closure and traffic detours are not expected to be necessary during Project construction. As provided for in Mitigation Measure TRA-1, the Project applicant would prepare a traffic control plan for approval by the City prior to the initiation of site disturbance to ensure that construction activities and traffic control are carried out in a manner that causes minimal disruption to traffic on adjoining facilities. As required by Mitigation Measure TRA-2, the final location and design of construction staging and access shall comply with any applicable City access and design standards and be reviewed by the Project engineer. Therefore, with implementation of Mitigation Measures TRA-1 and TRA-2, proposed Project impacts related to emergency access during construction would be reduced to a less than significant level.

Operational Impacts

The Project would not result in inadequate emergency access. Direct access to the Project would be from one major access point along Airport Boulevard and a second access point at the southeast corner of the site, which may be open, or restricted to emergency vehicles only. The Project would also be required to design and construct internal access, and size and location of fire suppression facilities (e.g., hydrants and sprinklers) to conform with the City's fire protection standards. The Coachella Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements of the California Fire Code (Title 24, California Code of Regulations, Part 9). As such, the Project would not result in inadequate access, and impacts would be less than significant.

TRIBAL CULTURAL RESOURCES

Impacts to Significant Tribal Cultural Resource

AB 52 established a requirement under CEQA to consider "tribal cultural values, as well as scientific and archaeological values when determining impacts and mitigation." Public Resources

Code § 21074(a) defines "tribal cultural resources" as "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are either "[i]ncluded or determined to be eligible for inclusion in the California Register of Historical Resources (CRHR)" or "in a local register of historical resources." Additionally, defined cultural landscapes, historical resources, and archaeological resources may be considered tribal cultural resources. The City as lead agency may also in its discretion treat a resource as a tribal cultural resource if it is supported with substantial evidence.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts to tribal cultural resources, the following mitigation measure is hereby adopted and will be implemented consistent with the MMRP:

CUL-1 A qualified archaeologist and Tribal monitor(s) from the Agua Caliente Band of Cahuilla Indians and the Torres Martinez Desert Cahuilla Indians shall be present during any ground disturbing activities during the Project construction phase. In the case that archaeological materials are encountered during ground disturbing activities, all work shall be halted in the vicinity of the discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. The qualified archaeologist and Tribal monitor shall establish all necessary protocols and procedures for the treatment of resources prior to the initiation of earth moving activities.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant impacts to tribal cultural resources described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with adherence to all General Plan policies and implementation of Mitigation Measures CUL-1, as recommended in the Final EIR, which has been adopted by the City and is enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

PaleoWest coordinated with the NAHC as part of the Tribal coordination for the cultural resources report for the proposed Project. The NAHC recommended that 12 tribal groups be contacted to elicit information regarding cultural resources issues related to the proposed Project and its surroundings. PaleoWest received responses from three (3) of the twelve tribes. In addition, the City conducted Tribal Consultation under SB 18 and AB 52, and sent out a total of 23 consultation requests, including five (5) to Tribes whose requests for AB 52 consultation are on file with the City, and those identified by the NAHC when the request for SB 18 consulting tribes list was made. The City received three (3) responses. The Morongo Band and the Fort Yuma Quechan Tribe declined consultation, while the Agua Caliente Band of Cahuilla Indians (ACBCI) requested

consultation and met with the City to review the proposed Project. During the consultation meeting, the City indicated that monitoring of the site would be required for all earth moving activities, as provided in Mitigation Measure CUL-1. The Tribe requested that not only an archaeological monitor but also an ACBCI Tribal monitor be present during all digging and soil removal activities during development of the Project, as outlined in Mitigation Measure CUL-1.

The City Council reviewed and considered the comment letter received from the Torres Martinez Desert Cahuilla Indians (TMDCI), dated July 23, 2025. In response to that letter, the City Council approves and adopts the revision to Mitigation Measure CUL-1 recommended in the Final EIR to include a TMDCI Tribal monitor in addition to the ACBCI Tribal Monitor. Based on the analysis in the Draft EIR, the Final EIR responses to comments, and the supporting technical report from subject matter expert Chronicle Heritage dated October 2, 2025 and included in the Final EIR as Attachment D2, which are incorporated herein, the City Council rejects the TMDCI request for further surface study of the Project site for Tribal Cultural Resources because the studies conducted to date are adequate and support the conclusion that there is a low potential for significant Tribal Cultural Resources to exist on the Project site. Nevertheless, implementation of Mitigation Measure CUL-1 will ensure that the unexpected discovery of unknown Tribal Cultural Resources will be mitigated to a level of less than significant.

The Project would also be required to conform to the City of Coachella 2035 General Plan Update policies related to its Sustainability + Natural Environment Element. Specifically, the Project would be required to adhere to Policies 12.1, 12.6 and 12.8 related to the discovery and disturbance of human remains and the application of mitigation measures to reduce impacts to any human remains discovered during Project construction activities, as provided in Mitigation Measure CUL-2. The Project would also be required to adhere to Policy 12.2 and notify the appropriate Native American tribe should potential tribal remains be discovered during Project construction activities. With adherence to the applicable City of Coachella 2035 General Plan update policies and the implementation of Mitigation Measures CUL-1 and CUL-2, impacts to tribal cultural resources will be reduced to less than significant levels.

WILDFIRE

Impair an Emergency Response or Evacuation Plan

The applicable adopted emergency response plans for projects within the City include the 2022 Local Hazard Mitigation Plan (LHMP) and the 2021 Emergency Operations Plan (EOP), which establish the City's emergency procedures, operations and strategies related to fire hazards or disaster related emergency operations.

Mitigation Measures:

To mitigate potential project specific and cumulative impacts to an adopted emergency response plan or emergency evacuation plan, the following mitigation measures are hereby adopted and will be implemented consistent with the MMRP:

TRA-1 All necessary plans, permits or approvals, including but not limited to traffic control plans, encroachment or other permits from Caltrans, Union Pacific Railroad, Imperial Irrigation District and others, shall be prepared by the

Construction Contractor for and approved by the City prior to the initiation of site disturbance such as grading, excavation, hauling, paving and other construction activities where public streets may be affected. Prior to the initiation of site improvements, the Project applicant shall confer with the appropriate Coachella Public Works Department, Caltrans and the Union Pacific Railroad to ensure that construction activities and traffic control are carried out in a manner that causes minimal disruption to traffic on adjoining facilities.

TRA-2 The final location and design of construction staging and access shall comply with any applicable City access and design standards and be reviewed by the Project engineer. The Project applicant shall submit traffic control plans to the City prior to the issuance of grading and/or construction permits.

Finding:

Pursuant to Public Resources Code § 21081(a) and CEQA Guidelines § 15091(a)(1), the City Council finds that for each of the significant impacts to an adopted emergency response plan or emergency evacuation plan described above and further discussed in the Final EIR, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen such significant environmental effects as identified in the Final EIR, and further finds that all such effects will be mitigated to less than significant levels with adherence to all General Plan policies and implementation of Mitigation Measures TRA-1 and TRA-2, as recommended in the Final EIR, which have been adopted by the City and are enforceable through the Development Agreement, MMRP and project conditions of approval.

Facts in Support of Finding:

The purpose of the LHMP is to identify the City's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate, reduce or eliminate potential long-term risk to people and property from natural and manmade hazards. The EOP addresses the City's planned response to extraordinary emergency situations associated with natural disasters (including wildfire), technological incidents, and national security emergencies in or affecting the City. The EOP describes the operations of the City Emergency Operations Center (EOC), which is the central management entity responsible for directing and coordinating the various City departments and other agencies in their emergency response activities.

The Project area and surrounding area have access to several fully improved roadways, including SR 86 and Airport Boulevard, which would provide full emergency access to the site. Construction activities, which may temporarily restrict vehicular traffic, would be required to comply with a project-specific construction traffic control plan and construction staging area approval by the City, to facilitate the passage of persons and vehicles through/around any required road closures, as provided for in Mitigation Measures TRA-1 and TRA-2 (EIR Section 4.17, Transportation). Specifically, during construction of the Project, all equipment staging would occur within the property boundary, and worker vehicles would be parked either on the property or in a designated parking lane along Airport Boulevard, adjacent to the southern boundary of the Project.

Construction material delivery and soil export hauling vehicles would require limited travel on city streets due to the proximity of the site to the SR 86 off-ramps.

Additionally, the Project design would be submitted to the Coachella Police Department and Riverside County Fire Department (RCFD) for approval, prior the issuance of building permits. The conceptual project design includes a new signalized project access at Airport Boulevard and a second right-turn in only access between the SR 86 southbound offramp and the signalized Project entrance, which would comply with fire and emergency access standards. As a result, development of the Project site would have a less than significant impact related to emergency response or evacuation activities.

IV. FINDINGS REGARDING IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT

The Final EIR also determined, based upon substantial evidence in the record, the following impacts associated with the Project are less than significant and no mitigation is required. The City hereby adopts the findings, analysis, and conclusions regarding these potential impacts set forth in the Final EIR and incorporates the same herein by this reference.

AESTHETICS

Effects on a Scenic Vista

The Project will add about 50 new buildings, ranging in height from 24 to 50 feet, including varied rooflines and differing architectural features for different types of use; a 44-foot-high billboard adjacent to SR 86; and an IID substation facility with typical transformer banks and overhead power lines that are typically over eight (8) feet or greater in height. As shown by the site simulations, development of the site would therefore partially obscure existing distant views of the surrounding mountains to the east and west with new buildings and landscaping.

Finding:

The City Council finds that project's impacts to scenic vistas will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The Project site is primarily flat with a gentle slope northeast to southwest. It is primarily surrounded by flat open agricultural fields to the east beyond SR 86, vacant and scattered residential, as well as light industrial development to the north, south and west. Current views into the site from SR 86 to the east and Airport Boulevard to the south, are primarily of open vacant land on site as well as very distant views of surrounding mountains; these mountain ranges are over two (2) miles to the east and more than nine (9) miles to the west of the site and these scenic vistas form a distant background to the site. Landscaping and vegetation associated with surrounding land uses, vehicular traffic on Grapefruit Boulevard and an active rail system to the west, highway signage and vehicular traffic along SR 86 to the east of the site, roadway and highway signage as well as existing light and utility poles, currently obstruct uninterrupted views of the already distant mountain ranges from the Project site. While the Project has the potential to

obstruct the current views of these distant scenic vistas, the siting of the Project buildings on the site would be varied in height, size and distance from each other such that already distant and interrupted views of the surrounding mountains would still be visible between and over the buildings. Even with the height of the proposed buildings on the Project site, the surrounding mountains at their greater heights would still be visible from the site and surrounding areas.

Existing views from the SR 86 offramp adjacent to the eastern boundary of the site and from Airport Boulevard, which forms the southern boundary of the site, would be less impacted due to the reduced density and intensity of buildings in the southernmost portion of the Project site. SR 111 is located approximately 1,800 feet to the west of the site; however, this roadway is beyond a slight rise to the west of the site and is neither visible from the Project site nor does it provide unobstructed views into the site.

The Project would also install an electronic billboard on site. The sign would be oriented directly towards the view path of vehicles traveling along SR 86; therefore, a significant operational impact may occur as a result of the introduction of new signage that is visible to the traveling public on currently vacant land. The proposed billboard is estimated to be at a height of 44 feet, which is an appropriate scale for signage in the Project area, in terms of avoiding blocking distant views of scenic resources. There are already multiple existing similar electronic billboards along SR 86 and I-10 within the Project vicinity and throughout the Coachella Valley, and development of the proposed billboard would be consistent in type and scale with other similar existing signage. The proposed billboard will be developed in accordance with all applicable Caltrans standards in the agency's Highway Design Manual related to billboards along state highways, as well as the provisions of Coachella Municipal Code Chapter 17.56, Signs, relative to signage design.

In addition, the Project design and elevations would comply with General Plan Policies 2.6, 2.7 and 7.4 in the City's Land Use + Community Character Element, and Policy 6.1 in the Sustainability + Natural Environment Element such that proposed Project architecture, building materials and landscaping would be required to be compatible with the area topography and views. Compliance with applicable General Plan policies would ensure that proposed Project architecture style, design and height reduce the Project's impacts on existing views of nearby scenic vistas to less than significant levels.

Effects to the Visual Character or Quality of the Site

The Project site is located in a non-urbanized area of the City, primarily surrounded by vacant land, agricultural uses, sparse multi-family residential and light industrial uses. SR 86 follows the eastern boundary of the site and the CVSC passes along the western portion of the site, with light poles and some industrial properties beyond; railroad tracks and SR 111 lie to the west of these industrial structures. Views into the site from surrounding roadways are of a vacant parcel with uneven surface soils and scattered low bush vegetation. The Project would add tall buildings and landscaping that have the potential to replace the existing view of undeveloped and open land.

Finding:

The City Council finds that the project's impacts to the visual character or quality of public views of the site and its surroundings will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The Project includes high quality and climate-appropriate architecture, building materials and landscaping, consistent with General Plan Policies 2.5 through 2.7 and 7.4. Moreover, the Project buildings have been architecturally designed to integrate the design styles that exist in the City and greater Coachella Valley region. All site development has integrated the City's design and architectural guidelines including desert colors, variation in roof elevations, dimensional wall shapes and material types and textures. This would ensure that the Project provides the architectural diversity consistent with the City's Policy 2.6 and with this general area of the City and Riverside County. Policy 7.4 would require the architectural design of the Project to be compatible with surrounding uses. The Project would include a "step back" design feature in that smaller and lower buildings would be located towards the south end of the property, with larger and taller buildings located to the north end of the site. Accordingly, development of the currently vacant site with the Project would not substantially degrade the existing visual character or quality of the site or surroundings.

Project design would be developed in accordance to General Plan Sustainability + Natural Environment Element Policy 1.6 in terms of the use of building materials more suitable to the arid environment of the Coachella Valley, as well as Policies 6.1 and 6.2 which would ensure diversity in building location so as not to entirely block views of the mountains in the distance, and by setting the Project billboard as far internal to the site's eastern border as to be visible from SR 86 yet minimize view corridors. The billboard would not include any animation that could distract drivers along the SR 86 and would be designed in accordance with the requirements set forth under the Caltrans Highway Design Manual, which provides policies and procedures for signage along state highways. Although views of the Project site will be different than its current, vacant condition, public views of the site would be fleeting and limited to those vehicles stopped at the traffic signal at the on/off ramp for SR 86 at Airport Boulevard.

The Project would be required to comply with General Plan Policies 1.6, 2.5, 2.6, 2.7, 6.1, 6.2 and 7.4, which would ensure that site buildings and landscaping add visual attraction to an underutilized, disturbed and vacant parcel. Development of the site with high-quality architecture, building materials, and landscaping that is consistent with the City's General Plan policies is not considered a degradation of the visual character or quality of the site because the site is currently characterized as a vacant parcel with scattered vegetation, broken fencing and random advertising signs; there are no appealing visual qualities of the site. Accordingly, the Project would have less than significant impacts to existing public views of the site and its surroundings, and no mitigation is required.

AIR QUALITY

Consistency with applicable Air Quality Plan

The Project site is located within the SSAB and is subject to the SCAQMD 2022 AQMP and the 2003 Coachella Valley PM10 State Implementation Plan (CVSIP). The SCAQMD is principally responsible for air pollution control and works directly with the SCAG, county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

CEQA Guidelines § 15125 requires a discussion of any inconsistencies between a proposed project and applicable General Plans and regional plans.

Finding:

The City Council finds that project would not conflict with or obstruct implementation of the applicable air quality plan and therefore, impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The SCAQMD CEQA Handbook states that "new or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." A proposed project is considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators (criteria) of consistency:

Criterion 1: Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

Criterion 2: Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Consistency with Criterion 1: Based on the air quality modeling analysis and as shown in EIR Table 4.3-5, Construction-Related Regional Criteria Pollutant Emissions, incorporated herein by this reference, Project related short-term regional construction air emissions would not result in significant impacts according to SCAQMD regional thresholds of significance. The ongoing operation at the Project site would generate air pollutant emissions that are inconsequential on a regional basis, as shown in Table 4.3-5, and would not result in significant impacts based on SCAQMD thresholds of significance nor would local pollutant concentrations exceed the air quality standards in the long term. Therefore, the Project would be consistent with this criterion and impacts would be less than significant.

Consistency with Criterion 2: Consistency with the AQMP assumptions is determined by performing an analysis of a project with the assumptions in the AQMP. The AQMP is developed through use of the planning forecasts provided in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Regional Transportation Improvement Plan (RTIP). The RTP/SCS is a major planning document for the regional transportation and land use network within southern California, is required by federal and state requirements placed on SCAG and is updated every four years. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. The City of Coachella General Plan's Land Use Plan defines the long-range land use assumptions that are represented in AQMP. Although the Project would require a zoning change and a general plan amendment to accommodate the proposed uses for the development, the requested change would not result in the alteration of total allowed vehicle trips or other parameters utilized by SCAG in generating the forecasts provided in the RTP/SCS because the resultant zoning and land use designations are consistent with the types, intensity, and patterns of land use envisioned for

the site under current designations. Therefore, the Project would not result in an inconsistency with the current land use designations with respect to the regional forecasts utilized by the AQMPs, nor would the Project exceed the AQMP assumptions for the site. Therefore, the Project is consistent with this second criterion and the Project would have a less than significant impact as it does not exceed the assumptions in the AQMP.

Creation of Objectionable Odors

Potential odor sources associated with the Project result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of refuse associated with the site's long-term operational uses. Land uses generally associated with odor or other noxious emission complaints typically include, but are not limited to, agricultural uses (livestock and farming), dairies, wastewater treatment plants, food processing plants, chemical plants, refineries, and landfills. The Project operations, in general, would not create objectionable odors affecting a substantial number of people, as described below.

Finding:

The City Council finds that project would not create objectionable, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Individual responses to odors are highly variable and generally result from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints and solvents and from diesel equipment emissions. Standard construction requirements that limit the time of day when construction may occur, limit VOC content in asphalt, and limit the VOC content in paints and solvents would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of each phase of construction. The Project would also be required to follow Policy 11.8 of the Sustainability + Natural Environment Element of the City of Coachella 2035 General Plan Update, which requires that all construction activities, including on-site building and the transport of materials, limit emissions and dust. In addition, with the Project's compliance with the applicable regulations that reduce odors including SCAQMD Rule 402, Nuisance – Controls the emissions of odors and other air contaminants, and Coachella Municipal Code Chapter 5.68.130, Operating Standards, (C) Odor Control, and due to the transitory nature of construction odors, the Project would have a less than significant odor impact.

Operation of the Project may create odors from gas dispensing activities, diesel truck emissions, and from trash storage bins. However, diesel truck emissions odors would be generated intermittently from truck loading and unloading activities and would not be noticeable for extended periods of time. Pursuant to SCAQMD Rule 461 and its requirements, the proposed gas station will be required to utilize gas dispensing equipment that minimizes vapor, liquid leaks, and odor impacts that may occur from gasoline and diesel dispensing stations. The Project would also be required to construct trash enclosures for all uses in the Project, that would protect bins from rain and would limit air circulation at the trash storage areas. As such, through compliance with

SCAQMD's Rule 461 and City trash storage regulations, less than significant odor impacts would occur from these odor sources.

Additional operational odor impacts could result from future commercial cannabis operations, which have the potential to create significant odor impacts to nearby sensitive receptors. The majority of the odors of cannabis come from a class of chemicals called terpenes which are produced by flowering plants and vary widely between each plant. Cannabis growth can generate some odors throughout the various phases of cannabis cultivation and processing that may be unpleasant to certain persons. There are existing sensitive receptors (mobile homes) located across Airport Boulevard as near as 50 feet to the south of the Project site. Therefore, a potentially significant odor impact may occur from any commercial cannabis operations that could occur onsite. However, as discussed in Responses 14-21 and 14-22, any future commercial or retail cannabis uses would be subject to State and local regulations, including SCAQMD Rule 402, Coachella Municipal Code § 5.68.040(P), and Coachella Municipal Code Chapter 5.68.130, *Operating Standards, (C) Odor Control*. As such, with compliance with applicable regional and local cannabis-related regulations, this impact would be less than significant.

CULTURAL

Impacts to Historical Resources

CEQA statutes and guidelines require assessment of impacts on cultural resources (Public Resources Code §§ 21082, 21083.2 and 21084 and CEQA Guidelines § 15064.5). CEQA defines historically significant resources as resources listed or eligible for listing in the CRHR (Public Resources Code § 5024.1). A cultural resource may be considered historically significant if the resource is 45 years old or older, possesses integrity of location, design, setting, materials, workmanship, feeling, and association, and meets any of the CRHR criteria and retains enough of its historic character or appearance to be recognizable as a historical resource and to convey the reason for its significance:

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

Finding:

The City Council finds that project's impacts to significant historical resources defined in CEQA §15064.5 is less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

PaleoWest conducted a literature review, records search, and field survey of the Project site. The records search indicated that 36 cultural resources have been previously documented within one (1) mile of the Project site, two of which are historic-period archaeological sites and 25 are historic-period built-environment resources; however, none of these resources have been identified within the Project site. One potentially significant historical resource is a segment of the CVSC (Resource 33-017259) located immediately to the west of the Project boundary. However, because Resource 33-017259 has been evaluated several times and each time was recommended as not eligible for the CRHR or the National Register of Historic Places (NRHP), Resource 33-017259 is not considered to be a significant historical resource. A sensitivity model also concluded that the potential for discovering surface cultural resources in this area, including historic resources is low.

Furthermore, CVWD's Subsequent IS/MND (SCH #2019079095) found no cultural resources within that project's off-site improvement area. It is therefore assumed that operation of the Project would likewise not disturb any cultural resources at the site. In addition, the Project would be required to adhere to the Sustainability + Natural Environment Policies 10.3, 10.4, 12.4 and 12.5, which require that historic cultural and archeological resources are documented and preserved from loss or destruction with the incorporation of appropriate mitigation measures. Compliance with these policies would ensure that the Project would not cause a substantial adverse change in the significance of a historical resource. Therefore, Project impacts would be less than significant, and no mitigation is required.

GEOLOGY AND SOILS

Soil Erosion or Loss of Topsoil

The potential for geologic hazards related to soil erosion is typically high in areas with moderately steep to steep slopes (greater than 15 percent), loose to unconsolidated soils and sediments, little or no vegetation cover, and uncontrolled surface water runoff. Changes in any of these conditions can increase erosion potential, and an increase in erosion can increase downstream sediment loads. Soil erosion potential within the City varies greatly by area but is identified as high in the southern part of the City where the Project is located (City of Coachella 2035 General Plan Update Environmental Impact Report, Figure 4.5-8; 2014). Based on the Geotechnical Evaluation prepared for the Project, the Project site is predominantly bare or covered with sparse vegetation, and as such, the Geotechnical Evaluation concluded that the Project would not increase the potential for wind or water erosion at the site except during the demolition, grading, and construction phases. Construction of the Project would require excavation, grading and filling of soils. Excavation and grading activities have the potential to temporarily expose bare soils, which could be removed from the site and thereby increase the possibility for wind or water-related erosion and sedimentation transported through wind shearing or stormwater runoff.

Finding:

The City Council finds that project would not result in soil erosion or in substantial loss of topsoil and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Since Project construction would disturb more than one (1) acre of land the Project is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for construction activities, which includes a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would specify which best management practices (BMPs) would reduce soil erosion and sedimentation. These BMPs could include the use of silt fencing, sediment berms and erosion control blankets during project construction.

Additionally, the Project will require a grading permit because grading would exceed 50 cubic yards. As part of reviewing and approving a grading permit application, the City imposes its standard conditions, including, but not limited to, dust and rodent control, conducting pre-construction meetings with neighbors, and traffic control plans, amongst other measures, which would ensure that the proposed grading will have minimal impact. The Project also would be required to comply with SCAQMD Rule 403 for fugitive dust control measures, which requires the use of BMPs to minimize water and windborne erosion for any construction activities on a site. Therefore, with implementation of the above standard requirements, the Project's construction-related impacts relative to erosion would be less than significant.

Prior to start of the Project operations, the Project would be required to prepare and implement a Water Quality Management Plan (WQMP), a site-specific post-construction water quality management program designed to minimize the release of waterborne pollutants, including pollutants of concern for downstream receiving waters, under long-term conditions. The WQMP would also establish a postconstruction implementation and maintenance plan to ensure on-going, long-term erosion protection. With mandatory implementation of the SWPPP, WQMP, related erosion control measures as well as Policies 2.2, 2.3, 2.4, 2.8 and 2.9 of the City of Coachella 2035 General Plan Update Safety Element, which require all new development projects to mitigate for geological hazards, slope failure, and field inspections during project construction, as well as regulating the siting of new critical facilities such as the proposed IID facility on the site, and BMPs that include requirements during operation of the Project including the use of traps, gravel bag grasses and vegetative ground cover, addition of mulch to landscaped areas, roughening of surface soils and use of erosion blankets, impacts of the Project would be less than significant.

Located on Expansive Soil

Expansive soils generally result from high percentages of expansive clay minerals. These fine-grained soils can undergo substantial increases and decreases in volume with an increase and decrease in water content. Expansive soils have been identified primarily in the southern portions of the City (City of Coachella 2035 General Plan Update Environmental Impact Report; 2014).

Finding:

The City Council finds that project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), would not create any substantial direct or indirect risks to life or property, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

According to the Web Soil Survey, the Project site consists of Coachella fine sand, fluvents, Gilman fine sandy loam, and Indio fine sandy loam. In addition, no clay soils were observed in the near surface soils during the soil investigations. Due to the low clay content in underlying soils at the site, these near surface soils can be anticipated to have very low expansion characteristics. According to the Geotechnical Evaluation prepared for the Project (Appendix E1 of the Draft EIR), expansive soils are not present near the surface at the Project site based on previous explorations. In addition, the Project would be required to comply with all City of Coachella construction requirements, the City of Coachella 2035 General Plan Update Safety Element Polices 2.1, 2.3 and 2.5, which require all development proposals to conduct geotechnical investigations, minimize grading and modifications to the natural topography to prevent the potential for man-induced slope failures, and maintenance of an updated map of slope failures in the General Plan area. Therefore, impacts related to expansive soils would be less than significant.

HAZARDS AND HAZARDOUS MATERIALS

Transport, Use, or Disposal of Hazardous Materials

The use, transport and disposal of hazardous substances are typically regulated by the California Highway Patrol (CHP). Although SR 86 borders the site along its eastern edge, the roadway is not designated as a hazardous route. In addition, no historical recognized environmental conditions (HRECs) and controlled recognized environmental conditions (CRECs) have been located on the Project site. However, as the site was used for agricultural production from approximately 1953 to 1984, the potential exists for residues of pesticides to be present in the site's soils.

Finding:

The City Council finds that the project would not expose people to known or unknown hazardous materials through the routine transport, use or disposal of hazardous materials and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Project construction and operation may involve the use and transport of hazardous materials. These materials may include, but are not limited to, fuels, oils, mechanical fluids, and other chemicals associated with construction activities. Hazardous material transport may occur regularly throughout the construction phase, as materials are brought to and from the Project location. The transportation and disposal of hazardous materials is governed by a wide range of regulations

including the requirement that it be conducted by transporters registered with the DTSC and all transportation and disposal of hazardous waste are required to comply with state, local, and federal laws. This includes federal regulations such as the Federal RCRA, which mandates that hazardous waste be tracked from the point of generation to the ultimate destination and permitting of hazardous material handling facilities.

Furthermore, the City of Coachella 2035 General Plan Update EIR states that all motor carriers and drivers involved in transportation of hazardous materials must apply for and obtain a hazardous materials transportation license from the CHP. In addition, to further assure the safety of the public, the California Health and Safety Code establishes rules governing the use of hazardous materials and the management of hazardous waste, such as the CERCLA. The Coachella Fire Services, as part of the RCFD, supports the Riverside County Health Department in maintaining a program requiring that anyone operating a hazardous waste facility or using, storing, or transporting hazardous material has a permit. Finally, upon the completion of the construction of each individual project phase, all hazardous materials would be removed from the Project site. Impacts would therefore be less than significant.

Hazardous Materials Onsite per GC 65952.5

Government Code § 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop and update the Hazardous Waste and Substance Sites (Cortese) List, a planning document used by state and local agencies and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites.

Finding:

The City Council finds that project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and therefore will not create a significant hazard to the public or environment. Impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

There are no Cortese sites identified at the Project site and according to the Phase I ESA that was prepared for the site dated January 31, 2024, there are no HRECs or CRECs on the site. However, former uses at the site have included agricultural uses with the potential for residual soil contamination from the use of agricultural products. From approximately 1953 to 1984, the three parcels on the site contained agricultural crops (row crops or hay), therefore, the potential exists for residues of organophosphate pesticides (OPP), organochlorine pesticides (OCPs) and chlorinated herbicides (CHs) to be present in the soils in association with this agricultural usage. The potential presence of pesticides/herbicides at the property would be identified as a REC if the detected concentrations exceed USEPA Regional Screening Levels. Mitigation Measure HAZ-1 above therefore requires a soils investigation prior to any development on the Project site.

The Phase I ESA also identified approximately 16 low contamination risk sites located within one-quarter mile of the Project site. Some of these sites have been identified as having low risk of property contamination while others are currently not in use, having been identified either with Underground Storage Tanks (UST) or Leaking UST (LUST) still remaining on the properties. As

discussed in the Phase I ESA, it was determined that these sites pose a low risk of adverse environmental impact to the Project site due to their distance from the Project site and their remediation status. Sites located further than one-quarter mile from the Project site would not have a significant potential for an adverse impact to the Project site for the same reasons.

DTSC's EnviroStor database identifies the closest contaminated sites as located on the Jacqueline Cochran Regional Airport property, approximately 1.5 miles to the southwest of the proposed Project site, and which has been categorized as a "Military Evaluation." Potential contaminants for the site include explosives, lead, munitions debris, and perchlorate in the soil. However, the clean-up status for the site has been deemed inactive, that is no hazardous substances have been manufactured, utilized or processed at the site, as of August 15, 2019. The other site identified within the vicinity of the Project site is located approximately three (3) miles south of 59th Avenue between Polk and Filmore Street in the community of Thermal. The site was designated "Voluntary" clean-up due to metals, organochlorine pesticides, and polynuclear aromatic hydrocarbons in the soil. However, the site's clean-up status has been deemed certified/inactive or that no certified hazardous substances have been manufactured, utilized or processed at the site since June 28, 2019. Since these sites have been approved as inactive or cleanup conducted, these sites would have no impact on development at the Project site.

A review of the RWQCB GeoTracker website/database found six (6) nearby sites; all have been closed and do not create a risk of adverse impacts on the Project site because these sites are no longer actively involved in the use, storage or disposal of potential hazardous materials. Since no portion of the Project will be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § §65962.5, and only low contamination risk sites are located within ¼ mile of the Project site, impacts are less than significant.

Consistency with an Airport Master Plan

The Project site is approximately one and a half (1.5) miles northeast of the Jacqueline Cochran Regional Airport and is within the Riverside County Airport Land Use Compatibility Airport Influence Area Zone D, which prohibits highly noise-sensitive outdoor non-residential uses and height hazards in proximity to flight paths.

Finding:

The City Council finds that the project would not result in a safety hazard or excessive noise from a public airport and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The Airport Land Use Compatibility Plan (ALUCP) noise contour zones of 60, 65 and 70 Community Noise Equivalent Levels (CNEL) for the Jacqueline Cochran Regional Airport are located over 3,500 feet to the southwest of the site. Since the Project site lies outside the areas subject to average noise levels greater than 55 CNEL, airport noise at the site would not exceed City standards and no measures to mitigate aircraft-generated noise are required, the Riverside County Airport Land Use Commission Development Review Letter, dated August 20, 2020, provided as Appendix F2 of the Final EIR concluded that the Project as proposed would be

consistent with the ALUCP upon adherence to certain conditions of approval. With respect to airport noise, the only restriction is that highly sensitive outdoor non-residential uses are prohibited, and no such uses are proposed for the Project.

Further, the proposed uses on the site would be compatible with uses allowed under the Zone D designation as business park uses, small office, commercial and industrial facilities such as under the Project, are not prohibited or discouraged in Zone D. None of the proposed uses are highly noise-sensitive or considered hazards to flight. Further, consistent with the conditions of approval provided in the ALUC Development Review Letter, all structures under the proposed development would be designed to reduce bird attractant as follows: (1) new basins will provide for a maximum 48-hour detention period following the conclusion of a storm event and to remain totally dry between rainfalls, and (2) any landscaping proposed in the detention basin shall be in accordance with the ALUC "Landscaping Near Airports" and "Airports, Wildlife and Stormwater Management" brochures. Lastly, buildings on the site would reach maximum heights between 25 to 50 feet; therefore, review of buildings by the Federal Aviation Administration (FAA) Obstruction Evaluation Service would not be required.

Based on this ALUC determination, the requirement that the Project comply with the ALUCP as well as the City of Coachella 2035 General Plan Update's Land Use + Community Character Element Policies 10.4 and 10.10, which would require the Project to adhere to the Jacquline Cochran Regional Airport's land use and safety plans so as to ensure that no structures under the proposed Project would adversely affect the Airport navigable airspace, the Project would not significantly impact airport safety or create excessive noise. The Project has already been reviewed by the ALUC and is therefore consistent with Policy 10.6.

Effect on an Emergency Response Plan

The State of California has developed an Emergency Response Plan to coordinate emergency services provided by federal, state, and local government and private agencies. Response to hazardous materials incidents is one part of this plan. The Plan is managed by the State Office of Emergency Services (OES), which coordinates the responses of other agencies including Cal-EPA, CHP, and the California Department of Fish and Wildlife.

Finding:

The City Council finds that the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Construction and operational activities associated with the Project would not impede existing emergency response plans for the Project site and/or other land uses in the Project vicinity. The Project does not propose changes to the City's circulation system, such as sharp curves or dangerous intersections, and would not introduce incompatible uses to area roadways. Furthermore, should partial lane closures be required as part of Project construction activities, implementation of a traffic management plan would minimize congestion and ensure safe travel, including emergency access in the Project vicinity.

HYDROLOGY AND WATER QUALITY

Comply with Water Quality Standards or Waste Discharge Requirements

Construction clearing and grubbing activities have the potential to impact water quality through soil erosion and increase in the amount of silt and debris carried in runoff on and around the project site. Additionally, the use of construction materials, such as fuels, solvents, and paints may present a risk to surface water quality in the City and neighboring Riverside County to the south. Finally, the refueling and parking of construction vehicles and other equipment onsite during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the City's existing public storm drainage facilities (i.e., storm drains, channels, basins, etc.), as identified in the City's Master Stormwater Plan (dated January 2021).

Operation of the Project could also result in urban runoff with a variety of contaminants that could impact water quality at the site and for the surrounding uses within the City. Runoff from buildings and parking lots typically contains oils, grease, fuel, antifreeze, by-products of combustion (such as lead, cadmium, nickel, and other metals), as well as fertilizers, herbicides, pesticides, and other pollutants. Precipitation at the beginning of the rainy season may result in an initial stormwater runoff (first flush) with high pollutant concentrations.

Finding:

The City Council finds that the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

If precautions are not taken to contain contaminants, construction could produce contaminated stormwater runoff (nonpoint source pollution), a contributor to the degradation of water quality. To minimize the Project's waste discharge impacts, the Project would be required to comply with all State, County, and local regulations regarding stormwater runoff during construction of the development. Pursuant to the requirements of the Colorado River RWQCB, the Project applicant would be required to obtain an NPDES Municipal Storm Water Permit (MS4) for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, soil stockpiling, grading, and/or excavation that disturb at least one acre of total land area. In addition, the Project would be required to comply with the Colorado River RWQCB's Basin Plan. Compliance with the NPDES Permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities, including grading.

The SWPPP requires the incorporation of BMPs to control sediment, erosion, and hazardous materials contamination of runoff during project construction, and to prevent contaminants from reaching receiving water bodies such as the CVSC. BMPs in the SWPPP include such measures as silt fencing, storm drain inlet protection, erosion control, linear sediment barriers, proper waste management, and proper material storage. During construction, the Project will also be required to comply with air quality standards that support water quality protection by requiring soil stabilization and fugitive dust control practices such as watering during construction. Other construction level BMPs may include picking up trash and debris, maintaining equipment, and

training site staff on erosion and sediment control practices. Since the Project would be required to comply with all applicable water quality standards and waste discharge requirements, particularly during construction of the various phases of the Project, construction related impacts to water quality would be less than significant.

The WQMP (Final EIR, Appendix G2) presents a number of non-structural and structural BMPs to be implemented under proposed Project operations, including:

Non-structural Source Control Measures:

- Education for property owners, operators, tenants, occupants or employees
- Activity restrictions (e.g., to eliminate storm water contamination by oil and grease, service or repair of all vehicles will be restricted to designated areas only)
- Regular irrigation system and landscape maintenance
- Common area litter control
- Sweeping private streets and parking lots
- Inspection and maintenance of drainage facilities

Structural Source Control Measures:

- Storm drain inlet stenciling and signage
- Landscape and irrigation system design
- Fueling areas
- Trash storage areas
- Loading docks

Pursuant to the WQMP, the Project would be required to collect and store 100 percent of the runoff generated during a 100-year storm event on-site per City of Coachella drainage standards. The storm drain system will be privately operated and maintained during the life of the Project per a project-specific Final WQMP, which will include copies of Covenants, Conditions, and Restrictions (CC&Rs), BMP Maintenance Agreement, and/or other mechanisms used to ensure the ongoing operation, maintenance, funding, transfer and implementation of the project-specific WQMP requirements.

Decrease Groundwater Supplies or Interfere with Groundwater Recharge

The Project would require water for concrete, dust control, hydro-consolidation of soils, haul truck cleaning, and related construction activities; this increased demand for water could impact groundwater supplies. The Water Supply Assessment (WSA) for the Project (Final EIR Appendix G3) provides an assessment and verification of the availability of sufficient water supplies for operation of the Project during normal, single-dry, and multiple-dry years over a 20-year projection to meet the projected demands of the Project, in addition to existing and planned future water demands of the CWA.

Finding:

The City Council finds that the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project would impede sustainable

groundwater management of the basin. Impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Project construction-related activities are not anticipated to have a significant impact on groundwater supplies because construction would be short-term and does not consist of water-intensive activities that could, ultimately, draw-down supplies of groundwater. Water for construction activities would be transported to the site via water trucks. Therefore, construction impacts relative to groundwater supplies would be less than significant.

CWA's projected water supplies in a normal year, single dry year, and multiple dry years are reliable and as discussed in the 2020 Urban Water Management Plan (UWMP), CWA intends to continue meeting its urban water demands with groundwater. Project development was accounted for in CWA's estimates of future water demands, because the estimates were derived from General Plan land use designations, and the Project is consistent with those designations. To receive water service, the Project will be subject to an agreement with CWA, together with any and all applicable fees, charges, plans and specifications, conditions, and any and all other applicable CWA requirements in place and as amended from time to time.

The WSA has provided specific water conservation measures that the future tenants of the Project business park development would implement to ensure the most efficient use of water resources and to meet and maintain the most recent UWMP goals throughout the life of the Project. The water conservation measures include the following:

- Native plant materials and other drought-tolerant plants will be used in all non-turf areas of Project landscaping. Large expanses of lawn and other water-intensive landscaped areas will be kept to the minimum necessary and consistent with the functional and aesthetic needs of the Project, while providing soil stability to resist erosion.

- In the event recycled water becomes available to the Project in the future, the potential use of tertiary treated water will be reviewed to determine feasibility of its use for on-site landscaped areas to reduce the use of groundwater for irrigation.

- The installation and maintenance of efficient on-site irrigation systems will minimize runoff and evaporation and maximize effective watering of plant roots. Drip irrigation and moisture detectors will be used to the greatest extent practicable to increase irrigation efficiency.

- The use of low-flush toilets and water-conserving faucets will be required in conformance with § 17921.3 of the Health and Safety Code, Title 20, California Code of Regulations § 1601(b), and applicable sections of Title 24 of the State Code.

Compliance with the above water conservation measures provided in the project-specific WSA, combined with CWA's ability to meet its future water demands as identified in the UWMP, would ensure that the Project does not substantially interfere with CWA's ability to provide water service within its service boundaries. Therefore, operation of the Project would have a less than significant impact on groundwater supply and recharge.

Cause Substantial Erosion or Siltation or Increase Surface Runoff

Project construction activities involve the excavation and grading of the soil and clearing of all vegetation. During a storm event, soil erosion and sedimentation could occur at an accelerated rate due to construction related grading activities, which could in turn, result in water and soil runoff. Operation of the Project could also result in an increase in urban runoff with a variety of contaminants that could impact water quality at the site and surrounding uses within the City.

Finding:

The City Council finds that the project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would contribute to substantial on- or off-site erosion or siltation or to a substantial increase in the rate or amount of runoff in a manner which would result in flooding on or off-site. Impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

If not controlled, the transport of materials from construction activities into local waterways could temporarily increase suspended sediment concentrations. However, any water run-off on site will be maintained on-site by the on-site retention basins. According to the City requirements under SWPPP practices, construction BMPs such as silt fencing, storm drain inlet protection, erosion control, linear sediment barriers, proper waste management, and proper material storage, would be implemented at each construction phase of the Project. Therefore, the Project would not result in substantial erosion or siltation on- or off-site. This impact would be less than significant.

As discussed above and in Final EIR Section 4.10.1, no stormwater runoff would be released from the Project boundary under design conditions, and the Project would be required to collect and store 100 percent of the runoff generated during the 100-year storm event on-site per City drainage standards. The Project's stormwater and drainage improvements have been designed in accordance with FEMA and City requirements. Therefore, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding. This impact would be less than significant.

Exceed Capacity of Stormwater Drainage System or Impact Flood Flows

The Project's proposed stormwater and drainage improvements have been designed in accordance with FEMA and City requirements. The on-site retention basins would be designed and sized to retain the entire storm volume generated on-site during the 100-year storm event with only shallow ponding on-site. Any on-site ponding occurs by overflowing of the on-site storm drain collection system connected to on-site basins. As surface water subsides in the on-site retention basins, ponded surface water would be evacuated by infiltration within the basins. In the event of emergency flooding conditions in the City or this portion of the County, the Project site's drainage system and lines would be designed in accordance with City requirements such that flows exceeding the capacity of the on-site collection system would overflow at the southeasterly end of the site toward the SR 86 right-of-way and flows would then proceed to the CVSC, ending ultimately at its terminus at the Salton Sea.

Finding:

The City Council finds that the project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute to surface runoff or would impede or redirect water flows. Impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

As discussed above and in FEIR Section 4.10.1, the Project would be required to collect and store 100 percent of the runoff generated during a 100-year storm event on-site per City of Coachella drainage standards. The Project's onsite retention design would satisfy the City's WQMP BMP requirement as 100 percent of the 100-year storm runoff is retained on-site and there is no discharge off-site. Therefore, the Project would not create or contribute runoff water which could exceed the capacity of existing or planned stormwater drainage systems, nor would the Project impede or redirect flood flows. This impact would be less than significant.

Consistency with WQCP or Groundwater Management Plan

The Sustainable Groundwater Management Act (SGMA) requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans or prepare an alternative to a groundwater sustainability plan.

Finding:

The City Council finds that the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Based on a review of the California Department of Water Resources (DWR) SGMA Prioritization Dashboard website, the Project site is located within the Coachella Valley-Indio Groundwater

Basin, which is ranked as a “medium” priority basin. There are seven components which are given a score that determines the management priority of water supply for the basins: C1 population, C2 population growth, C3 public supply wells, C4 total wells, C5 irrigated acres, C6 groundwater supply, and C7 Impacts. The total score given to the Indio Subbasin is medium, 20 priority points. The threshold value for medium priority is greater than 14 points, a medium priority rating indicates that the water levels for the subbasin are adequate at this time to support water supplies. The projected determination of groundwater demand availability by 2045 that was determined in the Coachella Valley Regional UWMP was that single dry year, and multiple dry year urban water supply reliability is 100 percent, and the Project’s water demand has been considered in future demand projections contained in the UWMP. As such, the Project would not conflict with or obstruct implementation of a sustainable groundwater management plan and a less than significant impact would occur.

LAND USE AND PLANNING

Consistency with Land Use Plan, Policy or Regulation

Evaluation of potential land use impacts was based on a review of the City of Coachella 2035 General Plan Update and certified EIR, and relevant planning documents. CEQA does not treat project consequences relating solely to land use, socioeconomic, or population, employment, or housing issues as direct physical impacts to the environment; rather, the analysis focuses on changes in land use, use compatibility, and consistency with the General Plan Update and the Southern California Association of Governments (SCAG) Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) referred to as "Connect SoCal 2020" that may have a physical impact on the environment.

Finding:

The City Council finds that the project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating environmental effects, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

General Plan Consistency

The site is designated as an Industrial District in the City of Coachella 2035 General Plan Update and its zoning is M-H: Heavy Industrial according to the City of Coachella Official Zoning Map. The Project would rezone the site as MS - Manufacturing Service and C-G General Commercial, to allow for a mix of industrial and commercial uses. Specifically, the Project will allow small retail and commercial uses at the southern portion of the property, with larger structures and denser industrial uses towards the northern portion of the site. The Project would be required to submit for City review all final grading, utility, landscaping, street, sidewalk and lighting plans. Project buildings and structures would be developed to be consistent with the City's established zoning standards and design guidelines for manufacturing and commercial uses.

The Project would be in harmony with the overall intent of the City's General Plan Land Use + Community Character Element policy 1.5. The Project would be developed with a mix of commercial and industrial uses that would be designed and developed in accordance with the General Plan and Zoning for Industrial Districts and requirements for Subarea 8 (East Industrial District), which encompasses the area of the City east of the CVSC, west of Fillmore and between Airport Boulevard and 52nd Avenue. Although currently primarily utilized for agricultural uses, the City General Plan anticipates this subarea to transform over time into employment-generating uses, including industrial, retail and office uses. The Project, with its mix of industrial, retail and office uses would satisfy and implement this vision for Subarea 8.

The site's development is anticipated to generate approximately 741 new employment opportunities in the City in line with policy directions for this Subarea, taking advantage of the site's location adjacent to SR 86. The Project includes well-designed transitions between the employment uses on the Project site in that commercial and retail uses would be located in closer proximity to Airport Boulevard to the south of the site, while storage, warehouse and energy (IID)

facilities would be at the northern portion of the site, further from the existing residential neighborhood to the south of the site on the other side of Airport Boulevard. This design ensures that the uses will be consistent with the City's vision for Subarea 8 while also avoiding locating more intense warehouse uses adjacent to residential neighborhoods.

The Project buildings would be designed and constructed with high quality and long-lasting materials in compliance with Policy 2.5. Similarly, the Project buildings have been architecturally designed to integrate the design styles that exist in the City and greater Coachella Valley region. All site development has integrated the City's design and architectural guidelines including Desert colors, variation in roof elevations, dimensional wall shapes and material types and textures. This would ensure that the Project provides the architectural diversity consistent with the City's Policy 2.6 and with this general area of the City and Riverside County. Lastly, the buildings to be constructed under the Project would include architectural features, styles and landscaping, taking into account the history, climate and topography of the site and surrounding area, including drought-tolerant landscaping and energy-efficient building design and features, consistent with Policy 2.7 Climate-appropriate design.

The Project would be developed on a currently undeveloped site with industrial, office and commercial uses, consistent with Policy 2.11 and 2.12 as the Project provides desired growth that conforms to the City's vision for this site, including well designed industrial and commercial buildings that fit with the surrounding uses and take advantage of the proximity and access to SR 86. Policy 2.12 identifies subarea 8 as a "Priority Growth Area" to be targeted for growth through City policies and actions and to receive priority for funding, community facilities and services. The Project site, located in Subarea 8, will develop the site with industrial, office and retail uses and generate growth in a part of the City designated for such development.

Policy 6.5 promotes the development of commercial and mixed-use centers that are located on existing or planned transit stops in order to facilitate and take advantage of transit service, reduce vehicle trips and allow residents without private vehicles to access services. Sunline Transit Agency's Airport Boulevard/Desert Cactus Drive bus station is located on Airport Boulevard, midway along the Project site. Project employees would therefore have the ability to take advantage of existing transit services and potentially reduce vehicle trips.

Policy 7.2 actively seeks to expand the amount of industrial uses in Coachella as a source of jobs and economic development and suggests focus in Subarea 8, and others. The Project would generate new industrial as well as commercial uses. The development of a currently vacant parcel with industrial uses would provide economic development and new sources of employment with approximately 741 new jobs in the City within Subarea 8, consistent with Policy 7.2.

Policy 7.4 requires new development within the City's industrial districts be designed for compatibility with surrounding uses to minimize impact and cultivate connectivity with each district. The site is currently vacant and is surrounded by agricultural uses to the east, vacant and industrial uses to the west, vacant land to the north and residential uses to the south. The Project would be required to adhere to all City design requirements such that development under the Project would be compatible with the City's surrounding areas and industrial districts.

Uses surrounding the site are primarily a mix of native desert land and agricultural uses to the north and east of the site, with the stormwater channel, open space and small industrial uses located to the west. These surrounding uses to the north, east and west of the site provide adequate buffers between the warehouse and other light industrial uses on the northern and central portions of the Project and any sensitive land uses in the Project vicinity. Uses on the southern portion of the site will include a mini-mart, gas station and restaurant uses which serve the neighborhood residents and travelers on SR 86 and also serve as a buffer between the Project's warehouse/light industrial uses and the existing residential neighborhood to the south of the Project site. Therefore, the Project implements the City's vision for employment-generating industrial and retail uses without causing any incompatibility with surrounding land uses by limiting the larger industrial and storage facilities to the northern and central portions of the property, while commercial, retail and office uses would be located to the southern portion of the site, closer to the existing residential uses south of Airport Road.

The Project is consistent with Policy 7.5 as it does allow for some industrial development near existing residential development to the south of the site, across Airport Boulevard; however, Airport Boulevard connects to SR 86 and already transports truck traffic from the adjacent State Route into the City, and importantly, the Project site is located immediately adjacent to SR 86 and thus minimizes the distance trucks travel off of SR 86 and avoids directing truck routes through residential areas. In addition, the Project will be conditioned to make substantial improvements to Airport Boulevard to allow for direct and adequate access to the site for truck and other traffic generated by the Project and to minimize any traffic issues at the site.

The Project would be required to conform with all City requirements for water, sewer, stormwater, and solid waste facilities according to established City guidelines and requirements and consistent with Policy 10.2. The Project site has an existing 30-inch waterline that is a "dry line" that is not connected to any existing water lines. The CWA plans to extend its water facilities with a 20" water line from near Avenue 54 southerly along Grapefruit Boulevard, then easterly to run under existing railroad tracks and the CVSC to the Project site.

Since sewer connections exist near the Project site, the existing CVWD sewer connections near Orange Street and Airport Boulevard would be extended easterly along Airport Boulevard and then cross the CVSC (either underground or attached to the bridge at Airport Boulevard) and then stub to the Project site directly on the opposite side of the CVSC channel.

The Project also includes a new traffic signal and widening of Airport Boulevard along and adjacent to the site frontage to ensure adequate turn lanes and intersection improvements to facilitate Project traffic. The Project would be required to submit final design and utility plans for City approval prior to any construction related activities. This would ensure that the Project meets all City requirements for adequate utility infrastructure at the site. The Project does not include any park facilities.

Consistent with Policy 11.2, 11.3 and 11.4, the Project would provide new economic development opportunities in the City that could assist in the City becoming a driving force to the area's economy by adding approximately 741 new jobs for City and County residents and by providing new economic development opportunities in the City outside of agriculture and resort services, that would add to the City's employment diversity.

Although the Project does not propose housing, consistent with Policy 11.5 Jobs-housing balance, the Project will generate space for a variety of industrial, automotive, construction and service jobs which will be available to City residents who may now commute elsewhere for such jobs.

Consistent with Policy 12, and 13.4, the Project would include a mix of retail, office and industrial uses that would contribute to the City's tax revenue and assist the City to create a stronger tax base. The property is currently vacant and generates a limited amount of property tax. Development of multiple buildings and uses will provide a substantial increase in property tax. Some of the uses proposed, including both the retail and warehouse uses (if developed for fulfillment warehousing) would generate sales tax. All development on the site would generate utility users' tax, and various fees, which would provide revenue for the City and diversify its revenue sources.

The Project would add a mix of warehouse, storage, retail and commercial uses to the site. The Project would not conflict with the underlying General Plan land use designation of Industrial, since the Project includes a zone change from Heavy Manufacturing to MS - Manufacturing Service and C-G – General Commercial, which allows for commercial and retail uses proposed under the Project. The City's Zoning Code allows for retail and commercial uses as well as small businesses, storage buildings and warehouses under its MS Zoning Designation. The Project would not conflict with the City of Coachella 2035 General Plan Update and impacts would be less than significant.

SCAG RTP/SCS (Connect SoCal 2020) Consistency

SCAG's jurisdiction comprises a six-county region that includes the six (6) counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, as well as their associated 191 cities. Connect SoCal 2020 is a long-range regional transportation plan that provides a vision for regional transportation investments, integrated with land use strategies, over a 20-year period. Key components include a growth forecast and regional development pattern based on population, household, and employment growth projections for the SCAG region as well as a transportation network including a list of transportation projects and investments.

One of Connect SoCal's policy directives is that while goals and policies within the Plan are to be developed primarily from assumptions derived from local general plans and input from local governments and transportation agencies, under SB 375, a local entity such as the City of Coachella is not required to ensure its local land use policies and regulations are consistent with the Plan. SCAG's Connect SoCal analyzed growth patterns within its planning area, consistent with each local agency's land use plans and goals for foreseeable development and growth. Therefore, the goals and policies were developed in coordination with local jurisdictions such as Riverside County and the City of Coachella such that Connect SoCal in itself is consistent with the planned land use, jobs and housing growth in the City of Coachella.

The Project would therefore not conflict with any applicable goals, objectives, and policies of SCAG's Connect SoCal, since operation of the Project would facilitate implementation of transportation improvements, specifically along Airport Boulevard and at the freeway interchange, resulting in an improved transportation network for area residents and businesses. Project related

improvements along Airport Boulevard would improve the movement of goods and people and therefore improve the economic competitiveness of the overall Project area, the City and region.

NOISE

Generation of Groundborne Vibration or Noise Levels

Short-term noise impacts associated with construction activities were analyzed based on typical construction equipment noise levels and distances to the nearest residential land uses. Predicted on-site operational noise levels for stationary (non-transportation) noise sources were calculated using the SoundPlan, version 9.0, computer program, based on representative noise levels for similar equipment. The locations of stationary noise sources were based on information provided by the Project Applicant and information derived from the Project site plans.

Finding:

The City Council finds that the project would not generate excessive groundborne vibration or groundborne noise levels, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Initial construction activities would require the use of various tractors, trucks, and jackhammers that could result in intermittent increases in groundborne vibration levels. The use of major groundborne vibration-generating construction equipment/processes (i.e., blasting, pile driving) is not anticipated to be required for the construction of future on-site land uses. Groundborne vibration levels commonly associated with construction equipment are summarized in the EIR (Table 4.13-14), which notes that groundborne vibration levels generated by construction equipment would be up to approximately 0.21 in/sec ppv or less at 25 feet. The nearest existing structures to the Project site are residential dwellings, the nearest of which is located approximately 60 feet south of the site. Assuming a maximum equipment vibration level of 0.21 in/sec ppv, or less, at 25 feet at the nearest Project site boundary, predicted groundborne vibration levels at this nearest residence would be 0.067 in/sec ppv. Predicted groundborne vibration levels would not exceed the minimum recommended criteria for structural damage or human annoyance (0.5 and 0.2 in/sec ppv, respectively) at nearby land uses. As a result, short-term groundborne vibration impacts would be considered less than significant.

No major existing sources of groundborne vibration were identified in the Project area. Vehicle traffic on area roadways, particularly heavy-duty trucks, can result in increased groundborne vibration. However, groundborne vibration levels associated with vehicle traffic are typically considered minor and would not exceed applicable criteria at the site boundaries. No major stationary sources of groundborne vibration were identified in the area surrounding the Project site, that would result in the long-term exposure of proposed on-site land uses to unacceptable levels of ground vibration. In addition, the Project would not involve the use of any major equipment or processes that would result in potentially significant levels of ground vibration that would exceed standards at nearby existing land uses. Therefore, the Project would have a less than significant impact relative to operational groundborne vibration or noise impacts.

Impacts Related to Private Airstrip or Airport Land Use Plan

The Project site is approximately one and a half (1.5) miles northeast of the Jacqueline Cochran Regional Airport and is within the Riverside County Airport Land Use Compatibility Airport Influence Area Zone D, which prohibits highly noise-sensitive outdoor non-residential uses.

Finding:

The City Council finds that the project is located in the vicinity of a private airstrip or an airport land use plan but would not expose people residing or working in the project area to excessive noise levels, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The airport closest to the Project site is the Jacqueline Cochran Regional Airport located approximately one (1) mile southwest of the site; however, the Project site is not located within the projected 65 dBA CNEL noise contour associated with the Jacqueline Cochran Regional Airport. Therefore, implementation of the Project would not result in the exposure of sensitive receptors to excessive aircraft noise levels, nor would the Project affect airport operations. This impact is considered less than significant.

POPULATION AND HOUSING

Induce Unplanned Population Growth

The Project would develop a currently vacant site with light industrial, storage and warehouse spaces, office uses, gas station and convenience store, fast food retail, as well as utility power infrastructure to be operated by IID. The Project would generate approximately 741 new employment opportunities in the City of Coachella but does not include housing. This increase in new employment opportunities in the city has the potential to increase the city's existing population from 41,941 to account for the new employees and their families, who may require additional housing opportunities in the City.

Finding:

The City Council finds that the project would not induce substantial unplanned population growth in the area, either directly (e.g., by proposing new homes and businesses or indirectly (e.g., through extension of roads or other infrastructure)), and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

While it is likely that many of the Project employees would be drawn from existing residents of the City of Coachella and surrounding communities, there is the potential for the Project to draw new employees to the area that could increase the need for housing; however, the City's 6th Cycle Housing Element also estimates that with its existing and planned future residential development, the City would have a surplus of 3,225 housing units by 2029. Therefore, any potential increases

in the City's population and therefore housing needs generated by the Project would be accommodated by the anticipated increase in housing units elsewhere in the City. Impacts would therefore be less than significant. With respect to the planned IID substation, it would be sized to accommodate the power needs of the project, but would also provide some excess capacity that would increase IID system resilience and reliability, and could also facilitate development of other planned development in the area, consistent with the City's General Plan. Therefore, any excess capacity would not cause induce substantial unplanned population growth.

PUBLIC SERVICES

Impacts to Fire Protection

The City contracts with the RCFD for fire protection and emergency medical services, including fire suppression, fire prevention, paramedic services, hazardous materials response, urban search and rescue response and other related services.

Finding:

The City Council finds that project would not result in physical impacts associated with the provision of new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services. Impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The City is primarily served by Fire Station #79, which is located approximately 3 miles to the northwest of the Project site. Current actual response times by Fire Station #79 meet or exceed the goals established in the City's Fire and Emergency Medical Services Master Plan, which requires fire and related emergency response between 5 and 15 minutes based on land use categories. The travel time from Fire Station #79 to the Project site is estimated between 7-12 minutes during non-peak hour traffic. This estimate represents the average driving time for a typical automobile to reach the site from the fire station; however, response times to emergency calls within the City average 3.5 minutes or less approximately 85 percent of the time. Although the Project would develop a current vacant parcel with commercial, storage and industrial buildings, all proposed buildings would be required to include Project design features, fire safe building materials, and to install water mains, laterals, and hydrants to provide fire flow to all areas of the site. In addition, all buildings onsite would be equipped with in-house fire protection sprinkler systems. New water lines would be constructed on the Project site and would connect to existing CWA water lines, as well as proposed 30-inch water lines to be constructed to the west, along Grapefruit Boulevard and to the southwest of the site, across the CVSC. The Project site would also have access to connect to existing CVWD lines, as well as new, 12-inch water lines south of Airport Boulevard. This would ensure that the site has adequate water supplies for general use, as well as during water needs for potential fire protection services.

The Project site's main access would be located at the signalized intersection with Airport Boulevard along the site's southern boundary, with two main roads providing north/south access internal to the site. A secondary right-in only access road is proposed between the SR 86 off ramp and the main signalized Project entrance, which is subject to California Department of Transportation (Caltrans) approval. If Caltrans approval cannot be obtained, this access would be gated and available for emergency access only. The site's internal roadway system would be designed with adequate fire access and turning radii throughout the Project site, in accordance with the standards and requirements of the RCFD, Caltrans and the City.

In accordance with the City of Coachella 2035 General Plan Update Infrastructure + Public Services Element Policies 7.14 and 7.16, the Project applicant would also be required to pay Fire Facility Impact Fees to fund future fire facilities and additional staff and equipment as needed, to serve the Project area and future development in the area. The Project would be required to comply with all applicable City development standards and fire safety codes, consistent with City of Coachella 2035 General Plan Update Policies 7.5, 7.8 and 7.13 as they relate to concepts of defensible space and providing sufficient water pressure on site, as well as all applicable State and federal fire safety standards during Project construction and operation. Therefore, impacts related to fire protection and emergency response services would be less than significant.

Impacts to Police Protection

The City contracts with the Riverside County Sheriff's Department (RCSD) for law enforcement and protection services. In addition, the City maintains a formal and informal mutual aid agreement with the State of California Governor's Office of Emergency Services and the cities of Indio, Palm Springs, and Desert Hot Springs Police Departments for law enforcement and emergency services.

Finding:

The City Council finds that project would not result in physical impacts associated with the provision of new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for law enforcement services. Impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The Project site is within the jurisdiction of the Coachella Police Department (CPD) station located at 86625 Airport Boulevard, in the community of Thermal, approximately 4.5 miles to the southwest. The City currently has a population of approximately 41,938 people (City of Coachella Housing Element, 6th Cycle; 2023). CPD provides approximately 0.86 officers per 1,000 residents, which is lower than the City's General Plan service ratio goal of 1.3 officers/1,000 population. As a commercial and industrial project, it is anticipated that the majority of Project employees would be drawn from existing City and area residents and, therefore, the Project itself would not materially reduce the officers per resident ratio or worsen existing response times for existing City residents. In addition, all new residential and non-residential development in the City is required to comply with City of Coachella 2035 General Plan Update Infrastructure + Public Services Element Policies 7.8, and 7.16, which require the Project to pay the DIF to fund the Project's fair

share of costs necessary to maintain adequate levels of police support at the site and within the City. Further, any sales tax revenue generated by the development and business ventures on the Project site may potentially be utilized by the City to contract for additional police officers and necessary equipment in order to maintain adequate levels of police service not only within the City but also at the Project site. The Project would not result in a decrease in acceptable service ratios for police protection and would provide additional tax revenue to support increased levels of police services. Accordingly, impacts would be less than significant.

Impacts to Schools

There are two unified school districts within the City of Coachella, including the Coachella Valley Unified School District (CVUSD) and the Desert Sands Unified School District (DSUSD). These school districts together provide primary, secondary, and high school education services to residents of Coachella Valley (City of Coachella 2035 General Plan Update EIR).

Senate Bill (SB) 50 (the Leroy F. Greene School Facilities Act of 1998), adopted in 1998, defined the school impact fee needs analysis process in Government Code §s 65995.5–65998. Pursuant to its provisions, school districts may collect fees to offset the costs associated with increasing school capacity as a result of development. By statute, payment of a statutory fee by developers serves as the total mitigation of the potential impact of a development on school facilities pursuant to CEQA.

Finding:

The City Council finds that the project would not result in physical impacts associated with the provision of new or physically altered school facilities, the construction of which could cause significant environmental impacts. Impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The Project is a business park development project with no residential structures on site. However, the Project also anticipates creating 741 new job opportunities within the City. It is anticipated that most of these new employees would be drawn from existing City and area residents who may have school age children attending Coachella Valley schools. Should any of the new employees move to the City and want to enroll their children in City schools, there are schools in the CVUSD with sufficient capacity to accept additional students. The Project would be required to pay CVUSD developer fees, calculated on a square-footage basis for new commercial and industrial development. These fees mitigate any impacts upon school facilities by providing funding for the construction of new schools and improvements to existing school sites. Payment of the applicable statutory developer fees as required by Senate Bill 50, is deemed to be full and complete mitigation for a Project's impacts on school facilities. Therefore, proposed Project impacts on schools would be less than significant.

Impacts to Parks

The Quimby Act (California Government Code, § 66477) requires the development of new or rehabilitation of existing neighborhood or community park or recreation facilities and gives the legislative body of a city or county the authority, by ordinance, to require the dedication of land or

payment of in-lieu fees, or a combination of both, for park and recreational purposes as a condition of approval of a tract map or parcel map. The Quimby Act is implemented through local county and city Ordinances.

The Coachella Municipal Code requires payment of the DIF for park improvement to be used to ensure that City parkland will be improved with the financial resources provided by the DIF. Currently, DIF for park improvement are only assessed for residential development projects.

Finding:

The City Council finds that the project would not result in physical impacts associated with the provision of new or physically altered park facilities, the construction of which could cause significant environmental impacts. Impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

As an industrial and office development with some commercial uses (related to restaurant and gas station uses), the Project does not include park facilities and would not require the construction or expansion of park facilities as it is not adding housing or residents on the site who would require access to park and recreational spaces. However, in accordance with General Plan, Land Use + Community Character Element Policies 2.17 and 9.5, the Project would include pathways and open areas that would be accessible to all employees and visitors at the site. This would also allow for the Project to adhere to Goal 13 of the Sustainability + Natural Environment Element and Policy 8.24 pf the Community Health + Wellness Elements by providing site employees with increased access to open space in order to support and increase physical activity.

Although the jobs generated by the Project could create demand for additional housing, to the extent those additional houses are located in the City, they would be subject to the City's DIF and the Quimby Act, which would help provide for additional parks and park facilities. Moreover, future employees generated by the Project would primarily access parks in their residential neighborhoods. The Project would not require the construction or expansion of parks that might have an adverse physical effect on the environment; impacts would be less than significant.

Impacts to Other Public Facilities

The County provides library services to the City with the Coachella Library, located approximately three miles to the northwest of the Project. The City is served by Coachella Valley hospitals such as the Desert Regional Medical Center, the Eisenhower Medical Center and the JFK Memorial Hospital, all three of which provide a wide range of medical services from doctors, specialized medical care services, surgery centers, emergency room services and pediatric care. The JFK Memorial Hospital is located approximately five (5) miles to the northwest of the Project site in the City of Indio, and provides specialized medical services as well as surgery facilities, and emergency room care.

Finding:

The City Council finds that the project would not result in physical impacts associated with the provision of new or physically altered public facilities such as libraries and medical services, the construction of which could cause significant environmental impacts. Impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The Coachella Library, which operates under the Riverside County library system, serves the City and currently lends out books and DVDs, free wireless internet and a variety of events for family users. Development of the Project is anticipated to primarily employ existing City and area residents who will be utilizing library services near their residential neighborhoods. Any new residents moving into the City would similarly be able to access existing libraries.

The City is also served by three medical facilities, all of which provide general, specialized and emergency services to the residents. The Project is anticipated to include employees from existing City residents who already utilize these three hospitals available to City residents. Any new residents moving into the City would similarly be able to access existing medical facilities. The Project would not require new or altered library and medical facilities. Impacts would therefore be less than significant.

RECREATION

Increase the Use of Existing Facilities

Although some of the new employees generated by the Project would be existing residents in the City, with access to parks and recreational uses within and around their neighborhoods, the Project has the potential to generate new residents in the City. These potential new residents would increase the demand on parks and recreational facilities in their neighborhoods.

Finding:

The City Council finds that the project would not have the potential to increase the use or deterioration of existing neighborhood and regional recreational facilities or require the construction of new recreational facilities, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

As an industrial and commercial facility, the Project would not require any associated recreational facilities and would have no impact on their construction or result in an adverse physical effect on the environment.

Currently, recreation service areas in the City are clustered around the eastern portion of the City with the nearest park area located approximately 2.5 miles to the northwest of the Project site. The City of Coachella 2035 General Plan Update recognizes that there is a deficiency in sufficient parkland space in the city, with no regional parks, bike trails or recreational trails within the city

limits. The City's 2035 General Plan Update EIR estimated that the City has approximately 60.2 acres for open space and recreation uses, mainly restricted to neighborhood parks and recreational facilities and parkland spaces associated with educational institutions in the City. The City's 2035 General Plan Update EIR also recognizes that two (2) new park areas in Bagdouma Park and Dateland Park, as well as the expansion of the Rancho Los Flores Park, would contribute to additional parkland space under the City's 2035 General Plan Update buildout in 2035.

The City is in the process of constructing additional park recreation areas and creating a regional trail system. While the Project may indirectly contribute to the City's expected 15 percent annual population growth between 2020 and 2035, the additional residential development planned for the City under the City's 2035 General Plan Update will fund the needed parks and recreational facilities to serve these new residents through the City's Park Improvement Impact Fee ($6,480 per single-family residential units and $5,443.49 per multi-family residential unit according to the City's 2022 DIF Annual Report), and residential development required DIF fees. Accordingly, the Project would have less than significant impacts on recreational facilities in the City.

TRANSPORTATION

Effect of a Geometric Design Feature

The Project site is currently vacant with no existing roadways or intersections on the site. SR 86 and Airport Boulevard, respectively, from the eastern and southern boundaries of the site. The Project would develop the existing vacant site with industrial, commercial and office uses as allowed under the City's General Plan and Zoning Code and no incompatible uses would be developed on the site.

Finding:

The City Council finds that the project would not increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Roadway improvements on the Project site would be designed and constructed to satisfy the City of Coachella Improvement Standards and Specifications and the Standards Specifications for Public Works Construction, and Caltrans requirements (Highway Design Manual Index 405.2(2)(e)) for street widths, corner radii, intersection control, as well as incorporate design standards tailored specifically to project access requirements that would result in the safe and efficient flow of traffic. Moreover, all internal roadways would access the site within established roadway geometric features and standards.

Construction Impacts

The Project proposes development of the site over three (3) phases. Phase I construction is anticipated to take approximately one (1) to five (5) years following Project approvals, and Phases II and III are anticipated to occur over approximately five (5) to 10 years and 20 years, respectively. Impacts associated with the construction of the Project may temporarily restrict vehicular traffic

along Airport Boulevard or the SR 86 off-ramp. However, construction operations would be required to implement traffic management plans, approved by both the City and Caltrans, that are adequate to facilitate the passage of people and vehicles through/around any required road or lane closures, under Mitigation Measure TRA-1.

During construction, worker vehicles, haul trucks, and other vendor trucks would be staged on the portion of the Project site under construction for the duration of the construction period. As part of the traffic management plans, the Project would be required to adhere to appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures and measures to properly route heavy-duty construction vehicles entering and leaving the site (as applicable). As a result, impacts related to vehicular circulation design features during construction of the Project would be less than significant.

Operational Impacts

Access and circulation for the Project would be provided through a new signalized project access at Airport Boulevard. In addition, a second right-turn in only access is proposed between the SR 86 southbound offramp and the signalized project entrance, which is subject to Caltrans approval. If Caltrans approval is not successfully obtained, a gated emergency access driveway would be installed in this location. Driveway aisles and internal sidewalks for the Project would be of appropriate width according to City of Coachella standards. Trucks accessing and leaving the Project site would be routed primarily along SR 86, Airport Boulevard and all other existing City-designated truck routes to access SR 111, which would limit potential safety conflicts between passenger vehicles and trucks. Therefore, the Project's construction and operational impacts related to vehicular circulation design features as described above would be less than significant.

TRIBAL CULTURAL RESOURCES

Impacts to Historical Resources

A "historical resource" includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California (Public Resources Code § 5020.1(j)) and a "Local register of historical resources" means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution (Public Resources Code § 5020.1(k)).

Finding:

The City Council finds that the project would not cause a substantial adverse change to a tribal cultural resource that is listed or is eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

As discussed in Final EIR Section 4.5, Cultural Resources, and the Cultural Resource Investigation incorporated herein by this reference, 15 previous investigations have been conducted and documented since 1974, within the overall Project site and surrounding areas. In addition, the data review indicated that approximately 22 cultural resources have been previously documented within one (1) mile of the Project area. These resources included 2 historic period archaeological sites and 20 historic-period built environment resources. However, none of those resources may be classified as prehistoric and none of them have been identified within the actual Project site.

Although a segment of the CVSC (also known as the Whitewater River Storm Water Channel (33-017259), under historical records), which is an earthen and concrete-lined channel constructed in 1915, borders the Project site to the west, the CVSC is not considered eligible for the CRHR or the NRHP. In addition, no cultural resources have been found under the overall area surrounding the Project site, according to CVWD's Subsequent IS/MND conducted during its channel improvement project (SCH#2019079095). However, in the event that previously undiscovered tribal resources were unearthed during pre-construction and construction activities at the Project site, the Project's adherence to Policy 12.2 of the Sustainability + Natural Environment Element of the City of Coachella 2035 General Plan Update would require coordination with affected tribes before further site disturbance activities. Therefore, the Project would have a less than significant impact relative to tribal cultural resources.

UTILITIES AND SERVICE SYSTEMS

Require Relocation or Construction of New Facilities

The Project would develop approximately 47.96 acres of currently vacant land located to the northwest of SR 86 and Airport Boulevard, in the southeastern portion of the City. The site would be developed with approximately 42.36 acres of industrial, commercial and office uses, while an IID substation would be located at the northern 5.6 acres of the overall Project site.

Finding:

The City Council finds that the project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas or telecommunications facilities other than the specific improvements described as part of the Project description and evaluated within the Final EIR, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Construction of all necessary pipeline and sewer line connectors would be subject to compliance with all applicable local, State, and Federal laws, ordinances, and regulations, as well as any site-specific conditions of approval. In addition, impacts to the physical environment associated with the Project-related electricity, gas, and telecommunications facilities that would be constructed to service the Project are included in the Project's construction phase, and all potential impacts have been evaluated throughout the EIR under the appropriate topical headings. Where significant impacts are identified, mitigation measures are required to reduce the Project's impacts to the

maximum extent feasible. There are no environmental impacts that would occur specifically related to the Project's proposed electricity, gas, and telecommunications improvements. Therefore, compliance with the relevant laws, ordinances, and regulations would ensure the Project's construction-related environmental impacts are reduced to a less than significant level.

Water and Wastewater Facilities

The CWA will supply water to the Project, which will require the construction of new onsite water and wastewater facilities and will require connection to CWA facilities. New water lines would be constructed on the Project site in accordance with CWA requirements for sizing and capacity and would connect to a proposed 20-inch water line to be constructed by CWA in Grapefruit Boulevard and to the east under the CVSC to the Project site. Construction impacts associated with the installation of the on-site facilities are addressed in the EIR as part of the Project development activities. CWA's new 20-inch water line extension from Grapefruit Boulevard is a separate project being undertaken by CWA with independent utility (including serving portions of the City located to the east of SR 86) and separate CEQA review. Until such time as the CWA facilities are completed to serve the Project, CVWD will supply water in an interim basis through an exiting agreement between the City and CVWD.

In addition, a portion of the CWA water line project will be constructed in the same location as a new CVWD water line extension project, including the portion that crosses the CVSC. For this portion of the CWA water line project, the CVWD prepared the Subsequent Initial Study and Mitigated Negative Declaration (IS/MND), Phase III A-2 Transmission Main, East Coachella Valley Water Supply Project, Valley View Mobile Home Park Water Consolidation Project (State Clearinghouse No. 2019079095) (April 2022), which addresses the potential environmental effects of that project and determined that it would not have any significant, unmitigated effects.

With respect to location and work associated with the east-west extension of the new CWA water line, the water line project IS/MND discussed that potential impacts may arise from temporary construction-related impacts in areas such as risk of minor accidental spills, construction noise and ground borne vibration, and temporary single lane traffic closures. All of these impacts, while requiring mitigation as set forth in the IS/MND, have limited potential to cause more than temporary impacts. The quantities of gasoline, lubricants, and other potentially harmful hazardous materials are limited to that necessary to operate equipment, and as such would not be able to be spilled in a quantity that would result in an overall substantial adverse effect to human beings. Impacts from construction noise and vibration would be temporary, during daytime hours, and construction would not require equipment that generates excessive levels of prolonged noise.

Traffic impacts are limited to the in-road work and would only require closure of one lane. The project, once completed, would return the road to previous use and no lasting or substantially adverse impacts would occur. Other potential areas for adverse impacts could occur from rupture, contamination, or failure of project features; however, the project is designed to all current codes and standards to prevent rupture, contamination, or failure of water systems. Consequently, the water line project IS/MND concluded that it would not result in any environmental effects that would cause substantial adverse effects directly or indirectly. Therefore, the water facilities to be constructed as part of the Project would not cause any significant environmental effects and a less than significant impact would occur.

Stormwater Drainage

The Project's operational stormwater and drainage improvements have been designed in accordance with FEMA and City requirements. The Project site would be separated into three main subareas and stormwater collection system boundaries: 1) the majority of the site is serviced by a series of drain inlets, gutters and swales where runoff can be collected and conveyed in an underground storm drain system toward permanent retention basins located along the western side of the site; 2) a smaller portion of the Project located at the northerly interior of the site will drain its surface runoff toward an interim retention basin; and 3) a portion of the site's eastern portion would flow to a single retention basin adjacent to the Project boundary (during construction and operations).

Due to the need to retain all stormwater runoff onsite (including the 100-year flood), the permanent planned western boundary retention basins are not sufficient to retain all of the needed stormwater capacity. In order to retain all of the on-site flows, an interim detention basin has been planned for the Large Warehouse #4 (LW #4) site. CVWD has already completed improvements to the adjacent channel and has submitted for a Letter of Map Revision (LOMR) from FEMA, which is anticipated to be approved in the coming years. Once the LOMR is approved, the site will no longer be required to retain all on-site flows from a 100-year flood event and the interim basin will no longer be required. Therefore, the LW-4 site can then be developed.

The site would feature several depressed loading docks (0.16 acres) for the proposed warehouse buildings on the northern portion of the site. These loading docks would be constructed to drain into underground storage facilities, which would be connected to the site's proposed storm drain retention system. The geotechnical and soils report prepared for the Project concluded that underground infiltration systems are not recommended for the site due to relatively high groundwater levels. However, an automatic pumping system would be included to convey water from the underground storage facilities to the storm drain system.

The on-site retention basins would be designed and sized to retain the entire storm volume generated on-site during the 100-year storm event with only shallow ponding on-site. Any on-site ponding occurs by overflowing of the on-site storm drain collection system connected to on-site basins. As surface water subsides in the onsite retention basins, ponded surface water would be evacuated by infiltration within the basins. In the event of emergency flooding conditions in the City or this part of the County, the Project site's drainage system and lines would be designed in accordance with City requirements such that flows exceeding the capacity of the on-site collection system would overflow at the southeasterly end of the site toward the SR 86 right-of-way and flows would then proceed to the CVSC, ending ultimately at its terminus at the Salton Sea.

In addition, the Preliminary WQMP presents a number of non-structural and structural BMPs to be implemented under Project operations, incorporated herein. As such, the Project would be required to collect and store 100 percent of the runoff generated during a 100-year storm event on-site per City drainage standards. The storm drain system will be privately operated and maintained during the life of the project per a project-specific Final WQMP, which will include copies of CC&Rs, Covenant and Agreements, BMP Maintenance Agreement and/or other mechanisms used to ensure the ongoing operation, maintenance, funding, transfer and implementation of the project

specific WQMP requirements. Therefore, the stormwater facilities constructed as part of Project would not cause significant environmental effects and a less than significant impact would occur.

Electric Power, Natural Gas, or Telecommunications Facilities

Electric power lines currently serviced by IID are located outside the western border of the Project site. The site does not currently have electric power line connection and therefore off-site improvements would need to be made to bring electricity to the site. The proposed tie-in to existing IID power lines would be from the high-tension power lines that run along the western edge of the site and would connect into the proposed IID substation facility on the site.

Construction of the proposed substation may result in temporary impacts related to traffic and noise from worker vehicles and construction equipment, sewer and wastewater needs from temporary worker usage of waste facilities, and use of batteries and nighttime lighting for constructions activities. As analyzed throughout the EIR, any impacts related to the IID expansion can be reduced to a less than significant level with the incorporation of the mitigation measures.

The site would be served by SoCalGas for natural gas connections. Although no existing gas lines are currently located on the site, the Project would tie into existing SoCalGas underground gas lines, which would be extended into the Project site along the southwestern portion of the site through the extension of existing underground gas lines at Grapefruit Boulevard and Airport Boulevard that are owned, operated and maintained by SoCalGas.

Telecommunication and internet services would be provided to the Project site, on a demand basis by multiple providers, including Frontier (telecommunications) and Spectrum (internet and telecommunications) which have existing lines along Airport Boulevard along the site's southern boundary. Therefore, any potential additional service line extensions at the site would be connected to existing telecommunications lines along existing and disturbed roadway rights-of-way.

The Project would therefore connect to the existing utility lines that surround the site, through appropriate number and size of extensions during development of buildings under the Project. All extensions would be constructed within existing disturbed road rights-of-way and would comply with the goals and policies of the Infrastructure + Public Services Element of the City's 2035 General Plan Update. Specifically, the Project would have to comply with Goal 6 as well as Policies 6.4 and 6.6 that require commercial and business projects to provide easy access to energy, internet and telecommunication services. The Project's compliance with Policies 6.7 and 6.8 would require all building development on the site to coordinate with SoCal Gas in order to provide safe, underground connections to existing utility providers in the City. Operations of the proposed electric, telecommunication and natural gas lines would continue on the site through connections to existing offsite lines and pipes that are located underground in the vicinity of the site.

Water Supplies

A WSA was conducted for the Project dated February 2024 and provides an assessment and verification of the availability of sufficient water supplies during normal, single-dry, and multiple-dry years over a 20-year projection to meet the projected demands of the Project, in addition to existing and planned future water demands of CWA (EIR, Appendix G3). The WSA also includes identification of existing water supply and demand, and quantities of water received in prior years,

to account for existing and planned future water demands of the CWA, as required by Senate Bill 610 (SB 610), SB 221, and SB 1262.

Finding:

The City Council finds that the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The applicable and most current UWMP is the 2020 Coachella Valley Regional UWMP, from which water supply and demand data is provided in the EIR and incorporated herein.

The jurisdictional service areas of the six participating agencies in the Coachella Valley Regional UWMP include:

- Coachella Valley Water District (CVWD)
- Coachella Water Authority (CWA)
- Desert Water Agency (DWA)
- Indio Water Authority (IWA)
- Mission Springs Water District (MSWD)
- Myoma Dunes Mutual Water Company (MDMWC)

The Coachella Valley Groundwater Basin is used by all six agencies as their primary source of supply for meeting municipal water demands (water used for typical household, business, and local government use). The basin provides storage to help meet demand even in dry years. In a typical year, groundwater pumping is more than the amount of local rain and mountain snowmelt.

The two largest subbasins in the Coachella Valley Groundwater Basin used to meet municipal water demands are the Indio Subbasin and the Mission Creek Subbasin. Subbasins are portions of a larger groundwater basin – usually separated by faults. In both of these subbasins, water agencies are developing updated plans to address long-term sustainable management of the groundwater basin. These plans were approved by Department of Water Resources (DWR) to meet planning requirements of the SGMA and are called the Alternative Plans. While the UWMP is focused on water used for municipal supply, the Alternative Plans address all water use in the Valley, including golf course and agricultural irrigation. In addition to groundwater, some of the water providers use local stream water, and some have recycled water systems to provide highly treated wastewater for irrigation. Imported water is used for groundwater replenishment and meeting non-urban demands.

Water would be supplied to the Project site by CWA. In 2020, CWA had 8,935 municipal connections and supplied a total volume of 7,216 AFY of water. CWA has one principal source of water supply, which is groundwater from the Indio Subbasin produced from CWA owned and operated wells. CWA's distribution system network consists of approximately 120 miles of pipeline. There are currently six wells within the City's distribution system. The total pumping capacity of active wells is approximately 11,400 gallons per minute (gpm) or 16.5 million gallons per day (MGD).

There are three storage reservoirs within the City: the 1.5 million gallon (MG) Dillion Road Reservoir, the 3.6 MG Mecca Reservoir, and the 5.4 MG Well 18 Reservoir. CWA has a total reservoir storage capacity of approximately 10.5 MG; of which, approximately 1.5 MG lies within the 150 Zone. CWA operates two booster pumping stations, the Mecca Reservoir booster pump station (Well 12 Booster) and the Well 18 Reservoir booster pump station (Well 18 Booster). The Well 12 Booster supplies the Low Zone and takes suction from the Mecca Reservoir, and the Well 18 Booster supplies both the 150 Zone and Low Zone, and takes suction from the Well 18 Reservoir.

Currently, CWA does not produce or use recycled water or raw water in its service area; however, the City is considering a recycled water system in the future. It should be noted that raw water, via the Coachella Canal, is used within the City limits, but by the agricultural community and not as a part of the CWA system. Per CVWD Ordinance No. 1428, CWA has opportunity to receive canal water for additional potable water supply when available. As the water becomes available, CWA may work with CVWD to pursue those opportunities to supplement its water portfolio.

The 2020 UWMP provides CWA's actual water use and projected water supplies and demands in a normal year, single dry year, and multiple dry years (Tables 14.19-1, 14.19-2, 14.19-3, 14.19-4 and 14.19-5 as forth in the EIR are incorporated herein by this reference). CWA's ability to meet demands is determined by an analysis of the available water supplies within CWA's water service area in each scenario. Considering the groundwater basin management efforts presented throughout the UWMP, the historical groundwater supply availability during these scenarios is assumed to be fully reliable and an accurate assumption for future reliability.

As discussed in the WSA prepared for the Project, total projected water demand for the Project is 151.94 AFY, or 3.17 acre-feet (AF) per acre (see, EIR Table 4.19-6, Projected Total Water Demand for the Project). CWA's long-term water management planning ensures that adequate water supplies are available to meet existing and future water needs within its service area. As stated in the UWMP tables, CWA's current urban water demand is 7,216 AFY for 2020. The projected urban water demand for 2040 is 16,819 AFY. This Project's water demand of 151.94 AFY accounts for approximately 0.9 percent of the difference between current municipal demands and planned demands of 16,819 AFY by 2040.

CWA's projected water supplies in a normal year, single dry year, and multiple dry years are fully reliable. As discussed in the 2020 UWMP, CWA intends to continue meeting its urban water demands with groundwater. Project development was accounted for in CWA's estimates of future water demands, because the estimates were derived from General Plan land use designations, and the Project is consistent with those designations. Furthermore, to receive water service, the Project will be subject to an agreement with CWA, together with any and all applicable fees, charges,

plans and specifications, conditions, and any and all other applicable CWA requirements in place and as amended from time to time.

The Project's water supply impacts would be less than significant; however, in order to further minimize impacts to water supply, the Project's WSA has provided specific water conservation measures that the future tenants of the proposed project business park development would implement to ensure the most efficient use of water resources and to meet and maintain the most recent UWMP goals throughout the life of the Project. The water conservation measures include the following:

1. Native plant materials and other drought-tolerant plants shall be used in all non-turf areas of Project landscaping. Large expanses of lawn and other water-intensive landscaped areas shall be kept to the minimum necessary and consistent with the functional and aesthetic needs of the Project, while providing soil stability to resist erosion.

2. In the event recycled water becomes available to the Project, the potential use of tertiary treated water will be reviewed to determine feasibility of its use for on-site landscaped areas to reduce the use of groundwater for irrigation.

3. The installation and maintenance of efficient on-site irrigation systems will minimize runoff and evaporation and maximize effective watering of plant roots. Drip irrigation and moisture detectors will be used to the greatest extent practicable to increase irrigation efficiency.

4. The use of low-flush toilets and water-conserving faucets shall be required in conformance with § 17921.3 of the Health and Safety Code, Title 20, California Code of Regulations § 1601(b), and applicable sections of Title 24 of the State Code.

Therefore, the Project would have sufficient water supplies to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years, and impacts would be less than significant.

Adequate Capacity for Wastewater Treatment

For sanitary sewer service, the Project site is within the City's sewer boundary but the Project site would be served by CVWD which provided a Will Serve Letter for the Project as proposed, in July 2020, requiring the Project to provide the appropriate infrastructure construction and compliance with all existing CVWD facilities.

Finding:

The City Council finds that there is adequate capacity in CVWD's wastewater treatment system to serve the project's projected demand, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The Project site does not currently have wastewater/sewer service and will need to extend its connection to CVWD's existing line that runs along Airport Boulevard; the tie in will be at the south end of the Project at Airport Boulevard. This line will be extended eastward over the CVSC under the Airport Boulevard bridge and stubbed to the southwest corner of the Project site, and all effluent will be treated at CVWD's Wastewater Treatment Plant (WWTP) #4, which complies with the Colorado River Basin RWQCB. Wastewater from the Project site would be regulated by the Colorado River Basin RWQCB adopted WDRs Order No. R7-2005-0083, which specifies effluent limitations, prohibitions, specifications, and provisions necessary to protect the beneficial uses of the surface and ground waters within the Colorado River Basin Region. Compliance with the WDRs would ensure that wastewater discharges generated by the Project and treated by the WWTP system would not exceed applicable Colorado River Basin RWQCB wastewater treatment discharge requirements.

The Project will be conditioned to connect to the City's system when facilities are available in proximity to the site and would be mandated to conform to applicable goals and policies of the Infrastructure + Public Services Element of the City's 2035 General Plan Update. Specifically, Goal 1, which promotes the maintenance of efficient and high-quality infrastructure facilities, and Goal 2, which requires adequate and reliable water and wastewater supply facilities to address all future growth in the City. Policies 1.1, 1.2, 1.4 and 3.6 would ensure that the Project site is adequately supplied with water and stormwater drainage and service standards, while Policy 1.9 would ensure that retention basins and stormwater areas are designed and constructed in a safe, aesthetically pleasing manner and Policy 1.5 would ensure that the Project provides adequate water and stormwater facilities. Goal 3 of the Infrastructure + Public Services Element would require all development at the Project site maintain adequate wastewater connections as well as collecting and safely disposing of all onsite wastewater. Policy 3.4 would ensure that proposed development on site has the proper wastewater conveyance capacities prior to the issuance of any building permits. Policy 3.8 would require users on the Project site to establish adequate wastewater disposal systems such that all potential users have access to adequate and maintained wastewater disposal systems either on site or in existing systems in the City of Coachella.

The Project would therefore comply with Policies 2.3, 2.5 and 2.6, and will provide and maintain adequate water supplies, storage and distribution to all future uses on the site. The Project's adherence to Policies 2.11, 2.12 and 2.13 require water conservation programs and measures; Policy 2.14 encourages new development to utilize on-site grey water systems; and, Policy 2.15 requires expansion of the use of reclaimed water specially for water efficient landscaping. The Project will connect to CVWD's Wastewater Treatment Plant #4, where effluent is not currently recycled; however, it will be in the future when demand for recycled water is developed.

In addition, since Policies 2.8 and 3.5 would ensure that all development on site would pay fair-share connection and maintenance fees, with implementation of these relevant General Plan policies as well as adherence to all applicable local and State regulations and codes, that the Project impacts to water, wastewater, and stormwater will be less than significant.

Generate Excess Solid Waste

The Project site is currently vacant and undeveloped with no sources of solid waste generation or the need for the use of local solid waste infrastructure. Development of the site Project would result in warehouse and storage facilities, office and commercial development, all of which would generate solid waste on site.

Finding:

The City Council finds that the project will not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Construction activities under the Project have the potential to generate construction waste from building materials as well as construction workers on site. The Project site would be served by the Badlands Landfill, with sufficient capacity for additional trash per day (City of Coachella 2035 General Plan Update EIR; 2014). Solid waste generated during each phase of Project construction would be collected and deposited at the landfill site which has the capacity to accept the site's generated construction and demolition solid waste. The Project would also be required to comply with solid waste diversion requirements established by CalGreen, requiring the diversion of at least 65 percent of solid waste. In addition, in compliance with CalGreen, any project requiring construction permits from the City must divert at least 65 percent of construction and demolition materials or forfeit their deposit (Coachella Municipal Code Chapter 15.54, Recycling and Diversion of Waste from Construction and Demolitions, § 15.54.130). By providing solid waste pickup at the site and disposal to all appropriate landfill locations that currently serve the City, the Project would have solid waste diversion of 65 percent across all proposed uses on the site.

In addition, Project construction and operation activities would be required to adhere to applicable policies under the Infrastructure + Public Services Element of the City's 2035 General Plan Update. Specifically, Policy 5.4 which requires projects to strive for zero solid waste to landfills though appropriate reuse and recycling efforts; Policies 5.6 and 5.8 which would require adequate disposal of hazardous materials during construction and operation, as well as the use of green waste management practices on the site. The Project's adherence to Policies 5.7, 5.11, 5.12, and 5.15 would ensure that appropriate trash collection facilities and services are provided on site for all construction, electronic, recycling, and daily trash materials.

Similarly, operational activities at the Project site would involve the generation of solid waste and recycling materials at the various structures on site. The City contracts with Burrtec to provide solid waste collection, recycling, and disposal management services. All businesses will be required to establish an account with Burrtec for regular solid waste and recycling pick-up and disposal. The Badlands Sanitary Landfill is currently permitted to receive 5,000 tons of trash per day. The total permitted capacity of the landfill is 82,300,000 cy with a remaining capacity of 4,900,000 cy and a ceased operation date of January 1, 2059. The solid waste generated by the operation of the Project would be negligible compared to the Badlands Sanitary Landfill's

maximum permitted throughput of 5,000 tons per day. Therefore, the Project's impacts relative to solid waste facilities would be less than significant.

Comply with Statutes and Regulations regarding Solid Waste

The Project would result in new warehouse, storage, office and commercial uses on a currently vacant site. All of the anticipated development would generate solid waste and all solid waste-generating activities within the City are subject to the requirements set forth in the CalGreen that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste.

Finding:

The City Council finds that the project will comply with federal, state and local management and reduction statutes and regulations related to solid waste, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

The Project would be consistent with all state regulations, enforceable through the City's project permitting process; solid waste would be collected and disposed at appropriate waste facilities that currently service the City. In addition, the Project would be required to comply with the appropriate goals and policies of the Infrastructure + Public Services Element of the City's 2035 General Plan Update such that all solid waste and landfill materials are disposed of in accordance with the City and County's waste management systems under Goal 5. Project adherence to Policy 5.7 would ensure that future development under the Project would provide the appropriate trash collection services, while Policies 5.4, 5.6, 5.9, 5.10 would ensure that users at the site strive for reduced (through recycling) or zero waste to landfills by 2040, do not dispose of hazardous materials into the typical municipal waste stream, practice recycling and composting of green waste, and dispose of electronic waste at the appropriate disposal locations. The Project's adherence to the use, storage and disposal of recycled materials and construction waste in compliance with Policies 5.12, 5.13 and 5.15 would also ensure that development under the Project would comply with all solid waste statute and regulations; and therefore, there would be less than significant impacts.

WILDFIRE

Exposure to Pollutants from Wildfire

While all of California is subject to some degree of wildfire hazard, specific features make certain areas more hazardous. The California Department of Forestry and Fire Protection (CalFire) is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. Factors that increase an area's susceptibility to fire hazards include slope, vegetation type and condition, and atmospheric conditions. CalFire has identified two types of wildfire risk areas: 1) wildland areas that may contain substantial forest fire risks and hazards and 2) Very High Fire Hazard Severity Zones (VHFHSZs).

Finding:

The City Council finds that the project would not result in pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, or other factors that exacerbate wildfire risk, and therefore impacts will be less than significant. No mitigation measures are necessary.

Facts in Support of Finding:

Construction and operation of the Project may utilize hazardous materials such as petroleum products (see EIR Section 4.9, Hazards and Hazardous Materials). However, all Project construction would be subject to applicable federal and State laws and regulations related to the proper use, storage, and transport of hazardous materials. Construction equipment would be subject to standard operating procedures, that would limit sources of ignition that could generate a wildfire. All construction activities on the Project site would be required to have all equipment use and worker tasks conform to fire safety protocols, including, but not limited to, on-site fire extinguishing equipment. As such, construction related impacts would be less than significant.

Factors for assessing existing wildfire risk include drought, slope steepness, wind speeds, flammability of vegetation, and burn history and severity (length of time from last fire and location of last proximate fire). The Project site is relatively flat and has a gentle slope from northwest to southeast as does most of the land within the city. The Project site is not on or adjacent to any slopes and is abutted by the SR 86 right-of-way on the east, the CVSC on the west, and Airport Boulevard on the south. Vacant desert land occurs immediately north, in a narrow parcel that is part of the Caltrans right of way. The site is not near open space or mountain slopes, and its isolation make the risk of wildfire, or the spread of wildfire, extremely low. Impacts associated with uncontrolled spread of wildfire would be less than significant.

V. FINDINGS REGARDING ENVIRONMENTAL EFFECTS HAVING NO IMPACT

AESTHETICS

Scenic Resources

The Project site had been in agricultural use in the early 1900s; however, the site is currently vacant and there are no historic buildings located on the site. Trees are sparse and located primarily in the northern and northwestern portions of the site. Small rock deposits from previous uses are scattered throughout the site along with low shrub and bush coverage. The Project site is not located within or in proximity to any officially designated State scenic highways as identified by Caltrans. The closest eligible State scenic highway is a portion of SR 111 located approximately 6.3 miles southeast of the Project site, in the community of Mecca. Therefore, there would be no impact on any scenic resources within or near a State scenic highway.

AGRICULTURE AND FORESTRY

Convert Farmland

According to the California DOC's Farmland Mapping and Monitoring Program (FMMP), and as shown in Final EIR Exhibit 4.2-1, the Project site is designated as Farmland of Local Importance, and not Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Although the Project site had been utilized for agricultural production from approximately 1953 to 1984, the Project site is currently undeveloped and vacant. Located in the southern portion of the City, the Project site is designated as part of an Industrial District under the City of Coachella 2035 General Plan Update designation and is zoned for M-H: Heavy Industrial uses. Therefore, implementation of the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), to non-agricultural uses and there would be no impact.

Conflict with Zoning or Williamson Act

The Williamson Act, also known as the California Land Conservation Act of 1965, allows local governments and private landowners to form contracts that restrict specific parcels of land to agricultural or related open space use. According to the City's 2035 General Plan Update EIR, there are approximately 900 acres of land under Williamson Act Contracts (WACs) and 1,400 acres of land under WACs that have not been renewed and are set to expire. The Project site is zoned for industrial use, is not subject to a WAC and is not adjacent to any land subject to a WAC or zoned for agricultural use. Therefore, the Project would not conflict with existing zoning for agricultural use or a WAC and there would be no impact.

Conflict with Forest or Timberland

The City's 2035 General Plan Update does not include Forest Land or Timberland designations or uses within the City or its Sphere of Influence. The City is located in the desert climate of the Coachella Valley and does not support or contain any forest land or timberland. The Project site itself does not contain any timberland or forest land, nor is it zoned for timberland production. Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production, and there would be no impact.

Loss of Forest

The Project will not involve changes in the existing environment that would result in conversion of forest land, since, as noted above, there are no Forest or Timberland designations in the City.

Other Conversion of Farmland or Forest Land

As discussed above and in the Final EIR, no conversion to non-agricultural use or conversion of forest land to non-forest use would occur with the Project and there will be no impact to farmland or forest land.

BIOLOGICAL RESOURCES

Conflict with Local Policies or Ordinances

The Project Area is located within the City of Coachella and is subject to its' local tree ordinances, which are limited to street trees and palm trees. These ordinances require regular trimming and maintenance and/or removal, but preservation is not specified within the code. The trimming or removal of any trees on site would thereby not conflict with local tree ordinances, thus would not conflict with the local policies or ordinances protecting trees. No impact would occur.

GEOLOGY AND SOILS

Impacts related to Septic Tanks

The Project would not involve the use of septic tanks or any other alternative wastewater disposal systems. Sanitary sewer will be extended to the site from existing CVWD sewer lines and connections, and treatment will occur at existing CVWD facilities. Therefore, there would be no impacts associated with septic tanks or alternative wastewater systems.

HAZARDS AND HAZARDOUS MATERIAL

Hazardous Materials within ¼ mile of a School

There are no schools on, or proposed for, the site or in the immediate vicinity of the Project site. The nearest school site is the John Kelley Elementary School in the adjacent community of Thermal approximately 2.5 miles to the south of the Project site. There would be no impact to existing or proposed schools within one-quarter mile of the Project site.

HYDROLOGY AND WATER QUALITY

Inundation by Flooding, Tsunami or Seiche

Flood Zone

CVWD has completed channel lining improvements that would remove the entirety of the Project site from the floodplain. Therefore, the Project would not result in the risk of release of pollutants due to project inundation in a flood zone and impacts would be less than significant.

Tsunami

The Project is situated approximately 79 miles to the east of California's coastline along the Pacific Ocean. Therefore, the risk of inundation by tsunami is considered negligible and there would be no impact.

Seiche Zone

The Project is situated approximately 10.5 miles to the north of the Salton Sea, and as such, is not located near a large standing body of water. Therefore, the risk of inundation by seiche is considered negligible and there would be no impact.

LAND USE AND PLANNING

Physically Divide an Established Community

The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility within an existing community or between a community and an outlying area. The Project does not propose the construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. The Project will develop a currently vacant site with light industrial, storage and warehouse spaces, office uses, gas station and convenience store, fast food retail, as well as a utility substation to be operated by IID. The Project site is mostly vacant to the north and east, with some light industrial uses located to the west. SR 86 follows the eastern border of the site and Airport Boulevard forms the southern boundary. The Project will result in a mixed commercial and industrial project on vacant land. The Project will be self-contained and will not affect the ability of surrounding lands to develop with the uses permitted on those properties. Therefore, neither construction nor operation of the Project would result in the physical division of an established community. No impact would occur.

MINERAL RESOURCES

Loss of a Mineral Resource of Local Value or of Value to Region or State

According to the California Department of Conservation (CA DOC), the Project site is not located within a Mineral Resource Zone. Therefore, implementation of the Project would not result in the loss of any mineral resources that are of value to the State; there would be no impact. Similarly, no mineral resource sites are delineated or analyzed under the City's General Plan, and none are contained in other specific or land use plans. Implementation of the Project would not result in the loss of availability of important mineral resources; there would be no impact.

POPULATION AND HOUSING

Displace People or Housing

The Project site is on currently vacant parcels that have no housing or people living on the site. The Project therefore would not displace people or require the construction of replacement housing elsewhere. Therefore, no impact would occur.

RECREATION

Require New or Expanded Facilities

As a primarily industrial and office development with some commercial uses (related to restaurant and gas station uses), the Project does not include recreational facilities and would not require the construction or expansion of recreational facilities as it is not adding housing or residents on the site who would require access to park and recreational spaces. However, the Project would include pathways and open areas that would be accessible to all employees and visitors at the site. Although the jobs generated by the Project could create demand for housing, future employees

connected with the Project would primarily access parks in their residential neighborhoods, and new residential projects would be required to construct recreational facilities as part of their project entitlements. Therefore, the Project will not require the construction expansion of recreational uses that might have an adverse physical effect on the environment. No impact would occur.

WILDFIRE

Require Infrastructure

The Project will require development of infrastructure for urban development (not for wildfire risk), including for power, water, sewer, stormwater drainage and an internal roadway system, and would decrease fire risks relative to existing conditions. The Project site is not located in or near a State Responsibility Area (SRA) or Local Responsibility Area (LRA) and does not contain any land classified as a VHFHSZ. Electricity would be provided to the Project site through a new underground distribution line that would extend from Airport Boulevard and also connect to existing power lines and infrastructure located along the site's western boundary. An IID substation facility would be located at the northern end of the overall Project Site, and this would include a 315 foot x 315 foot electrical substation and a 1-25 mega volt ampere (MVA) 92/13.2 kilovolt (kV) transformer bank in order to provide adequate power for the Project. There also would be 92 kV transmission line extensions and associated distribution feeders/backbones and distribution line extensions installed on the substation portion of the overall Project site. Electric power lines and poles are currently located to the west of the Project Site, and these currently serve all existing development to the west of the CVSC. All of the proposed power utility lines would be located underground and would connect to the existing power lines and power poles located to the west of the site and within City boundaries; no new power poles would be located on the site. Future maintenance of the Project facilities would not increase the risk of fire because the proposed uses onsite would not include any features that would have the potential to exacerbate fire risk or result in temporary or ongoing impacts to the environment. The Project site would also provide suitable access for emergency vehicles from Airport Boulevard. Therefore, no impact would occur.

Expose People or Structures to Risk of Flooding, Landslides

The Project site is comprised of a relatively flat terrain, sloping gently northwest to southeast. Since the site is not located within a FHSZ, the Project would not increase fire risks at the site.

Landslides, including rockfalls, deep slope failure, and shallow slope failure, are not likely to occur at the site due to the absence of steep slopes; the site is relatively flat. The Project is not expected to expose people or structures to downslope or downstream flooding or landslides risks as a result of runoff, post-fire slope instability, or drainage changes. No impact would occur.

VI. FINDINGS REGARDING CUMULATIVE IMPACTS

CEQA Guidelines § 15130 requires an EIR to include an analysis of the cumulative impacts of a project when the project's incremental effect is considered cumulatively considerable. Cumulative impacts are defined as two or more individual events that, when evaluated together, are significant or would compound other environmental impacts of a project. Cumulative impacts are the changes in the environment that result from the incremental impact of development of the Project and other nearby projects.

CEQA Guidelines Section 15130(b)(1) allows discussion of reasonably foreseeable cumulative projects to be drawn from either a "list of past, present, and probable future projects producing related or cumulative impacts" or a "summary of projections contained in an adopted general plan or related planning document or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact."

To assess potential cumulative impacts associated with planned and pending development in the City, the Final EIR considers planned and pending projects in the Project site vicinity, including within the City and adjacent areas of unincorporated Riverside County. Pending projects include projects for which a building permit has been issued, for which planning approvals have been obtained, or for which planning approvals are pending.

Upon construction of all of these projects, there would be an additional. 3,079.04 acres of new residential development/redevelopment, 96.13 acres of commercial development, and 4.89 acres of industrial development. The cumulative setting conditions are based on:

- Effect of Regional Conditions.
- Local Adopted General Plans.
- Consideration of Existing Development Patterns.
- Proposed and Approved Development Projects as shown in EIR Table 3-1 for projects within 5 miles of the Project site.

Aesthetic Resources

Although aesthetic impacts are generally site-specific, impacts that may affect scenic vistas or recognized visual resources can influence a broader area.

Finding:

The City Council finds that project's impacts related to aesthetic resources will not be cumulatively significant.

Facts in Support of Finding:

The Project is anticipated to have less than significant impacts to views from surrounding public locations and from the major roadways. While the structures could impact views from surrounding locations, overall impacts related to aesthetics would be site specific and would not result in cumulatively significant aesthetic impacts. Furthermore, the cumulative development is already called for in the City's General Plan, and will require compliance with the same General Plan policies and requirements as the Project, including the design guidelines related to sizing, heights and massing of buildings (as appropriate under each General Plan land use designation and Zoning District within the City) and other regulatory compliance discussed above. Therefore, and specifically to the standards limiting the height of development in the area, cumulative impacts related to scenic vistas would be less than cumulatively considerable.

The Project site and its immediate environs are designated for Industrial and Public Facility development; as such, other industrial buildings similar in mass and scale to the Project could be proposed for the surrounding area. The City's Zoning and General Plan provide guidance and requirements for height, mass, scale and lighting of projects in the residential, multi-family, commercial and industrial districts.

Since the Project borders Riverside County to the south of the site, all future development to the south of the Project would be required to comply with Riverside County requirements for building height, mass, architecture, landscaping, signage and lighting. The Project would not contribute to a significant cumulative impact that would constitute a degradation of visual quality in the Project vicinity as it would develop the currently-vacant site with a modern, well-designed and landscaped development that includes public open spaces and a circulation system. Furthermore, all cumulative projects would be subject to the same requirements as the Project, such as the City's lighting and signage requirements under both Title 24 Guidelines and Coachella Municipal Code Chapter 17.56.010(F)(3), which address components of highway signage such as size, height, lighting, location (setback from highway rights-of way) proximity to other signs among other features. Also, any new signs proposed in proximity to Caltrans facilities would be required to comply with Caltrans design requirements with regard to wattage and reflective nature of the sign structure. Therefore, the Project's contribution to cumulative impacts related to visual character and quality would be less than cumulatively considerable.

Buildout of cumulative development and of the General Plan would contribute to the overall level of nighttime illumination and glare in the Project area since the Project site and surroundings, as well as other undeveloped areas of the City, are primarily vacant desert lands with limited light and glare. Nighttime illumination would be anticipated to incrementally increase with these developments. However, the future projects are distributed throughout an area with a high degree of existing nighttime illumination and additional glow from these projects has been anticipated under the City 2035 General Plan Update, which requires implementation of, and compliance with Polices 6.1 and 7.2 of the Sustainability + Natural Environment Element. Furthermore, all future projects would be subject to the same requirements as the Project to minimize the effects of exterior lighting and glare. Compliance with all applicable City, County and Caltrans requirements would reduce impacts from additional light and glare. Therefore, the Project's contribution to cumulative light and glare impacts would be less than cumulatively considerable.

Agriculture and Forestry

Cumulative development within the City and adjacent areas of unincorporated Riverside County has the potential to convert existing agricultural lands to non-agricultural uses, thereby leading to a loss of agricultural land within the City, its Sphere of Influence, and Riverside County. According to the California DOC FMMP and the City of Coachella 2035 General Plan Update EIR, the City of Coachella has approximately 5,000 acres of land classified as Prime Farmland, Unique Farmland, Farmland of Statewide Importance and Land of Local Importance. Future development in the City and adjacent areas of unincorporated Riverside County has the potential to convert some of this land from agricultural production to urban development, leading to a substantial loss of farmland. The City of Coachella 2035 General Plan Update policies and the City's agricultural reserve areas will apply to agricultural lands as projects are proposed on these properties, and the impacts of these projects on agriculture will be assessed as those projects occur.

Finding:

The City Council finds that the project's impacts to the conversion of agricultural or forest lands to non-agricultural uses will not be cumulatively significant.

Facts in Support of Finding:

In determining whether impacts to agricultural resources are significant, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the DOC as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (CARB).

The Project site is currently undeveloped and vacant and development of the Project will have no cumulative impact on the conversion of agricultural lands in the City or adjacent areas of unincorporated Riverside County, because the Project site is already designated for industrial uses. Therefore, the Project would not contribute to any significant cumulative impacts related to agricultural resources or forest land.

Air Quality

With the exception of the potential impacts related to odors, the cumulative study area for air quality includes the City of Coachella, adjacent areas of unincorporated Riverside County, and the SSAB. A project could contribute to an existing or projected air quality exceedance because the SSAB is currently in nonattainment for federal and State standards. The CAAQS designates the Coachella Valley as being in nonattainment for O3, PM10, and PM2.5 while the NAAQS designates the Valley as being in nonattainment for O3 and PM2.5. With regard to determining the significance of the cumulative contribution from the Project, the SCAQMD recommends that any given project's potential contribution to cumulative impacts be assessed using the same significance criteria as for project-specific impacts.

Finding:

The City Council finds that the project's impacts to air quality will not be cumulatively significant.

Facts in Support of Finding:

With implementation of Mitigation Measure GHG-1, the Project would conform to local land use plans, comply with all applicable SCAQMD rules and regulations, and would not exceed the applicable regional thresholds for air pollutant emissions. As such, the Project is consistent with the applicable air quality plans in the Project Area, and the Project would result in a less than significant cumulative air quality impact.

Relative to odors, the Project, and all other projects proposed in the City and adjacent areas of unincorporated Riverside County, would be required to comply with SCAQMD Rule 402 to

prevent occurrences of public nuisances (including odors), during both construction and long-term operation. As discussed in Responses 14-21 and 14-22, any future commercial or retail cannabis uses would be subject to State and local regulations and would be required to implement an odor abatement plan as a standard condition of approval, in compliance with Coachella Municipal Code § 5.68.040(P) and Coachella Municipal Code Chapter 5.68.130, Operating Standards, (C) Odor Control. All projects are also subject to the solid waste regulations for the City of Coachella. The Project's contribution to potential operational odor impacts associated with future commercial cannabis operations would be reduced with compliance with applicable regional and local regulations pertaining to cannabis cultivation and processing. Other developments within the cumulative study area similarly would be required to comply with SCAQMD rules and regulations and the solid waste regulations of the applicable jurisdictions. Therefore, Project impacts due to other emissions such as those leading to odors would be less than cumulatively considerable.

Biological Resources

The following factors are considered with respect to analyzing cumulative impacts to biological resources:

- The cumulative contribution of other approved and proposed projects to fragmentation of open space in the project vicinity
- The loss of sensitive habitats and species
- The contribution of the project to urban expansion into natural areas
- Isolation of open space in the vicinity by proposed/future projects

Finding:

The City Council finds that the project's incremental impact to biological resources in the area will be mitigated. Impacts will not be cumulatively considerable.

Facts in Support of Finding:

Over the last half-century or more, naturally vegetated open areas have diminished as the landscape surrounding the Project Area has been built upon with residential, educational, and commercial uses. Similar to the Project, other developments within the City and adjacent areas of unincorporated Riverside County would also be required to comply with all applicable laws and regulations governing biological resources. Individual development proposals in the region are reviewed separately by the appropriate jurisdiction and undergo appropriate environmental review when it is determined that the potential for significant impacts exist. If future projects would result in impacts to sensitive biological resources, impacts to such resources would be addressed on a case-by- case basis. It is anticipated that for other developments that would have significant impacts on these resources, mitigation measures such as preconstruction surveys would be required. Nevertheless, this analysis conservatively assumes that cumulative impacts to special-status species and sensitive vegetation communities are potentially significant.

The Project would be constructed within disturbed, native, and sensitive habitats, including jurisdictional wetlands. The Project's contribution to cumulative impacts to special-status species (Mitigation Measures BIO-1 through BIO-6) sensitive vegetation communities (Mitigation Measures BIO-6 through BIO-9), and wetlands (Mitigation Measures BIO-7, BIO-8, and BIO-9), would be cumulatively considerable without mitigation. With the implementation of mitigation measures listed above, which includes Mitigation Measure BIO-9 that addresses mitigation requirements for jurisdictional wetlands and Mitigation Measure BIO-6 that addresses mitigation requirements for sensitive natural communities and compliance with the CVMSHCP, direct and indirect impacts to special-status wildlife, sensitive vegetation communities, and jurisdictional wetlands would be reduced to less than significant levels and thus not cumulatively considerable.

Cultural Resources

The cumulative analysis for impacts on cultural resources typically considers a broad regional system of which the resources are a part. The Project site is located within a varied area of cultural resources. The cumulative cultural resources setting for the Project would include the City of Coachella, adjacent areas of unincorporated Riverside County, and the broader Coachella Valley, home of the Cahuilla people. There are a number of sensitive areas and potential historical, cultural and archaeological sites and potential areas where human remains could occur within the City, its Sphere of Influence and the region.

Finding:

The City Council finds that the project's impacts related to cultural resources will not be cumulatively significant.

Facts in Support of Finding:

Based upon existing studies outlining intense resource use in this region, and the documented artifacts recovered from the prehistoric era, the Coachella Valley has the potential to have high archaeological sensitivity. Future development may uncover or disturb known or previously unknown archaeological resources. Impacts to such resources would be mitigated on a case-by-case basis and future projects would be required to follow the City of Coachella 2035 General Plan Update goals and policies, CEQA thresholds, and to implement mitigation measures specific to the site. Therefore, the Project's cumulative impact on archaeological resources would not be cumulatively considerable. Future development activity in other parts of the City and County may uncover previously unknown and buried human remains. However, the treatment of human remains is covered under California law and applies to all projects and property. Therefore, the Project's cumulative impact with respect to the potential disturbance of human remains would not be cumulatively considerable.

Energy

Cumulatively considerable environmental impacts related to energy resources could occur if the project, as well as past, current, and future projects, are wasteful or inefficient in their energy consumption and thereby cause significant environmental impacts.

Finding:

The City Council finds that the project's impacts related to energy resources will not be cumulatively significant.

Facts in Support of Finding:

The cumulative geographic scope for energy consumption in relation to the Project is Riverside County. This geographic scope is appropriate because the smallest scale at which energy consumption information is readily available is the county level. Cumulative development throughout the County would increase demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure resources across the County. However, new iterations of the California Building Energy Efficiency Standards and CALGreen would require increasingly more efficient appliances and building materials that reduce energy consumption in new development.

The Project would result in cumulative energy usage impacts if the Project, in combination with all future development in the County, implemented development that did not incorporate sufficient building energy efficiency features or did not achieve building energy efficiency standards during construction and/or operation. However, the Project, along with future development in Riverside County would be required to be constructed in accordance with the California Building Energy Efficiency Standards and CALGreen in effect at the time it occurred. In addition, operation of the Project and all future development in the County would be required to include the installation of energy efficient appliances and efficient water fixtures and zero-net-energy designs through the installation of PV solar panels, as required by the applicable codes when development occurred. Future projects would be subject to the California Building Code, including California Energy Code and Cal Green's energy efficiency design features and standards related to residential and nonresidential buildings, and implemented to minimize the wasteful and inefficient use of energy.

Future development, as well as development under the Project, would also be subject to even more stringent requirements, such as the objectives set in the CARB Scoping Plan (2022), which would result in less fuel combustion and energy consumption to satisfy the State's goal of achieving carbon neutrality by 2045. Therefore, equipment used for Project and future project construction would be required to conform to CARB regulations and California emissions standards regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Compliance with anti-idling and emissions regulations would result in a more efficient use of energy during construction activities, and the minimization of wasteful energy consumption during a project's operation. Therefore, the Project's contribution to cumulative impacts due to wasteful, inefficient and unnecessary use of energy use would be less than cumulatively considerable.

Geology and Soils

The consideration of cumulative effects associated with geotechnical conditions includes the degree to which a project may contribute to the cumulative impacts from ground rupture and shaking from earthquakes, loss of topsoil, landslides, lateral spreading and liquefaction and other conditions.

Finding:

The City Council finds that the project's impacts related to geology and soils will not be cumulatively significant.

Facts in Support of Finding:

The area for cumulative analysis for geology and soils is the City of Coachella and adjacent areas of unincorporated Riverside County. Cumulative development in the City has the potential to increase total population and therefore expose more people to geological hazards such as ground rupture and shaking from earthquakes, loss of topsoil, landslides, lateral spreading and liquefaction. However, geologic hazards are often site-specific and individual future development in the City would be required to comply with applicable federal, State, and local regulations related to seismic hazards and geologic safety standards related to design and construction.

Cumulative projects have the potential for the discovery of and impacts to paleontological resources elsewhere in the City and County. Based upon the geologic history of the Coachella Valley, there is always the possibility that ground-disturbing activities during future construction projects may uncover previously unknown paleontological resources or sites or unique geologic features. However, potential impacts to paleontological resources from future development would be addressed on a case-by-case basis and appropriate mitigation would be designed to mitigate impacts resulting from future individual projects. Therefore, cumulative impacts relative to geology and soils would not be cumulatively considerable.

Greenhouse Gas Emissions

Due to their dispersing natural and aggregate regional impacts, greenhouse gases are analyzed in terms of cumulative impacts.

Finding:

The City Council finds that the project's impacts related to greenhouse gas emissions will not be cumulatively significant.

Facts in Support of Finding:

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable

contribution to global climate change, given that the Project's GHG emissions have been substantially reduced through the implementation of Mitigation Measure GHG-1. In addition, the Project, as well as other cumulative related projects, would be subject to all applicable regulatory requirements, which would further reduce GHG emissions. The Project-related GHG emissions would be less than significant with implementation of Mitigation Measure GHG-1 and would not impede statewide 2030 and 2050 GHG emission reduction targets. As such, the Project would result in a less than significant cumulative GHG impact with mitigation incorporated.

Hazards and Hazardous Materials

Hazardous materials and risk of upset conditions are largely site-specific, resulting from the local conditions of individual developments.

Finding:

The City Council finds that the project's impacts related to hazards and hazardous material will not be cumulatively significant.

Facts in Support of Finding:

Cumulative projects within the City of Coachella and adjacent areas of unincorporated Riverside County have the potential to increase impacts related to encounters with hazardous materials by construction workers during construction activities and residences and employees exposed to hazardous materials. However, hazards are typically site specific unless being transported beyond a project area, and individual development would not create compounding impacts that would affect hazardous conditions on other sites. Future development projects would have to comply with all relevant federal, State and local policies in relation to hazards and would also be subject to CEQA review for each project, including compliance with remediation plans as applicable. Other potential impacts from future development would be addressed on a case-by-case basis, and appropriate mitigation would be designed to mitigate impacts resulting from individual projects. Considering compliance with the City of Coachella 2035 General Plan Update policies, state and federal regulations to reduce impacts related to hazards and the transport of hazardous materials, and the Project's implementation of Mitigation Measure HAZ-1, the Project's contribution to cumulative hazards and human health impacts would be less than cumulatively considerable.

Hydrology and Water Quality

Surface and groundwater quality will not be significantly impacted by the project and will be managed by on-site stormwater facilities and by connection of the project to the CVWD sanitary sewer system. Project impacts to water supplies will be less than significant. The project will not alter any local or regional drainage pattern or contribute runoff to existing and planned drainage facilities, nor will it contribute to erosion or siltation.

Finding:

The City Council finds that the project's impacts related to hydrology and water quality will not be cumulatively significant.

Facts in Support of Finding:

Cumulative growth near the Project site includes specific known development projects and general growth in the City and adjacent areas of unincorporated County of Riverside. The cumulative setting in relation to hydrology and water quality for the Project is the City of Coachella. Cumulative impacts to hydrology and water quality generally occur as a result of incremental changes that degrade water quality. Cumulative impacts can also include individual projects which, taken together, adversely contribute to drainage flows or increase potential for flooding in a project area or watershed. Future projects in the City would result in a cumulative increase in stormwater runoff that would drain into the existing stormwater drainage system in the City, which is identified in the City's Stormwater Master Plan. The Project would construct an onsite storm drain system that will retain 100 percent of the 100-year storm event. Similar to the Project, future projects would be required to conduct environmental review and construct project-specific drainage features in accordance with the provisions of the City's Stormwater Master Plan.

Land Use and Planning

The project is analyzed in terms of consistency with the General Plan and the SCAG RTP/SCS and other land use planning documents potentially having regulatory effect on the subject property. The EIR also analyzed the project's appropriateness, suitability, and compatibility with existing and planned land uses in the vicinity.

Finding:

The City Council finds that the project's impacts related to land use will not be cumulatively significant.

Facts in Support of Finding:

The Project would involve the development of a currently vacant parcel into a business park primarily with offices, storage and commercial uses along with industrial and electrical facility uses. The City's 2035 General Plan Update presents the City's vision of future growth as transforming the City into a full service medium sized city with unique districts that would promote the city as an economic, residential, office, research and development center in the Coachella Valley. Along with a range of housing in a variety of neighborhoods elsewhere in the City, the General Plan provides for a diverse economy with a variety of employment opportunities for its residents, which would be supported by the Project.

The City's 2035 General Plan Update also provides the environmental benefits of accommodating an increased economic and population base through the intensification of development. All of this development, along with all additional future development in the City and adjacent areas of unincorporated Riverside County, would be required to conform to their respective, applicable General Plan policies and Zoning Ordinance requirements. Therefore, in conjunction with the existing and proposed projects across the City and County, the Project's cumulative impacts relating to land use do not substantially change the General Plan's vision or its implementation, and buildout of the General Plan would be less than cumulatively considerable.

Mineral Resources

Development in Riverside County could occur on or near areas with significant mineral resources. However, compliance with State regulations and the County's General Plan would ensure that the County's mineral areas and deposits remain available for ongoing mining operations. There will be no impacts to mineral resources as a consequence of the construction of this Project.

Finding:

The City Council finds that the project's impacts related to minerals will not be cumulatively significant.

Facts in Support of Finding:

Since the Project site and the City of Coachella do not have mineral resources within their geographic area, the Project, in combination with cumulative projects within the City and adjacent areas of the County, would not result in the loss in availability of a known mineral resource. Therefore, the cumulative mineral resource impact would be less than cumulatively considerable.

Noise

Cumulative impacts are those resulting from the Project in combination with other future or ongoing projects. A cumulative noise impact occurs when cumulative projects would result in a substantial noise level increase and would exceed applicable standards.

Finding:

The City Council finds that the project's noise impacts will not be cumulatively significant.

Facts in Support of Finding:

Buildout of the City and adjacent areas of unincorporated Riverside County would result in an increase of traffic throughout the City, as well as the operation of future projects in areas that were previously vacant and undeveloped. The development of vacant lots or the redevelopment of existing lots, and the resulting increase in traffic in the City and County would result in increased noise levels throughout the City and County and along local roadways. Future development in the City and County, in addition to the Project, would result in construction-related noise, which would lead to an increase in ambient noise. The Project's compliance with Municipal Code requirements would limit the time periods during which construction activities would occur to the daytime hours, in accordance with the City and County restrictions on construction hours.

In addition, Mitigation Measure NOI-1 would require the use of exhaust mufflers, and engine shrouds, that reduce construction noise levels by approximately 10 dBA, or more; and would require construction equipment staging areas to be located the furthest distance possible from nearby noise-sensitive land uses. Therefore, with incorporation of Mitigation Measure NOI-1, construction related noise levels would not exceed applicable noise standards and impacts would be reduced to less than significant levels and would not be cumulatively considerable.

Construction-related ground-borne vibration associated with future development in the City and adjacent areas of unincorporated Riverside County, including the Project, would lead to a small increase in vibrations. However, groundborne vibration due to project construction is generally very limited as to how far it travels from any particular site and the Project's groundborne vibration impacts during construction were determined to be less than significant. The Project would not create vibrations large enough to impact surrounding uses because even the most vibratory piece of construction equipment expected to be utilized on the Project site would not reach PPV in/sec levels that would trigger the potential for damage to structures.

All future development would be required to comply with applicable General Plan Goals and Policies, as well as the City's and County's codes, which establish hours of operation for construction activities in order to lessen the impacts of construction noise, which will also limit groundborne vibration to these hours. Therefore, cumulative groundborne vibration impacts from construction would therefore not be cumulatively considerable.

Operational noise under the Project, as well as all future projects within the City would also be required to meet City noise standards as established under the City's General Plan and Municipal Code (Final EIR Exhibit 4.13-2, Land Use Compatibility for Noise Exposure is incorporated herein by this reference), as well as the CALGreen noise standards, which are applied to new or renovation non-residential construction projects in California to control interior noise levels resulting from exterior noise sources.

The Project's predicted operational cumulative noise levels would not exceed applicable City daytime or nighttime noise standards Similar to the Project, future projects will be required to mitigate noise levels, as they occur, to below the acceptable levels established by the City or the County. Future development projects would also be required to comply with applicable policies under the City's and County's General Plan Noise Element, as well as other City and County codes and regulations related to operation of land uses. Cumulative impacts from operations would therefore not be cumulatively considerable.

Population and Housing

The Project will develop currently vacant parcels into a business park primarily with warehouse, offices, storage and commercial uses along with an electrical substation, consistent with planned future development of the site according to the site's General Plan land use designation. With approximately 767 acres of vacant land in the City, cumulative development around the Project area in combination with development facilitated by the City's 2035 General Plan Update and County of Riverside General Plan may result in increased population, job, and housing projections. But this growth is consistent with the adopted General Plans and with population and housing projections under the City's 6th Cycle Housing Element, which estimates that with its potential and capacity for future residential development, the City would have an excess of extremely low, very low, low, moderate as well as above moderate housing units by 2029.

Finding:

The City Council finds that the project's impacts related to population and housing will not be cumulatively significant.

Facts in Support of Finding:

The Project and any future development in the City would be consistent with the SCAG RTP/SCS that reviewed long term growth potential in Riverside County (Connect SoCal 2020). Connect SoCal estimated that population in the County would increase to 606,000 persons with an estimated 338,000 employed persons, under SCAG's future growth horizon of 2050. The Project would satisfy the Connect SoCal goal to support a sustainable, efficient and productive regional economic environment that would improve access to jobs in the region, as well as advancing a resilient and efficient goods movement system that supports the economic vitality of the region.

The site is located immediately adjacent to SR 86 and the Airport Boulevard ramps; as such, trucks and other traffic have immediate access to regional connections, without having to travel through residential neighborhoods, and the length of trips off the freeway will be minimized. In particular, the Project would satisfy the following Connect SoCal policies:

- Policy 83. Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions and employers
- Policy 84. Encourage inclusive workforce development that promotes upward economic mobility
- Policy 86. Foster a resilient workforce that is poised to effectively respond to changing economic conditions (e.g., market dynamics, technological advances and climate change)
- Policy 87. Inform and facilitate data-driven decision-making about the region's workforce

The Project is anticipated to produce 741 new jobs, in a variety of areas and sectors, some of which would be filled by current residents in the City. These new jobs may involve the relocation of new residents to the City and there are approximately 1,108 housing units that would be available under project entitlements that are already underway in the City. In addition, the City anticipates having a total of 3,225 housing units by 2029, which is additional housing that might be needed by the Project and other planned future projects in the City. In relation to all cumulative development projects in the City, the Project would not cause or contribute to significant unplanned population growth. Therefore, although implementation of the Project would increase density and intensity of existing land uses in the City, the Project site is planned for such growth in the General Plan and other long-term planning documents, and the Project would not cause a cumulatively considerable contribution to any cumulative impacts associated with population and housing.

Public Services

The project will contribute an incremental increase in demand for public services and when considered in combination with other planned future growth in the area, could have potentially significant cumulative impacts.

Finding:

The City Council finds that the project's impacts to public services, including fire and police protection, schools, libraries, and medical facilities will not be cumulatively significant.

Facts in Support of Finding:

The cumulative setting for the Project in relation to public services is the City of Coachella and the adjacent areas of unincorporated Riverside County. To assess the Project's cumulative impacts to public services, the cumulative analysis is based on the buildout of the City under its General Plan. Growth resulting from implementation of future cumulative projects would result in increased demand for police and fire services, parks, and other public facilities such as schools, libraries and medical services. The City has incorporated the growth anticipated in the adopted General Plan into its long-range planning programs. Standard measures such as the payment of the DIF and the incorporation of needed public services and facilities would be addressed in the environmental analysis that is required for each cumulative project.

The potential impacts to public services and facilities associated with the Project were analyzed, and it was concluded that no significant impacts would occur. The development would have the potential to generate limited population growth with the potential to impact public services as a result of new employees relocating to the Project area. Many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area); and it is anticipated that the majority of Project employees would be drawn from existing City and County area residents. Thus, it would be highly speculative to estimate the number of future employees who would relocate to the City. However, the Project would be required to pay DIF fees as its fair share to help offset incremental impacts to public services by helping fund capital improvements and expenditures. As such, the Project's contribution to cumulative impacts related to public services and facilities is not cumulatively considerable.

Recreation

The Project may indirectly contribute to the City's expected 15 percent annual population growth between 2020 and 2035; however, the residential development planned for the City under the City's 2035 General Plan Update will fund the parks and recreational facilities to serve these new residents through the City's Park Improvement Impact Fee and required DIF fees. The Project will have a less than significant impact on existing parklands and facilities.

Finding:

The City Council finds that the project's impacts to recreational resources will not be cumulatively significant.

Facts in Support of Finding:

Cumulative growth near the Project site includes specific known development projects and general growth in the City and adjacent areas of unincorporated Riverside County. Much of this growth has been anticipated by the City and factored in the City's 2035 General Plan Update Land Use + Community Character Element through Polices 13.1 through 13.23. The City's 2035 General Plan Update EIR determined the housing and population growth anticipated to occur in the City by buildout year of 2035 and estimated that the City would require an additional seven (7) community parks, 10 neighborhood parks, three (3) regional parks, and four (4) special use parks by the buildout year of 2035.

The construction of new recreational facilities or the expansion of existing recreational facilities anticipated under buildout would be subject to its own environmental review pursuant to CEQA and state law and would be required to comply with all City 2035 General Plan Update policies. Prior to all tentative map and parcel map approvals, future development would be required to provide for new park spaces or pay in-lieu fees (or a combination of both) such that new development would contribute to the addition of adequate park spaces and recreational facilities. This would ensure that any future growth in the number of City or County residents is concurrent with adequate park and open spaces that would serve the City's and County's growth in population.

The City's 2035 General Plan Update provides policies and standards for the future development of parks and recreational facilities in connection with future development proposed under the City's and County's general plans. In addition, since the planned future growth in housing within the City would be subject to the City's Quimby Ordinance and required DIF fees, this will help fund the additional recreational facilities needed to accommodate General Plan buildout. Therefore, with such payment of all applicable park fees, cumulative impacts to recreational facilities would be less than significant, and the Project's contribution to any such impacts would be less than cumulatively considerable.

Transportation

With the exception of generating a limited but net increase in VMT per employee, and with the implementation of required mitigation measures, the project will result in less than significant impacts on the local and regional transportation network. Nonetheless, due to the Project's "per employee" VMT exceedance compared to the regional average, the Project's impacts associated with VMT will be cumulatively considerable.

Finding:

The City Council finds that the project's impacts to transportation and traffic will not be cumulatively significant, except with respect to VMT, which is considered significant and unavoidable, as discussed in detail in the findings set forth in Section II above, which findings are hereby incorporated by this reference.

Facts in Support of Finding:

Cumulative traffic impacts consider the impacts of future growth and development. The cumulative area for transportation impacts is the City of Coachella and the greater Riverside County region. Traffic volumes were developed with a growth rate calculated from existing counts and cumulative forecasts. Specifically, the assumptions for the cumulative analysis were developed using annual growth rates from the RIVCOM AM peak hour, PM peak hour, and daily model plots. A comparison of the base year model (2018) and future year (2045) reflect the anticipated area-wide growth in traffic trips.

The Project is consistent with adopted policies, plans, or programs regarding the City's circulation system, including roadways, public transit, bicycle, and pedestrian facilities, and the performance and safety of such facilities, and would not combine with other area projects to result in significant cumulative impacts to such facilities.

Construction activities associated with the Project and nearby cumulative projects may overlap and result in traffic impacts to local roadways. However, Project construction would not result in significant traffic impacts upon implementation of a construction traffic control plan and construction staging area design to be approved by the City prior to the initiation of site disturbance to ensure that construction activities and traffic control are carried out in a manner that causes minimal disruption to traffic on adjoining facilities, as required under Mitigation Measures TRA-1 and TRA-2. Cumulative development projects would also be required to reduce construction traffic impacts on the local circulation system and implement any required mitigation measures pursuant to CEQA. Therefore, the Project's contribution to cumulative construction traffic impacts would not be considerable.

Regarding operational transportation impacts, a cumulative impact analysis was provided and included analyses for Opening Year 2027, Opening Year 2030, Opening Year 2033 and Buildout Year 2045. One of the cumulative projects considered in this analysis is the Airport Boulevard Bridge Replacement Project (SCH No. 2023030456), which adopted a Negative Declaration on May 16, 2023, and filed a Notice of Determination on June 30, 2023. Those documents analyzed hydrology, traffic, and noise issues, finding only incremental construction noise and short-term emissions relevant. Although that project was found not to have significant individual impacts, its temporary construction emissions and traffic detours fall within the same geographic area as the proposed project and were therefore considered in this cumulative impact assessment. As it is anticipated that the Airport Boulevard Bridge project will be completed prior to commencement of construction of the proposed Project, no cumulatively considerable short-term construction impacts would occur. Rather, the proposed Project is being designed to account for and align with the Airport Boulevard Bridge improvements and lane configurations to avoid any operational transportation impacts. With implementation of the recommended improvements and payment of the City DIF and CVAG TUMF fees, the Project's operational impacts under all scenarios would be less than significant. In addition, as with the Project, all future development would undergo environmental review on a project-by-project basis, to evaluate potential transportation impacts and ensure compliance with the established regulatory framework. Therefore, the Project's contribution to cumulative operational traffic impacts would not be considerable.

The Project would result in a significant and unavoidable impact for VMT as a result of an increase in VMT per employee as compared to the regional average. Therefore, VMT impacts of the Project would also be considered cumulatively considerable.

The City's EOP provides a means to prepare and maintain systems, supplies, and other logistical items among city departments to support emergency/disaster response and recovery throughout the City. Additionally, the City's and County's Fire Departments review development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Review of emergency access is also included as part of the City's final application process. Therefore, impacts to emergency response and evacuation are less than cumulatively considerable.

Tribal Cultural Resources

The majority of western Riverside County was occupied primarily by the Cahuilla, the Gabrielinos, Juaneños and Luiseños. (County of Riverside General Plan EIR; 2014). The area in and around the City of Coachella has been identified as being settled by several Native American tribes who were mainly hunters, gatherers and protoagricultural people. The City's General Plan EIR identifies two (2) Native Tribes having reservation lands within the City - the Augustine and the Cabazon. Augustine reservation land is located within the southwest portion of the City, while Cabazon reservation land is located within the western and northwestern portions of the City (PaleoWest Cultural Resources Investigation; 2020).

Finding:

The City Council finds that project's impacts to tribal cultural resources will not be cumulatively significant.

Facts in Support of Finding:

The Project's potential to result in cumulative impacts to tribal cultural resources were analyzed in conjunction with other projects in the City and adjacent areas of unincorporated Riverside County, which will occur as a result of General Plan build out. There is potential for tribal cultural resources to be uncovered during construction activities from any development project. Cumulative impacts could be reduced by each development project's compliance with applicable City regulations, consultations required by AB 52 and/or SB 18, and project-specific mitigation. The City implements monitoring as a standard requirement for all projects and would continue to do so through General Plan buildout. Implementation of Mitigation Measure CUL-1 would reduce project impacts to tribal cultural resources to a less than significant level, and the Project's contribution to cumulatively significant impacts on inadvertent discoveries on tribal cultural resources would also be reduced to less than cumulatively considerable.

Utility and Service Systems

Development facilitated by the Project, in combination with other development within the service boundaries of utility providers, would increase demand on utilities and service systems including electricity, natural gas, telecommunications, water, wastewater, and solid waste. This increased demand would occur incrementally and cumulatively. As demand eventually requires the construction of new or expanded facilities, the environmental impacts associated with this construction would need to be evaluated on a case-by-case basis.

Finding:

The City Council finds that the project's impacts to utility and service systems, including electricity, natural gas, telecommunications, water, wastewater, and solid waste will not be cumulatively significant.

Facts in Support of Finding:

The scope for the cumulative impacts of the Project on utilities is the buildout of the General Plan. The existing electrical facility network would require upgrades and the addition of new IID substation facilities to serve the projected growth in the City and adjacent areas of unincorporated Riverside County. As is the case for the Project, additional IID substation facilities will be required as other projects are developed in the City. In the case of the Project, impacts associated with the construction of a new IID substation have been analyzed and quantified throughout the EIR. Similarly, the impacts of other IID facilities will be analyzed in conjunction with the projects they serve during their CEQA reviews. As demonstrated in the EIR for the Project, the impacts associated with electric facility expansion are not significant and can be mitigated. It would be expected that similar facilities in other locations would also have less than significant or mitigable impacts, and that cumulatively, the construction of substations required to meet the demands of future projects would be mitigable and not cumulatively considerable.

Buildout of the City of Coachella would result in additional natural gas demand within SoCal Gas's service area. The existing natural gas facilities have sufficient capacity to serve the Project and the projected growth in the City. However, existing utility infrastructure would require review prior to implementation of any project and any further need for capacity, natural gas connections and/or infrastructure upgrades would be accomplished through the required design review and approval of natural gas plans for projects through the City, respective nearby jurisdictions, and the appropriate regulatory agencies and utility providers. As with the Project, future projects would be required to comply with applicable regulations. Therefore, cumulative impacts for these services from the Project would be less than cumulatively considerable.

Buildout of the City and County would also result in an increased demand for telecommunication and internet services, which are provided on a demand basis and by a variety of service providers in the City and County. As with the Project, future projects would be subject to review to determine if there is further need for infrastructure upgrades or connections. Although buildout of the City and County would increase demand of telecommunication services, future developments are required to participate in the design review process of telecommunication plans associated with

the future development. Therefore, demand would not be cumulatively considerable and would not cause or contribute to a significant cumulative impact.

Based on the analysis in the Project WSA, CWA's long-term water management planning ensures that adequate water supplies are available to meet existing and future water needs within its service area which includes the City and Project site. In addition, the City's water management planning, including the future demand required as described in the UWMP, is based on General Plan land use designations and anticipated build out. The Project's land uses are generally consistent with what was anticipated in the UWMP, which concludes that the City has sufficient supply to serve anticipated cumulative growth through 2045. The City therefore has sufficient capacity in its domestic water supplies to accommodate the Project in relation to all future development projects. Cumulative impacts to water usage from the Project would be less than cumulatively considerable.

CVWD has sufficient capacity to serve the site, as well as the City, for future wastewater needs, including the ability to expand its WWTPs and grey water facilities. CVWD and the city are also required to conduct repairs and upgrades to the existing wastewater conveyance system throughout the City on an as needed basis and would continue to do so for future development projects in a cumulative scenario. Future development projects would be required to coordinate with CVWD for their individual wastewater service requirements. These projects would, like the Project, extend service if necessary, and pay connection and other fees to CVWD for the provision of service. CVWD collects these fees in order to have resources available for these projects as they occur.

The combination or expansion capabilities at its regional WWTPs and the collection of fees in anticipation of needed expansion assure that the impacts of the Project, when combined with other future projects, will have less than significant impacts on wastewater treatment. Therefore, cumulative impacts for wastewater needs from the Project would be less than cumulatively considerable.

The Project and future projects would contribute to the cumulative amount of solid waste that is disposed of within the Riverside County landfill system, including the two sites that currently provide services to the City which have capacity for the amount of waste generated by the project. Future projects would be required to confirm available capacity and to comply with State, County and local diversion and recycling regulations, initiatives and programs in place within those jurisdictions. In the case of the Project, impacts associated with solid waste have been analyzed and quantified throughout the EIR. Similarly, the impacts of other future development projects in the City would be analyzed during their CEQA reviews. As demonstrated in the EIR, the Project's impacts associated with solid waste are not significant. It would be expected that similar projects in other locations within the City would also have less than significant or mitigable impacts, and that cumulatively, the construction of future projects would be mitigable and not cumulatively considerable. Therefore, cumulative impacts to the existing landfills resulting from waste generated by related projects are considered less than significant.

Wildfire

Development projects have the potential to be cumulatively considerable, when evaluated in the context of other past, present, or reasonably foreseeable projects that make a cumulative contribution to impacts. By their very nature wildfires are cumulative in impact.

Finding:

The City Council finds that the project's impacts to wildfire risks will not be cumulatively significant.

Facts in Support of Finding:

Although the Project site is not located within an SRA or LRA and is not classified as a VHFHSZ, a majority of the western half of Riverside County, particularly those areas to the west of the Project site are in moderate to VHFHSZ areas or are located within FRAs. Similarly, although the majority of land in the City is not located within a FRA, SRA or LRA, there are some areas in the east end of the City that may be at substantial fire risk. All future and cumulative projects would be required to comply with the CFC, CBC, and City of Coachella regulations and adopted emergency response plans. All future proposed construction would be required to meet minimum standards for fire safety. Future projects in the City and County would also be subject to review by the City and County to ensure cumulative development is designed with the appropriate fire safety and support fire suppression systems. This would include compliance with state and local fire codes, inclusion of fire sprinklers if required, proper fire hydrant systems, paved access, and secondary emergency access routes. The Project would have a less than significant impact related to wildfires and would not make a substantial contribution to any cumulative impact related to wildfires. Impacts would therefore be less than cumulatively considerable.

VII. FINDINGS REGARDING ALTERNATIVES ANALYZED IN THE DEIR AND REJECTED

CEQA Guidelines § 15126.6(a) requires the discussion of a "a reasonable range of alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The Guidelines states that the "range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects" (§ 15126(c)). The Final EIR evaluated a reasonable range of alternatives to the proposed project. These alternatives are:

Alternative 1: "No Project" Alternative – the Project site would be retained in its current vacant and undeveloped condition

Alternative 2: "Heavy Industrial" Alternative – the Project site would be built consistent with its current designation as MH-Heavy Industrial under the City's Zoning Code and as an Industrial District under the City's General Plan

Alternative 3: "Industrial Business Park – No Retail" Alternative – the Project site would be developed as a mixed industrial business park facility with some storage uses on 42.36 acres of the site but without any retail development

When a lead agency has determined that a proposed project will still cause one or more significant environmental effects that cannot be substantially lessened or avoided after the adoption of all feasible mitigation measures, prior to approving the project as mitigated, the agency must

determine whether there remain any project alternatives that are both environmentally superior with respect to such impacts and feasible within the meaning of CEQA.

An alternative may be rejected if it is "infeasible" or if it fails to achieve most of the basic project objectives identified within the EIR. "Feasibility" under CEQA encompasses the desirability of the project based on a reasonable balancing of relevant economic, environmental, social, or other considerations which make infeasible the project alternatives.

Alternative 1: "No Project"

CEQA Guidelines § 15126.6 (e) requires the analysis of alternatives to include the specific alternative of "No project." The purpose of describing and analyzing a No Project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.

If the Project or one of the Alternatives were not approved, no change to existing conditions is considered the most likely outcome, at least in the near term. The "No Project" Alternative is therefore the existing conditions and assumes that the Project site would remain a vacant parcel of land. The proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end would not be developed as anticipated under the Project.

Finding and Facts in Support of Finding:

The City Council rejects the "No Project" Alternative for the following reasons:

1. This Alternative would result in no physical environmental impacts beyond those that have historically occurred on the Project site and include long-term erosion and sedimentation impacts and General Plan land use impacts which would increase under this alternative.

2. The "No Project" Alternative would fail to meet the following project objectives:
    - to develop an underutilized site with existing arterial and roadway access;
    - contribute to increasing in the City of Coachella's fiscal health as envisioned under the 2035 General Plan Update;
    - promote development consistent with the City's 2035 General Plan Update;
    - create new employment opportunities within the City of Coachella as identified under the City's 2035 General Plan Update;
    - fund construction of additional IID electrical facilities to improve the electric grid and enhance reliability to this portion of the City of Coachella;
    - ensuring that the scale of the development respects its surroundings and existing land use patterns.

The City Council therefore finds the "No Project" Alternative unacceptable on policy grounds and rejects it.

Alternative 2: "Heavy Industrial"

The "Heavy Industrial" Alternative is based on buildout of the Project site pursuant to its current designation as MH-Heavy Industrial under the City's Zoning Code and as an Industrial District under the City's General Plan. This alternative would develop 42.36 acres of the total 47.96-acre site as one large distribution warehouse approximately 627,300 square feet in size, and a height of 50 feet, and an attached office of approximately 18,000 square feet in size, and a height of 28 feet, the maximum size that can be developed with the site constraints and current designation. The resulting total building area for this alternative would be 645,300 square feet, which is 20,800 square feet more than the Project area of 624,500 square feet, representing a 3.2 percent building area increase. However, the total development acreage of 47.96 acres would be the same as the Project.

The large warehouse would be located along the northern portion of the site, in close proximity to the proposed electric substation. The accompanying spaces for trailer parking and loading docks would be along the building's exterior, as well as vehicular parking areas situated in the southern portion of the Project site. All exterior lighting, landscaping and signage would be consistent with the City's zoning standards. Access for this alternative would be provided by two driveways on Airport Boulevard at about the same locations as those proposed for the Project. The proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end would be developed as anticipated under the Project. This alternative would generate a slightly higher rate of 773 employees, whereas the Project is estimated to generate 741 employees.

The trip generation is substantially less for the "Heavy Industrial" Alternative than the Project. Specifically, the "Heavy Industrial" Alternative would generate 1,650 trips per day whereas the Project would generate 4,282 trips per day, which is a difference of 2,632 trips. However, while the fleet mix for this alternative would include a more intensive percentage of heavy-duty truck trip generation than the Project, this alternative's trip generation overall is less than the Project's.

Finding and Facts in Support of Finding:

The City Council rejects the "Heavy Industrial" Alternative for the following reasons:

1. This alternative would result in the highest number of employees of all alternatives, however, this is not considered to be a substantial increase.

2. This alternative results in fewer daily trips compared to the Project; however, it could result in potentially higher VMT than the Project due to the likelihood of a high concentration of long-haul trips.

3. This alternative would not reduce the project's significant and unavoidable VMT impacts. Most impacts from this alternative would be similar to the proposed Project; however, this alternative's construction schedule would be more intense but of shorter duration than would occur with the Project (because the one building would result in the entire site being under construction whereas the multiple buildings with the Project would be built over several phases).

4. This alternative proposes only warehouse uses and would not include any commercial/retail uses so would not attract quick service restaurant and gas station/convenience store users. Accordingly, the resulting sales tax revenues to the City from these uses would not be realized, nor would it provide these amenities to existing residents or travelers on SR 86.

5. This alternative would not provide the same diversity of employment opportunities or variety of commercial uses as identified in the City's 2035 General Plan Update.

The City Council therefore finds the "Heavy Industrial" Alternative unacceptable on policy grounds and rejects it.

Alternative 3: "Industrial Business Park- No Retail"

The "Industrial Business Park – No Retail" Alternative would develop the Project site as a mixed industrial business park facility with some storage uses on 42.36 acres of the total 47.96-acre site but without any retail development. The resulting total building area for this alternative would be 629,000 square feet, which is 4,500 square feet more than the proposed Project building area of 624,500 square feet, representing a nominal 0.7 percent building area increase. Similar to both the Project and the " Heavy Industrial" Alternative, the total development acreage would be 47.96 acres. The proposed IID substation facility on an approximate 5.6-acre portion of the site at its northern end would be developed as anticipated under the Project. The Project site's zoning would still be consistent with MH-Heavy Industrial Zone.

The project components proposed under this alternative would include four (4) large warehouse structures (233,100 square feet total); 11 small warehouses (96,000 square feet total); four (4) personal vehicle storage structures (76,800 square feet total); 17 self-storage buildings (134,125 square feet total); and 21 small business centers (81,000 square feet total). This alternative would not include the Service Station/Mini Mart and Restaurant and Drive-through Facility uses.

Parking for all of the proposed uses would be distributed throughout the site, along with lighting, signage and landscaping. Building heights would be uniform at 28 feet high among all of the uses, with the exception of the small warehouse at 32 feet high and large warehouse at 50 feet high, which would be up to 10 to 20 feet higher. Access for this alternative would be provided by two driveways on Airport Boulevard.

The trip generation is substantially less for the "Industrial Business Park –No Retail" Alternative than the Project. Specifically, this alternative would generate 2,708 trips per day whereas the Project would generate 4,282 trips per day, which is a difference of 1,574 trips. The fleet mix for this alternative would include a more intensive percentage of heavy-duty truck trip generation than the Project; however, this alternative's trip generation overall is less than the Project's. This alternative would result in a lower rate of employees (688) as compared to the Project (741).

Finding and Facts in Support of Finding:

The City Council rejects the "Industrial Business Park- No Retail" Alternative for the following reasons:

1. The Industrial Business Park- No Retail Alternative would meet all of the Project's objectives except it would not contribute to an increase in the City's fiscal health as envisioned under the 2035 General Plan Update to the same extent as the Project.

2. The Industrial Business Park- No Retail Alternative would generate the fewest number of new employees of the alternatives and Project.

3. This Alternative would generate substantially fewer daily trips but would not reduce the project's significant and unavoidable VMT impacts. Most impacts from this alternative would be similar to the Project as this Alternative has only a slightly larger building footprint but with the same development area and proposed IID substation.

4. This Alternative would not include any retail uses so would not attract quick service restaurant and gas station/convenience store users. Accordingly, the resulting sales tax revenues to the City from these uses would not be realized, nor would it provide these amenities to existing residents or travelers on SR 86.

5. This alternative would not provide the same diversity of employment opportunities or variety of uses as identified in the City's 2035 General Plan Update

The City Council therefore finds the Industrial Business Park- No Retail Alternative is unacceptable for policy reasons and rejects it.

Additional Findings Regarding the Environmentally Superior Alternative:

A summary comparison of impacts associated with the project Alternatives is provided in the EIR in Table 7-4, incorporated herein by this reference. CEQA Guidelines § 15126.6 requires the identification of the environmentally superior alternative. Implementation of the "No Project" Alternative would result in no physical environmental impacts beyond those that have historically occurred on the property. Because the "No Project" Alternative would avoid most of the Project's impacts, it is considered to be the "environmentally superior alternative." However, pursuant to CEQA Guidelines §15126.6(e)(2), if a "no project" alternative is identified as the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

Alternative 2: "Heavy Industrial" Alternative, would result in fewer environmental impacts than both the Project and Alternative 3: "Industrial Business Park – No Retail" Alternative. Regarding utilities and service systems, both Alternative 2: "Heavy Industrial" and Alternative 3: "Industrial Business Park –No Retail", would be expected to have a lesser demand for certain utilities and services systems, since the more water-intensive commercial/retail uses would be omitted under both these alternatives, including water demand and solid waste collection and disposal, as compared to the proposed Project. In addition, both Alternative 2: "Heavy Industrial" and Alternative 3: "Industrial Business Park – No Retail", would be expected to have a reduced operational mobile source air quality impact as a result of the lower trip generation, compared to the Project.

However, Alternative 2: "Heavy Industrial" would also result in reduced impacts relative to aesthetics (operational light and glare impacts only) and noise (construction-related impacts only) as compared to both the Project and Alternative 3: "Industrial Business Park – No Retail". As it pertains to light and glare impacts, this alternative would result in fewer aesthetics effects associated with the introduction of light and glare sources than under both the Project and Alternative 3: "Industrial Business Park – No Retail," because one large, more bulky-appearing building would be erected as compared to multiple smaller buildings as proposed by the Project.

As it pertains to noise impacts, the construction schedule would be shorter for this alternative than under either the Project or Alternative 3: "Industrial Business Park – No Retail", because construction of the one large building would result in the entire site being under simultaneous construction, whereas the Project or Alternative 3: "Industrial Business Park – No Retail" would construct multiple buildings over several, separate phases and over a span of several years. Therefore, it is anticipated that the total duration of noise impacts during the building construction phase would be shorter under this alternative as compared to the proposed Project and Alternative 3: "Industrial Business Park – No Retail".

Accordingly, Alternative 2: "Heavy Industrial" is identified as the Environmentally Superior Alternative pursuant to CEQA Guidelines §15126.6. However, neither the "Heavy Industrial" Alternative nor the "Industrial Business Park – No Retail" Alternative avoid or substantially lessen the Project's significant and unavoidable VMT impact.

Although Alternative 2: "Heavy Industrial" is environmentally superior, it does not meet all of the objectives of the Project to the same extent. Alternative 2 would fail to generate the same levels of sales taxes to enhance the City's economic base and long-term financial stability. While Alternative 2 is considered to be the environmentally superior alternative, the City Council of the City of Coachella rejects it as infeasible because it is considered economically infeasible due to the reduced sales tax revenue and failure to create new and diverse employment opportunities within the City as identified under the City's 2035 General Plan Update as it fails to include a wide range of commercial and retail uses.

VIII. STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project (CEQA Guidelines §15093). If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

As described in Section II of these Findings, the project will have significant and unavoidable impacts associated with VMT, which have been reduced to the greatest extent practicable but nonetheless result in impacts that remain significant or potentially significant even with implementation of all feasible mitigation.

As permitted under CEQA Guideline §15093(b), the City Council of the City of Coachella adopts and makes this statement of overriding considerations concerning the project's unavoidable significant impacts to transportation to explain why the project's specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, override and outweigh its unavoidable impacts.

In general, the project site provides an appropriate location for the proposed mix of industrial, warehouse, small business, small restaurant and retail uses that will provide a new and diverse employment opportunity and increased property and sales tax revenue opportunities for the City, its residents and visitors. The City Council of the City of Coachella finds that the project's significant environmental impacts are acceptable when balanced with the project's benefits. Each of the benefits cited below constitutes a separate and independent basis that justifies approval of the project and outweighs the unavoidable adverse environmental effects of approving the project and thus make the adverse environmental effects acceptable. Thus, even in the absence of one or more of the reasons set forth below, the City has determined that each remaining reason, or any combination of reasons, is a sufficient basis for approving the project, notwithstanding any significant and unavoidable impacts that may occur.

- The project will contribute to intersection and roadway improvements along Airport Boulevard and the surrounding Project area. In addition, water and sewer infrastructure will be extended from immediately off-site to serve the proposed project.

- An on-site electric power substation is also planned. These on-site and off-site utility infrastructure improvements are fully analyzed in the EIR and would provide a substantial public benefit by enhancing the resiliency and reliability of the IID electrical system in the area.

- The project will generate substantial revenue for the City from taxes generated by the proposed mix of uses, as demonstrated by the fiscal impact analysis prepared for the Project.

- The project provides both temporary and permanent employment opportunities, service, restaurant, and a gas station/convenience store to benefit the City, visitors and the region.

- The project's scale and compliance with development standards ensures the orderly development of the property, while respecting the surrounding and existing land use patterns.

- The project will support and implement General Plan polices as described in the EIR which are incorporated herein and included as part of the City Council's findings.

Conclusion:

In light of the foregoing, and the information contained within the Final EIR and other portions of the project record of proceedings, the City Council concludes and finds that implementation of the Coachella Airport Business Park project will result in the development of a unique project that provides substantial economic, legal, social, technological, and other benefits, including region-

wide environmental benefits, as outlined above, which outweigh and make acceptable the significant, unavoidable environmental impacts associated with the Project and, accordingly, adopts this Statement of Overriding Considerations.

IX. FINDINGS REGARDING CERTIFICATION OF FINAL EIR

Pursuant to CEQA and the CEQA Guidelines, the City Council as the lead agency under CEQA is responsible for certification of the EIR and therefore makes the following findings:

1. The Final EIR was completed in compliance with CEQA and its Guidelines;

2. The Final EIR was presented to the City Council of the City of Coachella, which reviewed and considered the information in the Final EIR prior to making its decision on the project;

3. The certification of the Final EIR and the findings set forth herein reflect the City's independent judgment and analysis in its capacity as lead agency; and

4. The City Council of the City of Coachella adopts the Mitigation Monitoring and Reporting Program attached to the Final EIR to reduce or avoid the significant and mitigable impacts of the project.

5. The City Council of the City of Coachella finds that the Final EIR properly evaluated the project's potentially significant cumulative impacts based on General Plan buildout, and that this analysis included all past, present and probable future projects in the project vicinity that could cause or contribute to such significant cumulative effects.

6. The City Council of the City of Coachella finds that the additional information and evidence submitted after release of the Draft EIR and prior to certification of the Final EIR does not constitute "significant new information," as defined in CEQA Guidelines Section 15088.5, but rather, merely clarifies and amplifies the information provided in the Draft EIR.

By these Findings, the City ratifies, adopts and incorporates the analysis, explanation, findings, responses to comments and conclusions of the Final EIR. In addition, the Mitigation Monitoring and Reporting Program, and the mitigation measures specified therein, as well as any project design features identified in the Final EIR, and any mitigation measures as revised and/or clarified in the Final EIR, are hereby approved and adopted, and shall be fully enforceable through the Development Agreement, as well as permit conditions, agreements or other measures. Any finding made by the City shall be deemed made, regardless of where it appears in this document. All of the language included in this document constitutes findings by the City, whether or not any particular sentence or clause includes a statement to that effect. The City intends that these findings be considered as an integrated whole and, whether or not any part of these findings fail to cross-reference or incorporate by reference any other part of these findings, that any finding required or committed to be made by the City with respect to any particular subject matter of the Final EIR, shall be deemed to be made if it appears in any portion of these findings.

If any term, provision or portion of these Findings or the application of these Findings to a particular situation is held by a court to be invalid, void or unenforceable, the remaining provisions of these Findings, or their application to other actions related to the project, shall continue in full force and effect unless amended or modified by the City.

4.0 Mitigation Monitoring and Reporting Program

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document which includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring program. This requirement ensures that environmental impacts found to be significant will be mitigated. The reporting or monitoring program must be designed to ensure compliance during project implementation (Public Resources Code Section 21081.6).

In compliance with Public Resources Code Section 21081.6, Table 2, *Mitigation Monitoring and Reporting Checklist*, has been prepared for the proposed Project. This Mitigation Monitoring and Reporting Checklist is intended to provide verification that all applicable mitigation measures relative to significant environmental impacts are monitored and reported. Monitoring will include: 1) verification that each mitigation measure has been implemented; 2) recordation of the actions taken to implement each mitigation; and 3) retention of records in the Coachella Airport Business Park Project file.

This Mitigation Monitoring and Reporting Program (MMRP) delineates responsibilities for monitoring the Project, but also allows the City flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented. This includes the review of all monitoring reports, enforcement actions, and document disposition, unless otherwise noted in the Mitigation Monitoring and Reporting Checklist (Table 2). If an adopted mitigation measure is not properly implemented, the designated monitoring personnel shall require corrective actions to ensure adequate implementation.

- Reporting consists of establishing a record that a mitigation measure is being implemented, and generally involves the following steps:
- The City distributes reporting forms to the appropriate entities for verification of compliance.
- Departments/agencies with reporting responsibilities will review the EIR, which provides general background information on the reasons for including specified mitigation measures.
- Problems or exceptions to compliance will be addressed to the City as appropriate.
- Periodic meetings may be held during project implementation to report on compliance of mitigation measures.
- Responsible parties provide the City with verification that monitoring has been conducted and ensure, as applicable, that mitigation measures have been implemented. Monitoring compliance may be documented through existing review and approval programs such as field inspection reports and plan review.
- The City prepares a reporting form periodically during project-specific review and an annual report summarizing all project mitigation monitoring efforts.
- Appropriate mitigation measures are included as conditions of permits/approvals for future project-specific review.

Minor changes to the MMRP, if required, would be made in accordance with CEQA and would be permitted after further review and approval by the City. No change will be permitted unless the MMRP continues to satisfy the requirements of Public Resources Code Section 21081.6.

Based on the Draft EIR, no significant impacts would occur in regard to the following environmental issue areas and no mitigation is required:

- Agriculture and Forest Resources;
- Hydrology and Water Quality;
- Land Use and Planning;
- Mineral Resources;
- Population and Housing;
- Public Services;
- Recreation; and
- Utilities and Public Services.

In accordance with Appendix G of the CEQA Guidelines, the following environmental issue areas were determined in the Draft EIR to have a potentially significant impact and require mitigation measures, and were included in the Draft EIR for further analysis:

- Aesthetics;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Energy;
- Geology and Soils;
- Greenhouse Gas Emissions;
- Hazards and Hazardous Materials;
- Noise;
- Transportation;
- Tribal Cultural Resources; and
- Wildfire.

For the purposes of the environmental analysis in the Draft EIR, impacts were analyzed in each environmental issue area for the proposed Project. Consideration of mitigation measures that apply to each respective topical area was considered, particularly if that impact would be reduced.

Table 2: Mitigation Monitoring and Reporting Checklist

Mitigation Measure No.	Mitigation Measure	Implementation Timing	Enforcing Agency or Personnel	Verification		
				Signature or Initials	Date	Notes
Aesthetics						
AES-1	The construction contractor shall locate construction equipment staging and stockpile areas on the central and western portions of the Project site, away from Airport Boulevard and the neighboring existing residential uses. Appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of construction equipment and material. The staging and stockpile locations shall be indicated on Grading Plans and shall be subject to approval by the City of Coachella Public Works Department prior to issuance of grading permits.	Prior to the Issuance of Grading Permits	City of Coachella Public Works Department			
AES-2	The construction contractor shall locate and aim all construction-related nighttime security lighting away from adjacent uses, including both residential and non-residential areas neighboring the Project site. A construction safety lighting plan shall be submitted to the City of Coachella Public Works Department for review and approval prior to issuance of grading permits.	Prior to the Issuance of Grading Permits	City of Coachella Public Works Department			
Biological Resources						
BIO-1	**Nesting Bird Avoidance/Pre-construction Surveys.** Prior to issuance of the Project's grading permit, the following measures shall be implemented: To avoid disturbance of nesting and special-status bird species protected by the MBTA and CFGC,	Prior to Vegetation Removal or Ground Disturbance	City of Coachella Planning Division			

Mitigation Measure No.	Mitigation Measure	Implementation Timing	Enforcing Agency or Personnel	Verification		
				Signature or Initials	Date	Notes
	activities related to the Project, including but not limited to, vegetation removal, ground disturbance, and construction shall not occur during the bird breeding season (January 15 through August 31) unless a pre-construction nesting bird survey is conducted within three days prior to vegetation removal or ground disturbance. A qualified biologist, who is familiar with the identification of avian species in the Coachella Valley, will conduct the preconstruction nesting bird survey within three days prior to vegetation removal or ground disturbance to evaluate the presence/absence, location, and status of any active nests on or adjacent to the Project Area. The extent of the survey area surrounding the Project Area shall be determined by the qualified biologist to help ensure that direct and indirect effects to nesting birds are avoided. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified biologist will make every effort to avoid potential nest predation as a result of survey efforts. If an active nest(s) is discovered, a suitable buffer shall be established around the active nests, as determined by the biologist, and construction activity will not occur within the buffer until the biologist has determined that the nest is no longer active. Buffer size shall consider the					

Mitigation Measure No.	Mitigation Measure	Implementation Timing	Enforcing Agency or Personnel	Verification		
				Signature or Initials	Date	Notes
	species involved and relevant level of tolerance to adjacent activity, the location of the nest relative to proposed activities, and site conditions that naturally buffer the location, such as vegetation screening, topography, etc. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged, the nest is no longer active, or the Project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance. If construction activities are delayed or paused for more than 14 days during the nesting season, the nest survey will be re-initiated for areas that still contain potential nesting habitat. No parking, storage of materials, or construction activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into this buffer shall occur only at the discretion of the qualified biologist, if it is determined that encroachment will not adversely impact the nesting birds.					
BIO-2	**Burrowing Owl Pre-construction Survey.** In accordance with Section 4.4 Required Avoidance, Minimization, and Mitigation Measures of the CVMSHCP, pre-construction burrowing owl surveys shall be conducted by a qualified biologist no less than 14 days prior to the start of	Prior to Initial Site Disturbance	City of Coachella Planning Division			

Mitigation Measure No.	Mitigation Measure	Implementation Timing	Enforcing Agency or Personnel	Verification		
				Signature or Initials	Date	Notes
	Project-related activities and within 24 hours prior to ground disturbance, in accordance with the Staff Report on Burrowing Owl Mitigation (2012 or most recent version). Pre-construction surveys shall be conducted within 500 feet of the Project disturbance footprint to identify burrows that could be utilized by burrowing owl. Potentially suitable burrows shall be checked by a qualified biologist to see if they are occupied or not prior to the start of Project disturbance activities. If the burrow is unoccupied, the burrow shall be made inaccessible to burrowing owl, and the Project may proceed. If either a nesting or escape burrow is occupied, Project activities shall be immediately halted within 500 feet of the burrow. The qualified biologist shall coordinate with CDFW and USFWS and prepare a Burrowing Owl Avoidance and Monitoring Plan that shall be submitted to CDFW and USFWS for review and approval prior to re-commencing Project activities within the restricted area. A burrow is assumed occupied if records indicate that at least one burrowing owl has been observed occupying a burrow on site during the past three years. For ground-disturbing activities, pre-construction surveys should be repeated when there is a pause in construction of more than 30 days.					
BIO-3	**Emergence Bat Survey**. A special-status bat species emergence survey shall be conducted if construction activities are to occur within 300	Prior to Initial Site Disturbance	City of Coachella Planning Division			

Mitigation Measure No.	Mitigation Measure	Implementation Timing	Enforcing Agency or Personnel	Verification		
				Signature or Initials	Date	Notes
	feet of the California fan palm oasis during the bat maternity season (April 1 through August 31). The emergence survey will be conducted in areas of suitable roosting habitat, including the Airport Boulevard bridge, during the maternity season to document the presence of special-status bat species maternal roosting habitat. The emergence survey will be conducted 30 minutes before sunset and last for up to two hours after sunset. Any special-status bat species observed during the maternity roosting season within or adjacent to the Project Area should be avoided and provided a minimum buffer as determined by the qualified biologist (a 100-foot to 300-foot buffer is recommended) prior to the commencement of construction.					
BIO-4	**Woodrat Middens.** Woodrat middens (nests) are large nests or dens made of woody debris, such as sticks, dead cacti, and bark. Middens were observed along the northern fence separating the business park and the IID substation Project Areas within the Project impact area. Within 30 days prior to initial site disturbance, a pre-construction survey shall be conducted for woodrat middens. All occupied woodrat middens shall be mapped and flagged for avoidance to the extent feasible, with a minimum of 10-feet surrounding the active midden. If avoidance is not feasible, middens will be "daylighted" by a qualified biologist one night before anticipated vegetation removal to allow for the rats to escape	Prior to Initial Site Disturbance	City of Coachella Planning Division			

Mitigation Measure No.	Mitigation Measure	Implementation Timing	Enforcing Agency or Personnel	Verification		
				Signature or Initials	Date	Notes
	and passively relocate prior to disturbance of the area.					
BIO-5	**Worker Environmental Awareness Program.** The Project Applicant shall implement a WEAP for the construction crew that will be developed by a qualified biologist. Each employee (including temporary, contractors, and subcontractors) will receive the WEAP presentation on the first day of project work. They will be advised of sensitive species in the area and avoidance measures being implemented to protect them at the site. At a minimum, the WEAP will include the following topics: occurrence of the listed and sensitive species in the area, their general ecology, sensitivity of the species to human activities, legal protection afforded these species, penalties for violations of federal and State laws, reporting requirements, and project features and conditions designed to reduce direct and indirect impacts to these species, role of the qualified biologist, and worker responsibilities to maintain compliance with mitigation measures while working at the site.	Prior to and During Construction Activities	City of Coachella Planning Division			
BIO-6	**CVMSHCP Development Fee.** The Project Applicant shall pay the CVMSHCP Local Development Mitigation Fee pursuant to Chapter 4.48 of the Coachella Municipal Code.	Prior to the Issuance of Grading Permit and/or Building Permit	City of Coachella Planning Division			
BIO-7	**Invasive Plant Species Control.** Invasive plant species, for the purpose of this document, shall include all species with a California Invasive Plant	Prior to and During	City of Coachella Planning Division			

Mitigation Measure No.	Mitigation Measure	Implementation Timing	Enforcing Agency or Personnel	Verification		
				Signature or Initials	Date	Notes
	Council (Cal-IPC) rating of moderate or high. Construction personnel and equipment shall be free of invasive plant seeds, propagules, and any material which may contain them (e.g., soil). Prior to entering the Project Area equipment will be inspected to confirm it is free of mud, dirt, and debris. Tire track stations will be installed at Project Area entrances and exits. Staging areas and access routes shall avoid weed infestations and infestations within the work area(s) shall be flagged and avoided to the maximum extent feasible. Only certified weed-free materials (e.g., fiber rolls, straw, and fill) will be used for the Project.	Construction Activities				
BIO-8	**General Best Management Practices.** Standard construction Best Management Practices will be implemented by the contractor to minimize potential impacts to sensitive species. Standard Construction Best Management Practices shall include the following: • Vehicle speeds will not exceed 10 miles per hour (mph) adjacent to any occupied burrowing owl habitat. Clear signage will be installed and maintained throughout the construction period. • Placement of drip pans under parked equipment and vehicles. • Regular inspection and maintenance of equipment to avoid spills and immediate containment of any spills. • Chemicals and pesticides will not be used.	Prior to and During Construction Activities	City of Coachella Planning Division			

Mitigation Measure No.	Mitigation Measure	Implementation Timing	Enforcing Agency or Personnel	Verification		
				Signature or Initials	Date	Notes
	• Pets and firearms will not be allowed at the site. • Trash will be removed from the site daily or be stored in wildlife proof containers • Stormwater protection (i.e. straw waddles, silt fence) will be employed to prevent spills, runoff, or sediment from entering nearby aquatic habitats. These materials will be weed free and no Project debris or rubbish will be allowed to enter into or be placed where it may be washed by rainfall or runoff in the wetlands. • Staging/storage areas for equipment and materials will be located at least 100 feet away from the riparian areas. Equipment will be checked and maintained daily to prevent leaks of pollutants into the wetlands. • No equipment maintenance will be carried out within 100 feet of the riparian area. • All pipes, culverts, or similar structures with a four-inch diameter or greater that are stored on the construction site overnight shall be thoroughly inspected for wildlife or nesting birds before the pipe is subsequently curried, capped, or otherwise used or moved in any way. • To prevent inadvertent entrapment of wildlife during construction, all excavated, wells, steepwalled holes or trenches more than two feet deep shall be covered with					

Mitigation Measure No.	Mitigation Measure	Implementation Timing	Enforcing Agency or Personnel	Verification		
				Signature or Initials	Date	Notes
	plywood or similar materials at the close of each working day. • Any construction lighting will be directed toward the work area and away from adjacent habitats.					
BIO-9	**Habitat Mitigation and Monitoring Plan.** Mitigation for wetland waters of the state impacts will occur as specified during the WDRs permitting process and may occur at a suitable on-site or off-site location where habitat values meeting or exceeding those on site are achievable, or at an approved Conservation or Mitigation Bank. A Habitat Mitigation and Monitoring Plan (HMMP) will be prepared that specifies restoration and monitoring requirements for approval by the City and RWQCB prior to Project initiation. The HMMP will incorporate the WDR permit compensatory mitigation requirements for impacts to the wetland waters of the State, if pursued, along with the impacts to the sensitive natural communities. The HMMP will include, at a minimum, the following information: • Description of the project/impact site (i.e., location, responsible parties, and areas to be impacted by habitat type) • Goal(s) of the compensatory mitigation project (i.e., the acreage of the mitigated habitat to be restored); • Description of the proposed compensatory mitigation site(s) (i.e., location and size,	Prior to Initial Site Disturbance	City of Coachella Planning Division			

Mitigation Measure No.	Mitigation Measure	Implementation Timing	Enforcing Agency or Personnel	Verification		
				Signature or Initials	Date	Notes
	ownership status, existing conditions of the compensatory mitigation site); • Implementation plan for the compensatory mitigation site (i.e., rationale for expecting implementation success, responsible parties, schedule, site preparation, planting plan [container sizes, seeding rates, etc.]); • Maintenance activities during the monitoring period, including weed removal and irrigation as appropriate; • Monitoring plan for the compensatory mitigation site (i.e., performance standards, target acreages to be established and/or preserved, annual monitoring reports); • Success criteria based on the goals and measurable objectives; • Funding mechanisms; and • An adaptive management and remedial measure component.					
Cultural Resources						
CUL-1	A qualified archaeologist and Tribal monitor(s) from the Agua Caliente Band of Cahuilla Indians and the Torres Martinez Desert Cahuilla Indians shall be present during any ground disturbing activities during the Project construction phase. In the case that archaeological materials are encountered during ground disturbing activities, all work shall be halted in the vicinity of the discovery until a qualified archaeologist can visit	Prior and During Ground Disturbing Activities	City of Coachella Planning Division			

Mitigation Measure No.	Mitigation Measure	Implementation Timing	Enforcing Agency or Personnel	Verification		
				Signature or Initials	Date	Notes
	the site of discovery and assess the significance of the archaeological resource. The qualified archaeologist and Tribal monitor shall establish all necessary protocols and procedures for the treatment of resources prior to the initiation of earth moving activities.					
CUL-2	In the event that human remains are uncovered during ground disturbing activities on the Project site, no further disturbance shall occur and all work shall cease within 100 feet of the discovery until the County Coroner has made a determination of the origin and disposition of the remains. Ground disturbing activities and excavations shall not resume until the following has been addressed: 1. The County Coroner has been contacted and determined that no investigation to the cause of death is required; and, 2. If the County Coroner determines that the remains are of Native American descent, the Coroner shall notify Native American Heritage Commission (NAHC), which will then determine the Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods	During Ground Disturbing Activities	City of Coachella Planning Division			

Mitigation Measure No.	Mitigation Measure	Implementation Timing	Enforcing Agency or Personnel	Verification		
				Signature or Initials	Date	Notes
	as provided in Public Resource Code Section 5097.98 and Health and Safety Code 7050.5.					
Geology and Soils						
GEO-1	Prior to the issuance of a grading permit, a geotechnical investigation specific to building design and liquefaction, in compliance with City of Coachella requirements, shall be prepared by a licensed professional and submitted to the City of Coachella for review. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of lateral soil movements or reduction in foundation soil bearing capacity. The geotechnical report shall provide recommended measures to ensure compliance with all applicable geotechnical standards for building design consideration, such as mat foundations, pile foundations, or ground improvement to mitigate the potential liquefaction settlements, and all recommendations shall be incorporated into all improvement plans.	Prior to the Issuance of Grading Permits	City of Coachella Planning Division			
GEO-2	During the design level of the Project and prior to issuance of a grading permit, the Project Applicant shall prepare subsurface explorations and laboratory testing of soil samples and submit to the City for review and approval, which shall be utilized to provide specific design recommendations for the earthwork and structures. Field observation and construction review shall be provided by a licensed	Prior to the Issuance of Grading Permits	City of Coachella Planning Division			

Mitigation Measure No.	Mitigation Measure	Implementation Timing	Enforcing Agency or Personnel	Verification		
				Signature or Initials	Date	Notes
	professional during grading, excavation, and foundation construction, which shall include recommendations and measures for the removal of surface and near surface soils down to competent materials and their replacement with properly compacted fill.					
GEO-3	Prior to the start of any and all proposed Project activities, all field personnel shall receive worker's environmental awareness training on paleontological resources. The training shall be developed by a certified paleontologist familiar with the overall area, the site and specific components of the proposed Project. The training shall: a) provide a description of the laws and ordinances protecting fossil resources; b) provide education and means of identification of the types of fossil resources that may be encountered in the Project area; c) identify the role of the paleontological monitor; d) outline the steps that shall be followed in the event that a fossil discovery is made; and e) provide contact information for the Project paleontologist.	Prior to the Start of Construction Activities	City of Coachella Planning Division			
GEO-4	Prior to the commencement of ground-disturbing activities, a certified paleontologist shall be retained to prepare and implement a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) for the proposed Project and submit it to the City for review and approval. The PRMMP shall describe the monitoring required during excavations that extend into Pleistocene age sediments, and the	Prior Ground Disturbing Activities	City of Coachella Planning Division			

Mitigation Measure No.	Mitigation Measure	Implementation Timing	Enforcing Agency or Personnel	Verification		
				Signature or Initials	Date	Notes
	location of areas deemed to have a high paleontological resource potential. Part-time monitoring, or spot checking may be required during shallow ground-disturbances (< 10 feet below ground surface) to confirm that sensitive geologic units are not being impacted. Monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls.					
GEO-5	In the event that a paleontological resource is discovered, the certified paleontological monitor shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and, if appropriate, collected and stored according to professional standards and guidelines. If the resource is determined to be of scientific significance, the Project paleontologist shall implement the recovery of resources, as established in the PRMMP.	During Ground Disturbing Activities	City of Coachella Planning Division			
GEO-6	For all excavations and ground disturbance activity (and curation of fossils if necessary) conducted at depths more than 10 feet or in any areas where the paleontologist determines that older deposits are encountered, the Project paleontologist shall prepare a final mitigation and monitoring report outlining the results of the PRMMP. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those	During Ground Disturbing Activities	City of Coachella Planning Division			

Mitigation Measure No.	Mitigation Measure	Implementation Timing	Enforcing Agency or Personnel	Verification		
				Signature or Initials	Date	Notes
	fossils, and where fossils were curated. The final report shall be provided to the City of Coachella.					
Greenhouse Gas Emissions						
GHG-1	The Project shall include, but not be limited to, the following improvements, which shall be incorporated into the Project site plans to ensure consistency with adopted statewide plans and programs that are in effect at the time the Building Permits are issued. The Project Applicant shall demonstrate compliance with the following measures, prior to issuance of Building Permits: • To the maximum extent feasible, all off-road equipment (non-street legal), such as forklifts and street sweepers, used onsite for warehouse operations shall be powered by alternative fuels, electrical batteries or other alternative/non-diesel fuels (e.g., propane or compressed natural gas (CNG)) that do not emit diesel particulate matter, and that are low or zero emissions. • The Project Applicant shall require that a minimum of 50 percent of the total Project electrical consumption from operation of the Project on an aggregate, site-wide basis is provided by onsite solar photovoltaic (PV) panels or other onsite renewables sources (i.e., wind turbines, geothermal).	Prior to the Issuance of Building Permits	City of Coachella Planning Division			

Mitigation Measure No.	Mitigation Measure	Implementation Timing	Enforcing Agency or Personnel	Verification		
				Signature or Initials	Date	Notes
	• The Project Applicant shall require any business that operates in the proposed project and has 20 or more full-time employees shall implement at least one of the following programs: o Pre-tax election program to allow employees to exclude wages for commuting costs for transit or vanpools; o An employer supplied transit pass; o Employer provided transit; or o Other, similar demand management programs. • The Project Applicant shall require that temporary power poles are installed in the vicinity of each structure to be installed. The temporary power poles shall be installed after completion of grading and prior to the issuance of each building permit. After electrification of the temporary power poles, the Project Applicant shall restrict building contractors from using gaspowered generators, compressors and saws and this restriction shall be incorporated into all contracts with building contractors that will work on the proposed Project.					
Hazards and Hazardous Materials						

Mitigation Measure No.	Mitigation Measure	Implementation Timing	Enforcing Agency or Personnel	Verification		
				Signature or Initials	Date	Notes
HAZ-1	Prior to any ground disturbing activity on the site, a soils investigation shall be conducted by a qualified soils engineer to assess the pesticide contamination levels in the Project site's soils. If the pesticide contamination levels exceed USEPA Regional Screening Levels for pesticides, the Project Applicant shall implement a soils management program to reduce the soil's pesticide concentration levels to below USEPA Regional Screening Levels through soils excavation, removal and offsite disposal in compliance with all applicable USEPA regulations. All activities shall be coordinated with the City of Coachella and the County of Riverside Department of Environmental Health.	Prior Ground Disturbing Activities	City of Coachella Planning Division			
Noise						
NOI-1	The Project Construction Contractor shall ensure adherence to the following noise reduction requirements during Project construction: • The use of exhaust mufflers, and engine shrouds, that reduce equipment noise levels by approximately 10 dBA shall be required. • Construction equipment staging areas shall be located the furthest distance possible from nearby noise-sensitive land uses, located on the central and western portions of the Project site, away from Airport Boulevard and the neighboring existing residential uses.	During Construction Activities	City of Coachella Planning Division			
Transportation						

Mitigation Measure No.	Mitigation Measure	Implementation Timing	Enforcing Agency or Personnel	Verification		
				Signature or Initials	Date	Notes
TRA-1	All necessary plans, permits or approvals, including but not limited to traffic control plans, encroachment or other permits from Caltrans, Union Pacific Railroad, Imperial Irrigation District and others, shall be prepared by the Construction Contractor for and approved by the City prior to the initiation of site disturbance such as grading, excavation, hauling, paving and other construction activities where public streets may be affected. Prior to the initiation of site improvements, the Project Applicant shall confer with the appropriate Coachella Public Works Department, Caltrans and the Union Pacific Railroad to ensure that construction activities and traffic control are carried out in a manner that causes minimal disruption to traffic on adjoining facilities.	Prior to Construction Activities	City of Coachella Public Works Department			
TRA-2	The final location and design of construction staging and access shall comply with any applicable City access and design standards, and be reviewed by the Project Engineer. The Project Applicant shall submit traffic control plans to the City prior to the issuance of grading and/or construction permits.	Prior to the Issuance of Grading and/or Construction Permits	City of Coachella Public Works Department			
TRA-3	The Project Applicant shall require all operators on the site to implement, to the maximum extent feasible (taking into consideration factors such as infrastructure availability, cost effectiveness, and incentive programs), Measure T-11, requiring the implementation of van pools under CAPCOA's Handbook for Analyzing Greenhouse Gas	During Project Operation	City of Coachella Planning Division			

Mitigation Measure No.	Mitigation Measure	Implementation Timing	Enforcing Agency or Personnel	Verification		
				Signature or Initials	Date	Notes
	Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity.					

ORDINANCE NO. 1237

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COACHELLA, CALIFORNIA, AMENDING THE ZONING MAP TO MANUFACTURING SERVICE (MS) ON 40.8± ACRES FROM HEAVY INDUSTRIAL (MH) AND 2.2± ACRES FROM MH TO GENERAL COMMERCIAL (CG) FOR ASSESSOR'S PARCEL NUMBERS 763-330-013, 763-330-018, AND 763-330-029

WHEREAS, Article XI, Section 7 of the California Constitution authorizes cities to adopt and enforce ordinances and regulations to protect the public health, safety, and welfare; and

WHEREAS, the City of Coachella possesses broad police powers to regulate land uses and development within its jurisdiction in order to protect public health, safety, welfare, and the environment; and

WHEREAS, the City Council is authorized pursuant to Government Code Sections 65850, 65853, 65854, and 65860 to adopt and amend zoning regulations governing the use of land within the City; and

WHEREAS, the Planning Commission conducted a properly noticed public hearing on April 1, 2026 at which members of the public were afforded an opportunity to comment upon this Ordinance, the recommendations of staff, and other public testimony; and

WHEREAS, following the public hearing, the Planning Commission voted to recommend to the City Council approval of Zone Change CZ 20-01 on a 4-0 vote, with one member absent; and

WHEREAS, the City published a public hearing notice in The Desert Sun newspaper on October 2, 2026 and a public hearing notice was mailed to property owners within a radius of 300-feet of the subject property on October 1, 2026, pursuant to Section 17.74.010G of the Coachella Municipal Code.; and

WHEREAS, the City Council of the City of Coachella did, on October 14, 2026 hold a duly noticed Public Hearing to consider a request by Empire Airport LLC for approval of Change of Zone, CZ 20-01, from MH to MS and CG; and conditional approval of Tentative Parcel Map 39721; CUP 324 to allow commercial cannabis uses; CUP 325 to allow drive through restaurant; CUP 326 to allow service station and mini-mart; AR 20-04 to approve site design, architecture and signage (billboard) and DA 25-02 to approve a Development Agreement, for 43± acres of land located at the northwest corner of Airport Boulevard and SR 86 (APNs 763-330-013, 763-330-018, and 763-330-029), and recommending certification of the Coachella Airport Business Park Development Environmental Impact Report (SCH No. 2023040106), including Findings and a Statement of Overriding Considerations, in conformance with the California Environmental Quality Act at which members of the public were afforded an opportunity to comment upon this Ordinance, the recommendations of staff, and other public testimony; and

WHEREAS, the changes to the Zoning Map proposed under Change of Zone CZ 20-01 are consistent with the General Plan's Industrial District currently assigned to the property; and

WHEREAS, Change of Zone CZ 20-01 will allow for the orderly and master planned development of the site; and

WHEREAS, the City Council finds that adoption of this Ordinance promotes the orderly development of the City and serves the best interests of the residents of Coachella.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COACHELLA DOES ORDAIN AS FOLLOWS:

SECTION 1. INCORPORATION OF RECITALS. The City Council hereby finds that all of the foregoing recitals presented herewith are true and correct and are hereby incorporated and adopted as findings of the City Council.

SECTION 2. GENERAL PLAN CONSISTENCY FINDINGS

The Project site is designated Industrial District in the General Plan. The site is currently zoned Heavy Industrial and is proposed to be changed to Manufacturing Service and General Commercial. The Industrial District designation describes a wide range of industrial uses, including manufacturing and light industrial or business park uses, supported by commercial services in areas that are separated from residential neighborhoods. The designation is also intended to create jobs and diversify the economy for City residents. The proposed Zone Change implements the intent of the General Plan by allowing the development of a broad range of businesses, building types and services that will be consistent with the intent of the designation. The commercial zone created at the south end of the Project will allow for retail services that support the employees working within the site, the traveling public and surrounding businesses and residents. The Zone Change is consistent with the General Plan.

SECTION 3. ZONING MAP AMENDMENT.

The Zoning Map is hereby amended consistent with Exhibit A, attached to this Ordinance. This amendment results in 40.8± acres of land designated Service Manufacturing (MS) and 2.2± acres of land designated General Commercial (CG).

SECTION 4. CEQA DETERMINATION.

The City Council finds that this Zone Change CZ 20-01 was considered as part of the overall review of the project under the Coachella Airport Business Park Development Environmental Impact Report (SCH No. 2023040106). The Findings of the City Council for this Environmental Impact Report were adopted as part of Resolution 2026-58, and are hereby incorporated by reference.

SECTION 5. SEVERABILITY.

If any section, subsection, subdivision, sentence, or clause or phrase in this Ordinance or any part thereof is for any reason held to be unconstitutional, invalid or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of

this Ordinance or any part thereof. The City Council hereby declares that it would have adopted each section irrespective of the fact that any one or more subsections, subdivisions, sentences, clauses, or phrases are declared unconstitutional, invalid, or ineffective.

SECTION 6. EFFECTIVE DATE.

This Ordinance shall take effect thirty (30) days after adoption.

SECTION 7. PUBLICATION.

The City Clerk shall certify to the adoption of this Ordinance and cause it, or a summary of it, to be published in a newspaper of general circulation printed and published within the City of Coachella, pursuant to all legal requirements.

SECTION 8. CERTIFICATION.

The City Clerk shall certify to the adoption of this Ordinance and shall cause it to be published in accordance with California Government Code Section 36933.

Introduced as a first reading this 14th day of October, 2026.

_____
Dr. Frank Figueroa
Mayor

ATTEST:

_____
Angela M. Zepeda
City Clerk

APPROVED AS TO FORM:

BEST, BEST & KRIEGER

_____

City Attorney

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF COACHELLA)

I HEREBY CERTIFY that the foregoing Ordinance No. 1237 was duly introduced, as a first reading, by the City Council of the City of Coachella at a regular meeting thereof, held on this 14th day of October 2026 by the following vote of Council:

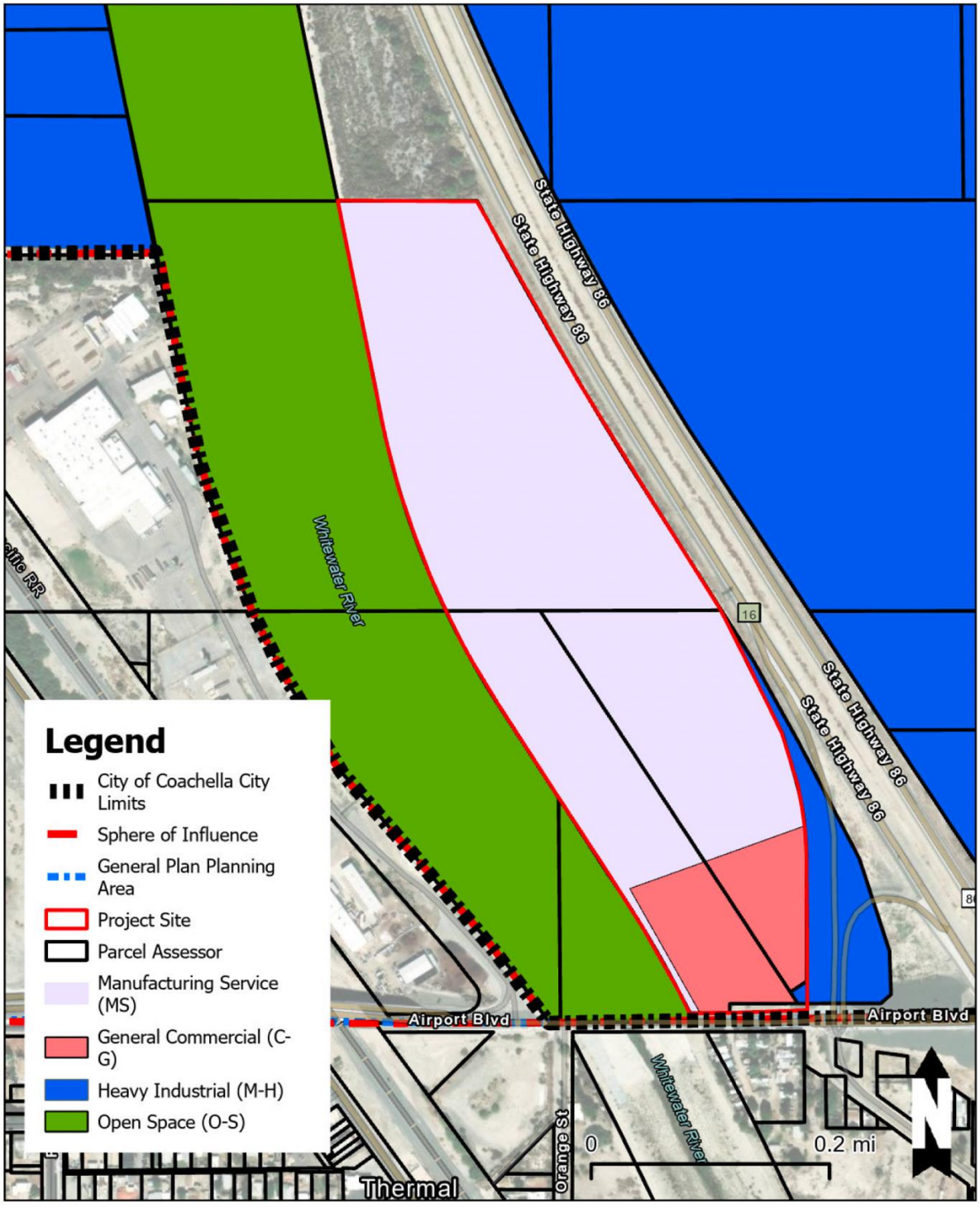
AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Angela M. Zepeda
City Clerk

ORDINANCE 1237

EXHIBIT A

ZONING MAP



ORDINANCE NO. 1238

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COACHELLA, CALIFORNIA, APPROVING DEVELOPMENT AGREEMENT DA 25-02 FOR ASSESSOR'S PARCEL NUMBERS 763-330-013, 763-330-018, AND 763-330-029

WHEREAS, the City Council of the City of Coachella did, on October 14, 2026 hold a duly noticed Public Hearing to consider a request by Empire Airport LLC for approval of Change of Zone, CZ 20-01, from MH to MS and CG; and conditional approval of Tentative Parcel Map 39721; CUP 324 to allow commercial cannabis uses; CUP 325 to allow drive through restaurant; CUP 326 to allow service station and mini-mart; AR 20-04 to approve site design, architecture and signage (billboard) and DA 25-02 to approve a Development Agreement, for 43± acres of land located at the northwest corner of Airport Boulevard and SR 86 (APNs 763-330-013, 763-330-018, and 763-330-029), and certification of the Coachella Airport Business Park Development Environmental Impact Report (SCH No. 2023040106), including Findings and a Statement of Overriding Considerations, in conformance with the California Environmental Quality Act at which members of the public were afforded an opportunity to comment upon this Ordinance, the recommendations of staff, and other public testimony; and

WHEREAS, the Conditional Use Permits, Architectural Review and Tentative Tract Map are being adopted by separate Resolution and the Zone Change is being adopted by separate Ordinance in accordance with state and City law; and

WHEREAS, California Government Code Section 65864 *et seq.* (the "Development Agreement Law") authorizes cities to enter into binding development agreements with persons having a legal or equitable interest in real property for the development of such property, all for the purpose of strengthening the public planning process, encouraging private participation and comprehensive planning, and identifying the economic costs of such development; and

WHEREAS, the Planning Commission conducted a properly noticed public hearing on April 1, 2026 at which members of the public were afforded an opportunity to comment upon this Ordinance, the recommendations of staff, and other public testimony; and

WHEREAS, following the public hearing, the Planning Commission voted to recommend to the City Council approval of Development Agreement DA 25-02 on a 4-0 vote, with one member absent; and

WHEREAS, the City published a public hearing notice in The Desert Sun newspaper on October 2, 2026 and a public hearing notice was mailed to property owners within a radius of 300-feet of the subject property on October 1, 2026, pursuant to Section 17.74.010G of the Coachella Municipal Code.; and

WHEREAS, at said Public Hearing, upon hearing and considering all testimony and arguments, if any, of all interested persons desiring to be heard, said City Council did make the following mandatory findings pursuant to Chapter 17.100 of the Municipal Code to justify approval

of said Development Agreement, included to this Ordinance as Exhibit A, and incorporated herewith by this reference:

1. The Development Agreement is consistent with the general plan, and any applicable specific plan.

The Project site is located in the Industrial District as defined by the General Plan. The Development Agreement will support the development of a master planned project consistent with the goals, policies and implementation measures of the General Plan by allowing for the shared costs of infrastructure, the sharing of advertising revenue, and the coordinated and planned development of the project to allow increased property taxes, sales taxes, and employment opportunities for the residents of the City.

2. The Development Agreement is compatible with the uses authorized in, and the regulations prescribed for the land use district in which the real property is located.

The Development Agreement provides for the phased implementation of industrial and commercial land uses in a master planned project that are consistent with the land uses allowed in the Industrial District, and in Subarea 8 of the Geneal Plan. The land uses will occur in a developing area, and will provide for increased employment opportunities for City residents.

3. The Development Agreement is in conformity with good land use planning.

The Project proposes a master planned industrial and commercial development plan that creates opportunities for development and for the installation of infrastructure in an area of the City that is currently underdeveloped and lacking in services. The Project will result in the orderly expansion of land uses as envisioned in Subarea 8 of the General Plan.

4. The Development Agreement will not be detrimental to the health, safety and general welfare.

The Project proposes a master planned, self-contained development that will be isolated from sensitive receptors and residential neighborhoods in the City. The uses likely to locate within the Project are not expected to propose businesses that contain or use hazardous materials, and those that could will be regulated by City, County, State and federal agencies. The improvement of the property will facilitate the development of other surrounding properties by extending utility services in this area of the City which is still developing and expanding.

5. The Development Agreement s in the best interest of the City of Coachella and its residents.

The Development Agreement will assure that the Project pays its fair share of improvements in infrastructure, including the extension of water, sanitary sewer and electricity distribution currently unavailable in this area of the City. This orderly development will allow surrounding lands to develop in an orderly and well planned manner, while providing revenue to the City in the form of property tax, sales tax and a share of advertising revenues.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COACHELLA DOES ORDAIN AS FOLLOWS:

SECTION 1. INCORPORATION OF RECITALS.

The City Council hereby finds that all of the foregoing recitals presented herewith are true and correct and are hereby incorporated and adopted as findings of the City Council.

SECTION 2. CEQA DETERMINATION.

The City Council finds that this Development Agreement DA 25-02 was considered as part of the overall review of the project under the Coachella Airport Business Park Development Environmental Impact Report (SCH No. 2023040106). The Findings of the City Council for this Environmental Impact Report were adopted as part of Resolution 2026-58, and are hereby incorporated by reference.

SECTION 3. SEVERABILITY.

If any section, subsection, subdivision, sentence, or clause or phrase in this Ordinance or any part thereof is for any reason held to be unconstitutional, invalid or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this Ordinance or any part thereof. The City Council hereby declares that it would have adopted each section irrespective of the fact that any one or more subsections, subdivisions, sentences, clauses, or phrases are declared unconstitutional, invalid, or ineffective.

SECTION 4. EFFECTIVE DATE.

This Ordinance shall take effect thirty (30) days after adoption.

SECTION 5. PUBLICATION.

The City Clerk shall certify to the adoption of this Ordinance and cause it, or a summary of it, to be published in a newspaper of general circulation printed and published within the City of Coachella, pursuant to all legal requirements.

SECTION 6. CERTIFICATION.

The City Clerk shall certify to the adoption of this Ordinance and shall cause it to be published in accordance with California Government Code Section 36933.

Introduced as a first reading this 14th day of October, 2026.

_____

Dr. Frank Figueroa Mayor

ATTEST:

_____

Angela M. Zepeda City Clerk

APPROVED AS TO FORM:

BEST, BEST & KRIEGER

_____

City Attorney

STATE OF CALIFORNIA COUNTY OF RIVERSIDE CITY OF COACHELLA)) ss.)

I HEREBY CERTIFY that the foregoing Ordinance No. 1238 was duly introduced, as a first reading, by the City Council of the City of Coachella at a regular meeting thereof, held on this 14th day of October 2026 by the following vote of Council:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____

Angela M. Zepeda City Clerk

ORDINANCE 1238

EXHIBIT A

DEVELOPMENT AGREEMENT

Placeholder

DA Ordinance

Exhibit A

DA

RESOLUTION NO. 2026-59

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COACHELLA CONDITIONALLY APPROVING CONDITIONAL USE PERMIT 324, CONDITIONAL USE PERMIT 325, CONDITIONAL USE PERMIT 326, TENTATIVE TRACT MAP NO. 39721, AND ARCHITECTUAL REVIEW 20-04, FOR THE PROPOSED AIRPORT BUSINESS PARK PROJECT CONSISTING OF 43± ACRES LOCATED AT THE NORTHWEST CORNER OF AIRPORT BOULEVARD AND STATE ROUTE 86, APN 763-330-013, 763-330-018, and 763-330-029 APPLICANT: EMPIRE AIRPORT LLC.

WHEREAS, in June of 2020, Empire Airport LLC, submitted applications for a Change of Zone, three Conditional Use Permits, a Tentative Parcel Map, and an Architectural Review and associated environmental documentation for the development of a master planned industrial and business park with convenience commercial uses, and subsequently, in 2025, submitted a Development Agreement application for 43± acres at the northwest corner of Airport Boulevard and State Route 86 ("the Project"); and,

WHEREAS, the Project site is designated Industrial District in the City of Coachella General Plan; and,

WHEREAS, the Project is consistent with and intended to implement the vision of the Coachella Municipal Code and the General Plan 2035 pertaining to land use patterns, building and site design, and public right-of-way improvements; and

WHEREAS, the City published a public hearing notice in The Desert Sun newspaper on October 2, 2026 and a public hearing notice was mailed to property owners within a radius of 300- feet of the subject property on October 1, 2026, pursuant to Section 17.74.010G of the Coachella Municipal Code.; and

WHEREAS, the City Council of the City of Coachella did, on October 14, 2026 hold a duly noticed Public Hearing to consider a request by Empire Airport LLC for approval of Change of Zone, CZ 20-01, Tentative Parcel Map 39721, CUP 324, CUP 325, CUP 326, AR 20-04 and DA 25-02 for 43± acres of land located at the northwest corner of Airport Boulevard and SR 86 (APNs 763-330-013, 763-330-018, and 763-330-029), and certification of the Coachella Airport Business Park Development Environmental Impact Report (SCH No. 2023040106), and adoption of a Mitigation Monitoring and Reporting Program, CEQA Findings and a Statement of Overriding Considerations, in conformance with the California Environmental Quality Act, at which members of the public were afforded an opportunity to comment upon this Ordinance, the recommendations of staff, and other public testimony; and

WHEREAS, the City prepared the Coachella Airport Business Park Development Environmental Impact Report (SCH No. 2023040106) which determined that all impacts except those associated with Vehicle Miles Traveled (VMT) could be mitigated to less than significant levels; and,

WHEREAS, the City circulated the EIR for public comment between July 21 and September 3, 2025, received 17 comment letters from various agencies, private parties and Native American Tribes; and**,**

WHEREAS, the City has prepared responses to the comments received on the EIR, as well as minor changes and corrections to the EIR document, and assembled them in the Final EIR provided to the City Council; and**,**

WHEREAS, the City Council has adopted Resolution No. 2026-58 certifying the EIR, and adopting a Mitigation Monitoring and Reporting Program, CEQA Findings and a Statement of Overriding Considerations; and**,**

WHEREAS, the Zone Change and Development Agreement are being adopted by separate ordinances in accordance with state and City law; and

WHEREAS, the Planning Commission conducted a properly noticed public hearing on April 1, 2026 at which members of the public were afforded an opportunity to comment upon this Ordinance, the recommendations of staff, and other public testimony; and

WHEREAS, following the public hearing, the Planning Commission voted to recommend to the City Council approval of all components of the project on a 4-0 vote, with one member absent; and

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

NOW, THEREFORE, BE IT RESOLVED, THE CITY COUNCIL OF THE CITY OF COACHELLA, CALIFORNIA DOES HEREBY FIND, DETERMINE AND RESOLVE AS FOLLOWS:

SECTION 1. Recitals. The City Council hereby specifically finds that all of the facts set forth in the recitals of this Resolution are true and correct and are incorporated into this Resolution by reference and constitute a material part of this Resolution.

SECTION 2. Environmental Findings. The City Council has reviewed the Coachella Airport Business Park Development Environmental Impact Report (SCH No. 2023040106), the Final EIR and other documents contained in the administrative record for the Project. The City Council has adopted Resolution No. 2026-58 certifying the Final EIR and adopting the Mitigation Monitoring and Reporting Program, CEQA Findings and Statement of Overriding Considerations, which are hereby incorporated herein by this reference.

SECTION 3. Tentative Parcel Map 39721, CUP 324, CUP 325, CUP 326, and AR 20-04. The City Council hereby approves the Project applications, subject to the findings in the staff report, and the conditions of approval attached as Exhibit A.

SECTION 4. Location and Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at Coachella Civic Center, 53-990 Enterprise Way, Coachella CA 92236. The Development

Services Director is the custodian of the record of proceedings. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2).

SECTION 5. Execution of Resolution. The Mayor shall sign this Resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

SECTION 6. City Council Approval. Based on the foregoing recitals and findings above, and the written and oral comments, facts and evidence presented, the City of Coachella City Council conditionally approves Tentative Parcel Map 39721, CUP 324, CUP 325, CUP 326 and AR 20-04, for the proposed Airport Business Park project consisting of 43± acres located at the northwest corner of Airport Boulevard and State Route 86, APN 763-330-013, 763-330-018, and 763-330-029. The applicant shall demonstrate compliance with ALL Conditions of Approval, as set forth in Exhibit A, and the Tentative Tract Map and Development Plan Set in Exhibit B of this Resolution. Failure to demonstrate compliance with these conditions of approval may result in the delay of the Proposed Use or the rescinding of the City of Coachella's conditional use permit approval. Where the term "Applicant" is used in any condition of approval, this term shall also apply to the Property Owner, any developer, or any successor in the interest of the Applicant. It is the Applicant's or Applicant's successor in interest responsibility to fully comply with the conditions of approval unless subsequently modified in accordance with the City's required processes and procedures.

PASSED APPROVED and ADOPTED this 14th day of October 2026 by the following vote.

AYES:

NOES:

ABSENT:

ABSTAIN:

Dr. Frank Figueroa Mayor

ATTEST:

Angela M. Zepeda City Clerk

APPROVED AS TO FORM:

BEST, BEST & KRIEGER

City Attorney
City Attorney

RESOLUTION 2026-59

EXHIBIT A

CONDITIONS OF APPROVAL

RESOLUTION 2026-59

EXHIBIT B

PROJECT PLANS

CITY OF COACHELLA
ENGINEERING DEPARTMENT
Architectural Review No. 20-04, Environmental Assessment No. 20-01, General Plan Amendment No. 20-01, Change of Zone No. 20-01, Tentative Parcel Map No. 37921 and Conditional Use Permit No. 324, 325 and 326, APN# 763-330-013, -018, -019, 763-340-009, 763-350-013, and 763-330-006, Coachella Airport Business Park

Request for Agency Comments Airport Business Park

PRIOR TO APPROVAL OF ENGINEERING PLANS or ISSUANCE OF ENGINEERING PERMITS:

FINAL MAP:

1. A focused Traffic Analysis has been prepared for the project by an appropriately licensed professional engineer and incorporated into the final CEQA documents. The TA includes but not limited to identification of trip generation, traffic distribution and impact on existing transportation facilities and at time of General Plan build-out, all relevant, ingress and egress movements, lines of sight, queuing analysis, and alignment studies (preliminary signing and striping plan). All Street improvemtn and site access plans shall conform the approved TA and Environmental documents. Applicant shall be required to obtain approval of all site access and circulation from the Fire Marshall, City engineer, Development Services and Caltrans.

2. A preliminary soils report shall be prepared for the project by an appropriately licensed professional engineer. At a minimum, the soils report shall provide specific analyses and recommendations for grading, pavement structural sections, and infiltration.

3. A comprehensive drainage report, prepared by California Registered Civil Engineer, shall be submitted for review and approval by the City Engineer prior to issuance of any permits. The report shall contain pre- and post-development hydrology maps showing on-site and off-site tributary drainage areas and shall be prepared in accordance with the requirements of the Riverside County Flood Control District. Adequate provisions shall be made to accept and conduct the existing tributary drainage flows around or through the site in a manner which will not adversely affect adjacent or downstream properties. If the design of the project includes a retention basin, it shall be sized to contain the runoff resulting from a 10-year storm event and the runoff from a 100-year storm event shall be contained within basin with shallow ponding (3.5' max.). The basin shall be designed to evacuate a 10-year storm event within 72 hours. The size of the retention basin(s) shall be determined by the hydrology report and be approved by the City Engineer. Retention basin shall be provided with a minimum of 2.00 feet sandy soil if determined to contain silt or clay materials. Maximum allowable percolation rate for design shall be 10 gal./s.f./day unless otherwise approved by the City Engineer. A percolation test for this site is required to be submitted. A combination drywell vertical drain field shall be constructed at all points where runoff enters the retention basin. Drywell & vertical drain

field design shall be based on soils borings made at the proposed drywell locations after the retention basins have been rough graded. Minimum depth shall be 45-feet. A log that includes sieve analysis for each strata of the borings shall be submitted to the City Engineer for confirmation of depth of the vertical drain fields. Underground retention under the proposed parking area will be considered as an alternative to surface retention subject to the approval of the City Engineer.

4. Prepare and record necessary drainage easements to implement the project in accordance with drainage law.

5. A storm water quality management plan shall be prepared for the project by California Registered Civil Engineer in compliance with NPDES and State Water Quality Control Board regulations. The project shall be designed to specify preferential use of Low Impact Development Best Management Practices that reduce pollutants and runoff volume.

6. Applicant shall submit for review and approval by the City Engineer all documents related to any existing and proposed on-site and off-site easements that may affect the development of the site. All easements shall be identified on the engineering plans.

7. Prior to approval of the Final Map, the applicant shall resolve potential CVWD issues related to existing tile drains or irrigation mains located within the tract boundary or along the streets adjacent to the tract. If necessary, tile drains and irrigation lines shall be relocated and easement documents prepared for the new location of any such lines. The easement shall be shown on the final map. Plans for the tile drain or irrigation relocation shall be submitted to CVWD for approval and a copy of the plans shall be submitted to the City for evaluation regarding possible conflict with City facilities. The applicant shall submit to the City approved copies of any such relocation plan.

8. Full Street Improvements plans, Engineer Estimates for Construction, Street Improvements Bonds and Monument Bonds shall be approved prior to Approval of the Final Maps

9. Prior to submittal of the final map to the City Council for approval, the applicant shall post securities (Bonds) to guarantee the installation of required improvements and a Subdivision Improvement Agreement shall be submitted to Engineering Division for City Engineer and City Attorney approval.

10. All Airport Blvd. improvements, including traffic signal installations shall be completed prior to final occupancy for the first structure at the Tract.

GENERAL:

11. Applicant shall comply with the valley wide NPDES permit requirements including but not limited to submittal of a WQMP for plan review accompanied by a $3,000 plan check deposit for approval including executed maintenance agreement. All unused plan check fees will be refunded to the applicant upon approval of the Final WQMP.

12. The developer shall submit a Fugitive Dust Control and Erosion Control plan in accordance with Guidelines set forth by CMC and SCAQMD to maintain wind and drainage erosion and dust control for all areas disturbed by grading. Exact method(s) of such control shall be subject to review and approval by the City Engineer. No sediment is to leave the site. Additional securities, in bond form, in amount of $2,000.00 per acre of gross area, and a one-time cash deposit of $2,000.00 are required to insure compliance with this requirement. No work may be started on or off site unless the PM-10 plan has been approved, the original plans, and executed dust control agreement, are filed in the engineering department at the City of Coachella.

13. Site access improvements shall be in conformance with the requirements of Title 24 of the California Administrative Code. This shall include access ramps for off-site and on-site streets as required.

14. In the event the project obtains electrical service from IID, the applicant shall provide necessary utility easements for IID and underground overhead distribution lines within the project boundaries. Applicant shall submit to the City a letter from IID that satisfies this requirement.

15. The applicant shall pay all necessary plan check, permit and inspection fees. Fees will be determined when plans are submitted to the City Engineering Department for plan check.

16. Applicant shall obtain approval of site access and circulation from Fire Marshall.

17. Internal roads shall be complete prior to final occupancy of any adjacent structure

ROUGH GRADING:

18. Prior to issuance of rough grading permits, applicant shall comply with any pertinent sections of the approved site CEQA report. These studies may include but are not limited to: cultural resource surveys, archeological surveys or monitoring, biological surveys, nesting bird surveys, etc. Compliance with all required environmental studies associated with ground disturbance shall be confirmed by the Development Services department prior to issuance of grading permits.

19. Prepare and submit rough grading and erosion control plans for the project.

20. The project's soils engineer shall certify to the adequacy of the grading plan.

21. All projects developing one (1) acre or more of total land area, or which are part of a larger phased development that will disturb one acre of land, are required to obtain coverage under the State Water Resources Control Board's (SWRCB) General Permit for storm water discharges associated with construction activity. Proof of filing a Notice of Intent (NOI) with the SWRCB for coverage under this permit is required. The Waste Discharger's Identification Number (WDID), issued by the SWRCB, must be shown on the grading plans. The project's Storm Water Pollution Prevention Plan shall be submitted for the City's review and approval.

PRECISE GRADING:

22. A precise grading/improvement plan, prepared by a California Registered Civil Engineer, showing building footprints, pad elevations, finished grades, drainage routes, retaining walls, erosion control, slope easements, and all other pertinent information shall be submitted for review and approval by the City Engineer.

23. Rough grading shall be certified by the project soils engineer prior to issuance of a permit for precise grading or building construction.

24. Provide and record a reciprocal use and maintenance agreement to assure common ingress and egress and joint maintenance of all common access, parking areas and drives.

25. If applicant is planning to build a wall, separate permits shall be required for wall construction. The maximum height of any wall shall be limited to six (6) feet as measured from an average of the ground elevations on either side.

STREET IMPROVEMENTS:

26. Street improvement plans prepared by a California Registered Civil Engineer shall be submitted for review and approval by the City Engineer. All street improvements including street lights shall be designed and constructed in conformance with City Municipal Code, General Plan, and Standards and Specifications. Street flow line grade shall have a minimum slope of 0.35 %.

27. Applicant shall construct all off-site and on-site improvements including street pavement, curb, gutter, sidewalk, street trees, medians, traffic signals, perimeter walls, perimeter landscaping and irrigation, storm drain, street lights, and any other incidental works necessary to complete the improvements. Driveways shall conform to City of Coachella standards for commercial driveways with a minimum width of 24.00 feet and curbed radius entrances.

28. Applicant shall construct street improvements along the State Route 86 South Bound off Ramp to the satisfaction of Caltrans and the City Engineer. Improvements along the State Highway frontage shall be submitted to the City for review and approval as well as Caltrans District 8 for Review and Approval and shall include at a minimum:

    a. An emergency access/exit driveway may be installed onto the South Bound Off Ramp. This emergency access point may be gated with a Fire marshal approved Knox box. Access would be limited to emergency vehicles only and would have a hard passable surface suitable to support emergency vehicles and is incorporated into the landscape elements. This condition may apply at phase II of the project dependent on Fire Marshal and Caltrans review and approval.

    b. Landscaping along the State Highway frontage shall be installed per Caltrans and Planning requirements and all frontage landscaping shall be complete and installed prior to the completion of phase 1 improvements.

c. Intersection improvements at the State Route 86 south bound on and off ramps shall be completed in conformance with the Traffic Impact Analysis subject to approval from Caltrans. Initial traffic signal modifications and synchronization shall be required prior to occupancy of the first structure as detailed below. Additional staged improvements may be conditioned to later phases of the project subject to comments and conditions imposed by Caltrans at a later date.

29. Applicant shall construct and dedicate streets and street improvements to conform to the General Plan. All street improvements on Airport Blvd. shall be completed prior to issuance of Certificate for occupancy for any on site structures. Airport Boulevard- Public Roadway as shown on the CUP and per these comments shall include the following:

a. Dedication of land along southbound lane within project limits is required. This street is classified as Major Arterial with Bicycle lanes with 118 feet of right-of-way as per City of Coachella General Plan

b. Street measured at Center line to northerly curb shall have a width of 49-foot.

c. Applicant shall widen street along Airport Blvd. frontage to the Satisfaction of the City Engineer prior to the issuance of the first COO. It is noted that ultimate widening dimensions and layouts shall be dependent on review and approval of both the County of Riverside who owns and maintains the southerly half of the street, and Caltrans who owns and maintains the signalized intersection at Desert Cactus and Airport Blvd.

d. Applicant shall install a primary driveway to the business park with a signalized intersection at the southwest corner of the property and shall place the primary driveway access as far west as practical to achieve spacing from the existing signalized intersection at Desert Cactus and Airport Blvd.

e. Applicant shall install a second driveway access point on the Airport Blvd. frontage that is limited to right hand turn movements. A raised concrete island shall be placed to force the right hand turn movements. Note that this secondary driveway must be approved by Caltrans due to its proximity to the Caltrans jurisdictional traffic signal.

f. Applicant shall install all sidewalk and curb and gutter transitions to uniformly connect to existing adjacent improvements and coordinate installation and/or relocation of fire hydrants, water meters, storm drain, wells, street lights and all other appurtenances as required to the satisfaction of the City Engineer.

g. Applicant shall install a landscape median along the frontage of Airport Blvd. Proposed median must be approved by the County of Riverside and Caltrans with design considerations for access to the southerly properties.

h. Applicant shall construct all appurtenant roadway components within project limits such as, but not limited to: curb and gutter, sidewalk, ADA ramps, Street Lights, Landscape, Traffic control striping, legends, Traffic control signs and street name signs to the satisfaction of the City Engineer.

i. Applicant shall also provide a 1.5 inch Mill and overlay of all existing pavement along the project frontage from curb face to curb face before the final acceptance of street frontage improvements by the City.

j. Applicant shall construct three-way signalized intersection at the proposed property entrance as well as full ADA improvements at four corners of the intersection to the satisfaction of the City Engineer. Per Caltrans requirements, the Signal at Desert Cactus and Airport Blvd. must be synchronized with the traffic signal at the property entrance.

k. Applicant shall construct signal modification and ADA ramp improvement at the northwest corner of Desert Cactus and Airport Boulevard. Applicant shall include signal synchronization with the property entrance traffic signal and any other modifications necessary to accomplish pedestrian, bicycle, and vehicle movements as well as full Airport Blvd. improvements as listed herein. Note that this northwest intersection quadrant is the off ramp for State Route 86 and under the jurisdictional control of Caltrans.

l. Applicant shall provide street widening on Airport Blvd east of Desert Cactus Drive to allow for proper alignment of the east and west bound lanes, at the widened intersection. All turn lanes and thru lanes shall meet Caltrans minimum standards for lane offsets and lane tapers at an intersection per Caltrans standard highway design guidelines. This street widening shall also include relocation of the existing traffic signal at the northeast corner of Desert Cactus and Airport Boulevard. These improvements shall NOT include any modifications to the existing bridge structure or bridge components at the Airport Blvd/State Route 86 interchange. Note that this northeast intersection quadrant is the On Ramp for State Route 86 and under the jurisdictional control of Caltrans

m. Applicant shall underground all existing dry utilities at westbound lane within project limits such as, but not limited to: power poles, telecommunication poles and all other existing dry utilities to the satisfaction of the City Engineer.

30. Per the approved Traffic Impact Analysis that is part of the projects Final CEQA, additional offsite impacts are associated with the project. All offsite improvements shall require the payment of cash in lieu contributions in accordance with the projects fair share contributions shown in Tables 8-2, 8-3, 8-4 and 8-5 of the TIA. Applicant shall pay the highest listed value for any given intersection as listed in the referenced tables. Prior to the issuance of the fist building permit, Applicant shall deposit its fair-share payment for the

two offsite improvements specified below, based on an agreed estimate of the cost of full reconstruction as identified in the TIA including design, project management and construction at standard prevailing wage rates.

a. Prior to the issuance of the first building permit for Phase I, Applicant shall make a cash in lieu fair share cash payment for the following intersections or street segments:

Location:	Project Fair Share %
Intersection: Avenue 54 and Grapefruit Blvd. (Signalize Intersection)	N/A – DIF/TUMF funded intersection
Intersection: Tyler Street and Grapefruit Blvd. (Signalize Intersection)	N/A – DIF/TUMF funded intersection
Intersection: Palm Street and Grapefruit (Signal Relocation/enhancement)	7.2%
Street: Grapefruit Blvd, Palm Street to Avenue 54 (Widen pavement to 6 lane major arterial)	7.2%
Street: Grapefruit Blvd, Avenue 54 to Tyler Street (Widen pavement to 6 lane major arterial)	N/A – DIF/TUMF funded street segment
Intersection: Airport Blvd and Fillmore Street (Signalize Intersection)	N/A – DIF funded intersection
Street: SR 86 Southbound On and Off Ramps (Add southbound exit lane)	N/A – DIF/TUMF funded intersection

SEWER and WATER IMPROVEMENTS:

31. Sewer & Water Improvement Plans prepared by a California Registered Civil Engineer shall be submitted for engineering plan check and City Engineer approval.

32. Applicant shall construct all off-site and on-site water improvements and any other incidental works necessary to complete the improvements. Size and location of sewer and water improvements shall be approved by the City Engineer.

PRIOR TO ISSUANCE OF BUILDING PERMITS:

33. A final soils report, compaction report and rough grading certificate shall be submitted and approved prior to issuance of any building permits.

34. Provide a set of proposed Covenants, Conditions and Restrictions (CC&R) for review and approval. The proposed CC&Rs shall contain the Association's/Owner's maintenance obligations with respect to various facilities including, but not limited to, right-of-way and private landscaping, private streets, sidewalks, utilities, street lights, and Water Quality Management Plan (WQMP) features. This document must be submitted to and approved by the City before it is submitted to any other governmental entity.

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

36. The applicant's Civil Engineer shall field verify and certify that all BMPs are designed, constructed, and functional in accordance with the approved WQMP.

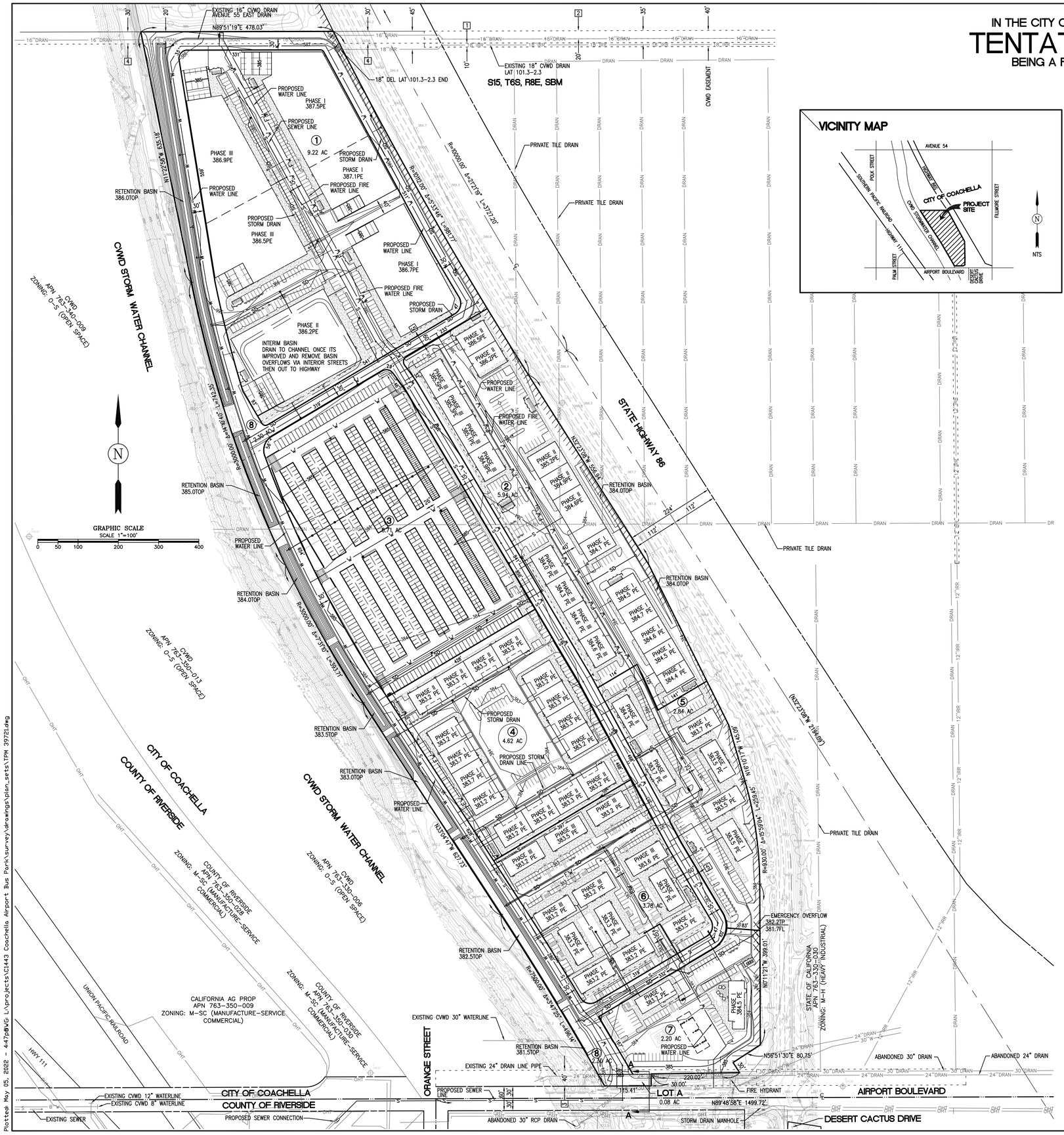
PRIOR TO RELEASE OF OCCUPANCY PERMITS/ACCEPTANCE OF PUBLIC IMPROVEMENTS:

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

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

TENTATIVE PARCEL MAP NO. 39721

BEING A PORTION OF THE SOUTH HALF OF SECTION 15, T6S, R8E, SBM
PARCELS 5 AND 6 FOR CONDOMINIUM PURPOSES
DATE: MAY 2022



VICINITY MAP

GENERAL NOTES

1. TOTAL AREA – 42.69 AC± ACRES, GROSS.
2. SEWAGE DISPOSAL AND WATER SUPPLY TO BE PROVIDED BY COACHELLA AVALLEY WATER DISTRICT.
3. FEMA FLOOD ZONE– FLOOD ZONE AE: AREAS OF SPECIAL FLOOD HAZARD AREAS WITH BASE FLOOD ELEVATION (BFE).
   FLOODPLAIN PER FIRM MAP NO. 06065C2270G EFFECTIVE DATE MARCH 6, 2018.
4. AIRPORT COMPATIBILITY ZONES: JACQUELINE COCHRAN, ZONE D
5. DRIVEWAY DESIGN TO AIRPORT BLVD MAY REQUIRE A SPECIALIZED CALTRANS INTERSECTION DESIGN IN ACCORDANCE WITH CALTRANS TRAFFIC OPERATIONS POLICY DIRECTIVE NO. 13-02, INTERSECTION CONTROL EVALUATION AND CONTROLS PER INDEX 401.5 AND PER CALTRANS COMPLETE STREETS INTERSECTION GUIDE.
6. TENTATIVE MAP NO. 39721 CONTAINS 8 LOTS.
7. PARCELS 5 AND 6 ARE FOR CONDOMINIUM PURPOSES.

AREA TABLE

PARCEL NUMBER	AREA	PARCEL NUMBER	AREA
1	9.22 AC	6	3.78 AC
2	5.94 AC	7	2.20 AC
3	6.71 AC	8	2.30 AC
4	4.62 AC	LOT A	0.08 AC
5	2.84 AC		

TOTAL AREA: 42.69 AC

LEGEND

- PROJECT BOUNDARY
- RIGHT OF WAY LINES
- RESTRICTED ACCESS
- LOT LINES
- PROPOSED WATER LINE
- W — PROPOSED WATER LINE
- FW — PROPOSED FIRE WATER LINE
- S — PROPOSED SEWER LINE
- SD — PROPOSED STORM DRAIN
- (1) PARCEL NUMBER

EXISTING EASEMENTS

[1] 10' WIDE PIPELINE EASEMENT IN FAVOR OF THE UNITED STATES OF AMERICA RECORDED 09/20/1948 IN BOOK 1015, PAGE 377 OF OFFICIAL RECORDS

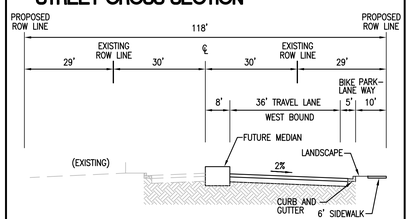
[2] 20' WIDE ROAD EASEMENT IN FAVOR OF THE SOUTHERN PACIFIC LAND COMPANY RECORDED 01/27/1954 IN BOOK 1549, PAGE 23 OF OFFICIAL RECORDS

[3] 40' WIDE PIPELINE EASEMENT IN FAVOR OF THE COACHELLA VALLEY COUNTY WATER DISTRICT RECORDED 04/11/1955 AS INST. NO. 23579 OF OFFICIAL RECORDS

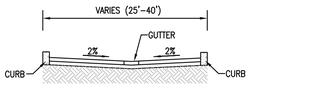
[4] 30' WIDE PIPELINE EASEMENT IN FAVOR OF THE COACHELLA VALLEY COUNTY WATER DISTRICT RECORDED 05/31/1963 AS INST. NO. 56675 OF OFFICIAL RECORDS

[5] PROPOSED NO-BUILT EASEMENT

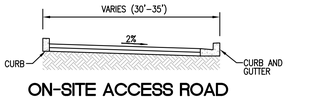
STREET CROSS SECTION



AIRPORT BOULEVARD
SECTION A-A
NOT TO SCALE



ON-SITE ACCESS ROAD
NOT TO SCALE



ON-SITE ACCESS ROAD
NOT TO SCALE

DEVELOPER

EMPIRE AIRPOT, LLC BY HAGGEN COMPANY
CONTACT: CHRIS FAHEY, PRESIDENT AND CHIEF OPERATION OFFICER
12302 EXPOSITION BOULEVARD
LOS ANGELES, CA 90064
TEL: (310) 820-1200
EMAIL: CFAHEY@HAAGENCO.COM

OWNER

EMPIRE AIRPOT, LLC BY HAGGEN COMPANY
CONTACT: CHRIS FAHEY, PRESIDENT AND CHIEF OPERATION OFFICER
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ENGINEER

THE ALTUM GROUP
73-710 FRED WARING DR, STE 219
PALM DESERT, CA 92260
TEL: (760) 346-4750

LEGAL DESCRIPTION

BEING PORTION OF THE SOUTHWEST QUARTER AND THE SOUTHEAST QUARTER OF SECTION 15, TOWNSHIP 6, SOUTH, RANGE 8 EAST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT, THEREOF.

APN

763-330-013, 763-330-018 & 763-330-029

ZONING/GENERAL PLAN

EXISTING ZONING: M-H (HEAVY INDUSTRIAL)
PROPOSED ZONING: M-S (MANUFACTURING SERVICE) WITH A I-P (INDUSTRIAL PARK) OVERLAY
GENERAL PLAN: IL (LIGHT INDUSTRIAL)
EXISTING USE: VACANT
PROPOSED USE: LARGE & SMALL WAREHOUSE, SMALL BUSINESS, SELF STORAGE, SERVICE STATION, BRICK YARD, AND RETAIL (GS STATION AND DRIVE THROUGH)

LOT REQUIREMENTS

IP OVERLAY
MINIMUM LOT SIZE: MARIJUANA USES – 10 ACRES, ALL OTHER USES – 1 ACRE
MINIMUM LOT WIDTH: 180 FEET
MINIMUM LOT DEPTH: 220 FEET
MINIMUM LOT COVERAGE: 50%

YARD REQUIREMENTS

1. WHERE AN M-S ZONE ABUTS UPON A STREET OR HIGHWAY WHERE TWO-THIRDS OF THE PROPERTY IN THE BLOCK ON THE OPPOSITE SIDE OF THE STREET IS ZONED RESIDENTIAL, A YARD SHALL BE PROVIDED OF TEN (10) FEET IN DEPTH.
2. WHERE AN M-S ZONE ABUTS UPON A STREET OR HIGHWAY AND WHERE ONE OR BOTH ADJOINING ZONES ARE RESIDENTIAL, A YARD SHALL BE PROVIDED WHICH IS EQUAL IN DEPTH TO THE AVERAGE OF THE REQUIRED YARDS OF THE ADJOINING ZONES.
3. WHERE AN M-S ZONE ABUTS UPON A PRIMARY HIGHWAY AS DESIGNATED ON THE CIRCULATION ELEMENT OF THE GENERAL PLAN, A YARD SHALL BE PROVIDED OF TEN (10) FEET IN DEPTH.
4. WHERE AN M-S ZONE DIRECTLY ABUTS A RESIDENTIAL ZONE, THERE SHALL BE A YARD OF NOT LESS THAN THIRTY (30) FEET ADJOINING THAT ZONE. THIS SHALL BE REDUCED TO TWENTY (20) FEET WHERE THERE EXISTS A PUBLIC ALLEY SEPARATING THE TWO ZONES.

BASIS OF BEARINGS

CALIFORNIA COORDINATE SYSTEM, ZONE 6, NAD83 (2007.0 EPOCH) BETWEEN CITY OF COACHELLA BM 1014 AND BM 1016 TAKEN AS N89°46'19"E PER THE CITY OF COACHELLA BENCHMARK BOOK.

BENCH MARK

CITY OF COACHELLA BM 1016:
3-1/2" BRASS DISC SET IN THE TOP OF CURB ON THE SOUTH SIDE OF AIRPORT BOULEVARD. IT IS 22' SOUTH OF THE CENTERLINE OF AIRPOT BOULEVARD AND 2' EAST OF THE SOUTHEAST CORNER OF THE BRIDGE OVER HWY 86 S.

ELEVATION = 407.585 NAVD 88
THE ELEVATION LISTED ABOVE IS ACTUAL ELEVATION + 500' FEET TO AVOID NEGATIVE ELEVATION.

AERIAL TOPOGRAPHIC

AEROTECH MAPPING, INC.
29970 TECHNOLOGY DRIVE, SUITE 220-C
MURRIETA, CA 92563 : (619) 606-5020
AERIAL PHOTOGRAPHY DATED: 1-11-2018

PREPARED BY:
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Rancho Mirage, CA 92270
t.760.346.4750 f. 760.340.0089
TheAltumGroup.com
ENGINEERING | PLANNING | SURVEY | ENVIRONMENTAL

SHEET NO. 1 OF 1

Plotted: May 05, 2022 - 447p@WG: L:\projects\C1443 Coachella Airport Bus Park\survey\drawings\plan_sets\TPM 39721.dwg
May 05, 2022 - AIRPORT BUSINESS PARK TENTATIVE PARCEL MAP NO. 39721

GRAPHIC SCALE
SCALE 1"=50'
0 25 50 100 150 200

CVWD STORM WATER CHANNEL

ORANGE STREET

AIRPORT BOULEVARD

STREET CENTERLINE

PROPOSED SEWER FORCE MAIN

EXISTING 30" WATER LINE

EXISTING 24" DRAIN LINE

PROPOSED 12" SEWER LINE

EXISTING OVERHEAD TELEPHONE

LOT A

EMERGENCY ACCESS

RB-1
385.0 FF
384.5 PE

FLOOD WALL

RETENTION BASIN

PROPERTY BOUNDARY

CURB AND GUTTER

8' BLOCK WALL
FLOOD WALL

END OF FLOOD WALL

EMERGENCY OVERFLOW

PRIVATE DRAIN TILE

EXISTING 24" IRRIGATION DRAIN

EXISTING 30" WATER LINE

EXISTING 24" DRAIN LINE

EXISTING 30" DRAIN LINE

EXISTING 24" DRAIN LINE

DESERT CACTUS DRIVE

STATE HIGHWAY 86

RIGHT OF WAY LINE STATE HIGHWAY 86

CENTERLINE STATE HIGHWAY 86

SEE SHEET GP-2

LEGEND

	RIGHT OF WAY LINES
	CENTERLINE
385	EXISTING CONTOURS
OHT	EXISTING OVERHEAD TELEPHONE
UGE	EXISTING UNDERGROUND ELECTRIC
DRAN	EXISTING PRIVATE DRAIN TILE LINE
12"W	EXISTING WATER LINE
18"IRR	EXISTING IRRIGATION LINE
W	PROPOSED WATER LINE
FW	PROPOSED PRIVATE FIRE WATER LINE
S	PROPOSED SEWER LINE
SD	PROPOSED STORM DRAIN
RB-1	RETAIL BUILDING
FC-1	FUEL CENTER
SB-1	SMALL BUSINESS
LW-1	LARGE WAREHOUSE
SW-1	SMALL WAREHOUSE
BY-1	BRICK YARD
FF	FINISHED FLOOR
PE	PAD ELEVATION
TP	TOP OF PAVEMENT
TC	TOP OF CURB
FS	FINISHED SURFACE
FL	FLOW LINE
TG	TOP OF GRATE
GB	GRADE BREAK
HP	HIGH POINT
LP	LOW POINT
(387.5EG)	EXISTING GRADE
	PROPOSED CONCRETE SIDEWALK
	PROPOSED AC PAVEMENT
8	LOT NUMBER
	PROPOSED FIRE HYDRANT
	PROPOSED WATER METER

PRELIMINARY EARTHWORK VOLUMES

(INCLUDES INTERIM BASIN)

	CUT	FILL
RAW	35,565 CU.YDS.	20,370 CU.YDS.
SUBSIDENCE (0.1')		6,940 CU.YDS.
SHRINKAGE (15%)		3,055 CU.YDS.
BUILDING OVEREX (15%)		13,900 CU.YDS.
PAVEMENT OVEREX (15%)		12,340 CU.YDS.
SUBTOTAL:	35,565 CU.YDS.	56,605 CU.YDS.
		21,040 CU.YDS. IMPORT

NOTE:
THE ALTUM GROUP MAKES NO REPRESENTATION CONCERNING THE EARTH VOLUME QUANTITIES LISTED ABOVE. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR ANY DEVIATIONS BETWEEN THE CALCULATED QUANTITIES AND THE ACTUAL QUANTITIES AT THE TIME OF CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE TO PERFORM HIS/HER OWN TAKEOFFS TO DETERMINE THE BID QUANTITIES.

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CITY OF COACHELLA, CA

PRELIMINARY GRADING AND DRAINAGE EXHIBIT
COACHELLA AIRPORT BUSINESS PARK

BEING A PORTION OF THE SOUTH HALF OF SECTION 15, T6S, R8E, SBM

FOR: HAAGEN COMPANY, LLC

SHEET NO. GP-1 OF GP-2

Plotted: May 05, 2022 - 4:33pm By: jbotua
DWG: L:\projects\C1443 Coachella Airport Bus Park\engineering\drawings\exhibits\Entitlement\EX1443-GP-1.dwg

CVWD STORM WATER CHANNEL

SEE SHEET GP-1

LEGEND

———	RIGHT OF WAY LINES
— — —	CENTERLINE
385	EXISTING CONTOURS
OHT	EXISTING OVERHEAD TELEPHONE
UGE	EXISTING UNDERGROUND ELECTRIC
DRAN	EXISTING PRIVATE DRAIN TILE LINE
12"W	EXISTING WATER LINE
18"IRR	EXISTING IRRIGATION LINE
W	PROPOSED WATER LINE
FW	PROPOSED PRIVATE FIRE WATER LINE
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RB–1	RETAIL BUILDING
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LP	LOW POINT
(387.5EG)	EXISTING GRADE
	PROPOSED CONCRETE SIDEWALK
	PROPOSED AC PAVEMENT
8	LOT NUMBER
	PROPOSED FIRE HYDRANT
	PROPOSED WATER METER

GRAPHIC SCALE
SCALE 1"=50'
0 25 50 100 150 200

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CITY OF COACHELLA, CA

PRELIMINARY GRADING AND DRAINAGE EXHIBIT
COACHELLA AIRPORT BUSINESS PARK

BEING A PORTION OF THE SOUTH HALF OF SECTION 15, T6S, R8E, SBM

FOR: HAAGEN COMPANY, LLC

SHEET NO. GP-1 OF GP-2

Plotted: May 05, 2022 – 4:34pm By: jbotuo DWG: L:\projects\C1443 Coachella Airport Bus Park\engineering\drawings\exhibit\Entitlement\EX1443–GP–2.dwg

NOT TO SCALE

CVWD STORM WATER CHANNEL

ORANGE STREET

AIRPORT BOULEVARD

STREET CENTERLINE

PHASE I SEWER LIFT STATION

PHASE I SEWER LINE

PROPERTY BOUNDARY

R=3000.00' Δ=7°31'6" L=393.77'

N33°04'47"W 315.86'

RETENTION BASIN

EXISTING 30" WATER LINE

PROPERTY BOUNDARY

R=7550.00' Δ=3°47'25" L=498.14'

PHASE I SEWER LINE

GAS STATION

EMERGENCY ACCESS

RB-1 PHASE I

N53°41'10"E 83.75'

N33°04'47"W 30.00'

N0°11'21"W 399.01'

PROPOSED LOT LINE

R=930.00' Δ=15°59'04" L=259.45'

PROPERTY BOUNDARY

EXISTING 24" IRRIGATION DRAIN

LOT A

PRIVATE DRAIN TILE

DESERT CACTUS DRIVE

N15°10'17"W 145.09'

N25°30'04"W 445.85'

RIGHT OF WAY LINE STATE HIGHWAY 86

CENTERLINE STATE HIGHWAY 86

STATE HIGHWAY 86

N32°23'06"W 556.94'

R=10102.00' Δ=3°33'48" L=361.77'

N89°51'19"E 478.03'

N11°22'58"W 835.18'

RETENTION BASIN

PHASE I WATER LINE

LW-3A PHASE III

LW-3B PHASE II

PHASE I STORM DRAIN

PHASE I SEWER LINE

PHASE I INTERIM RETENTION BASIN

LW-4 PHASE II

LW-1A PHASE I

LW-1B PHASE II

LW-2 PHASE I

PHASE I FIRE WATER LINE

PHASE I STORM LINE

SELF STORAGE

OFFICE

BY-1 PHASE I

BY-2 PHASE I

BY-2 PHASE II

BY-4 PHASE II

PROPOSED DRIVE AISLE

SB-1 PHASE I

SB-2 PHASE I

SB-3 PHASE I

SB-4 PHASE II

SB-5 PHASE III

SB-6 PHASE II

SB-7 PHASE III

SB-8 PHASE III

SB-9 PHASE III

SB-10 PHASE III

SB-11 PHASE III

SB-12 PHASE III

SB-13 PHASE II

SB-14 PHASE II

SB-15 PHASE I

SB-16 PHASE I

SB-17 PHASE I

SB-18 PHASE I

SW-1 PHASE I

SW-2 PHASE II

SW-3 PHASE II

SW-4 PHASE III

SW-5 PHASE II

LEGEND

- PHASE I
- PHASE II
- PHASE III
- W — PHASE I WATER LINE
- FW — PHASE I FIRE WATER LINE
- S — PHASE I SEWER LINE
- SD — PHASE I STORM DRAIN
- SD — PHASE III STORM DRAIN

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CITY OF COACHELLA, CA

PHASING EXHIBIT
COACHELLA AIRPORT BUSINESS PARK

BEING A PORTION OF THE SOUTH HALF OF SECTION 15, T6S, R8E, SBM

FOR: HAAGEN COMPANY, LLC

SHEET NO. PP-1 OF PP-1

Plotted: May 05, 2022 - 4:42pm By: jbazua DWG: L:\projects\C1443 Coachella Airport Bus Park\engineering\drawings\exhibits\Entitlement\EX1443-PP-1.dwg

Coachella Airport Business Park

N.W.C. State Highway 86 & Airport Boulevard
Coachella, California
April 12, 2022

CLIENT
Haagen Co, LLC
12302 Exposition Boulevard
Los Angeles, CA 90064

Contact: Chris Fahey
T: 310.820.1200

ARCHITECT
McKently Malak Architects
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Pasadena, CA 91103

Contact: Herb Horowitz
T: 626.583.8348

CIVIL ENGINEER
The Altum Group
73-710 Fred Waring Drive, Suite 219
Palm Desert, CA 92260

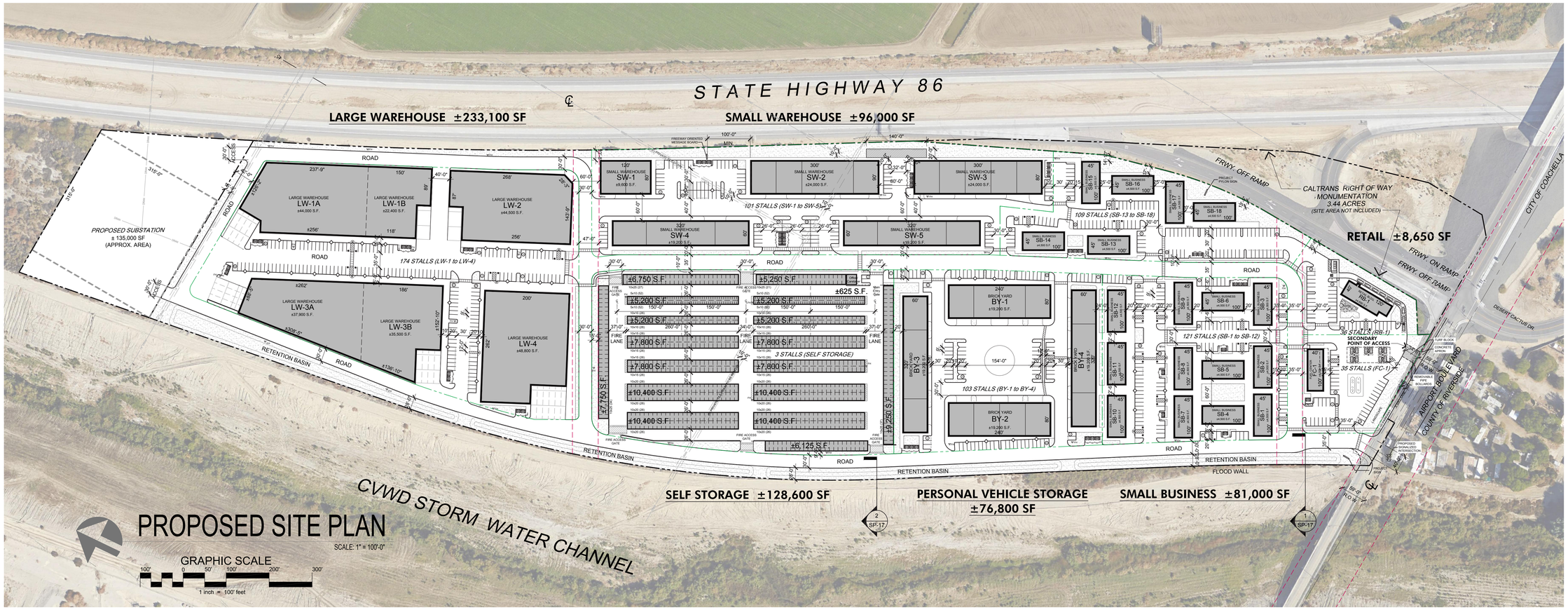
Contact: Rich Malacoff
T: 760.346.4750

LANDSCAPE ARCHITECT
Hermann Design Group
6864 Indiana Avenue, Suite 104e
Riverside, CA 92506

Contact: Jose Estrada
T: 951.782.9335

SHEET INDEX

COVER	COVER / TITLE SHEET
A-010	SITE PLAN
A-011	COLORED SITE PLAN
A-101	RETAIL BUILDING FLOOR PLAN
A-201	RETAIL BUILDING ELEVATIONS
A-102	SERVICE STATION FLOOR PLAN
A-202	SERVICE STATION ELEVATIONS
A-103	SMALL BUSINESS FLOOR PLAN
A-203	SMALL BUSINESS ELEVATIONS
A-104	BRICKYARD FLOOR PLAN
A-104.1	SELF-STORAGE FLOOR PLAN
A-204	BRICKYARD & SELF STORAGE ELEVATIONS
A-105	SMALL WAREHOUSE FLOOR PLAN
A-205	SMALL WAREHOUSE ELEVATIONS
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A-206	LARGE WAREHOUSE ELEVATIONS
SE-01	SITE ELEVATION / LINE OF SIGHT
TE-01	TRASH ENCLOSURE DETAIL
CM-01	COLOR AND MATERIALS BOARD



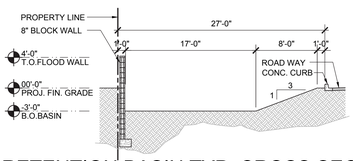
PROPOSED SITE PLAN

SCALE: 1" = 100'-0"

GRAPHIC SCALE

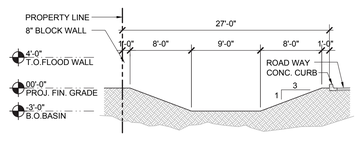
100' 0 50' 100' 200' 300'

1 inch = 100' feet



1 RETENTION BASIN TYP. CROSS SECTION

SCALE: 1/8" = 1'-0"



2 RETENTION BASIN TYP. CROSS SECTION

SCALE: 1/8" = 1'-0"

FIRE DEPARTMENT NOTES:

Fire Hydrants and Fire Flow: Prior to the issuance of building permits, plans for the water system shall be submitted to the fire department for review and approval. The water system shall be capable of delivering the required fire flow. Fire hydrant(s) location and spacing shall comply with the fire code. An approved water supply for fire protection during construction shall be made available prior to the arrival of combustible materials on site. Reference 2016 California Fire Code (cfc) 507.5.1, 3312, Appendices B and C.

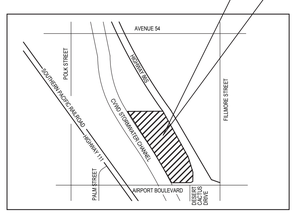
Phased Construction Access: If construction is phased, each phase shall provide approved access for fire protection prior to any construction. Ref. CFC 503.1

Knox Box and Gate Access: Buildings shall be provided with a knox box. The Knox Box shall be installed in an accessible location approved by the Office of the Fire Marshal. All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. Manual gates shall also be provided with approved emergency access (Knox) equipmentRef. CFC 506.1

NOTE:

1. **FIRE HYDRANT TO BE LOCATED MAX. 300 FT. O.C. OR AS APPROVED BY RIVERSIDE COUNTY FIRE DEPARTMENT**
2. **PROPOSED FIRE HYDRANT LOCATION ON SITE ARE REPRESENTED BY FH SYMBOL**
3. **43 FT. LENGTH TEMPLATE WAS USED TO ILLUSTRATE FIRE TRUCK PATH**
4. **MINIMUM TRUCK TURNING RADIUS ±30 FT.**

N.W.C. OF STATE HWY. 86 & AIRPORT BOULEVARD COACHELLA, CALIFORNIA



VICINITY MAP

NOT TO SCALE

NORTH

PROJECT DATA

CLIENT:	HAAGEN CO., LLC
PROJECT LOCATION:	N.W.C. OF STATE HWY. 86 AND AIRPORT BOULEVARD COACHELLA, CA 92274
JURISDICTION:	CITY OF COACHELLA, CA
APN/S:	763-330-013, 018, 029
ZONING: EXISTING	M-H (HEAVY INDUSTRIAL)
ZONING: PROPOSED	M-S (MANUFACTURING SERVICE) I-P (INDUSTRIAL PARK OVERLAY DIST.)
PROPOSED USE:	LARGE & SMALL WAREHOUSE, SMALL BUSINESS, SELF STORAGE, SERVICE STATION AND DRIVE THROUGH
BOUNDARY INFORMATION:	THIS PLAN HAS BEEN PREPARED BY USING THE CONSTRAINTS EXHIBIT BY THE ALTUM GROUP, DATED FEB. 15, 2018

SITE SUMMARY

SITE AREA

APN# 763-330-013	21.56 AC
APN# 763-330-018	9.62 AC
APN# 763-330-029	11.18 AC
TOTAL SITE AREA	42.36 AC

BUILDING DATA

PROPOSED BUILDING AREA

LARGE WAREHOUSE	±233,100 SF
SMALL WAREHOUSE	±96,000 SF
SMALL BUSINESS	±81,000 SF
PERSONAL VEHICLE STORAGE	±76,800 SF
SELF STORAGE	±128,600 SF
SERVICE STATION/ MINI MART	±4,000 SF
DRIVE-THRU FAST FOOD RESTAURANT	±4,650 SF
TOTAL BUILDING AREA	±624,150 SF

PARKING REQUIRED:

Restaurant w/ Drive Through (1/45 sf of Customer Area + 1/200 sf Non Customer Area)

Customer Area (±2,000 SF - 50%)		= 44.4	Stalls
Non Customer Area (±2,000 SF - 50%)		= 10	Stalls
Service Station		= 5	Stalls
Large Warehouse (233,100 sf)	20,000 sf	= 50	Stalls
	213,100 sf	= 213.1	Stalls
Small Warehouse (96,000 sf)	20,000 sf	= 50	Stalls
	76,000 sf	= 76	Stalls
Small Business (81,000 sf)	20,000 sf	= 50	Stalls
	61,000 sf	= 61	Stalls
Personal Vehicle Storage (76,800 sf)	20,000 sf	= 50	Stalls
	56,800 sf	= 56.8	Stalls
Self Storage Office (625 sf)		= 1.5	Stalls
GRAND TOTAL REQUIRED		667.8 Stalls or 668 Stalls	

PARKING PROVIDED:

STANDARD:	583 STALLS
DISABLED:	44 STALLS
ELECTRIC / CLEAN AIR VEHICLES	55 STALLS
PER CAL GREEN TABLE 5.106.5.2 & 5.106.5.3.3	
FUTURE EV VAN ACCESSIBLE	1 STALL
FUTURE EV STANDARD ACCESSIBLE	1 STALL
FUTURE AMBULATORY	1 STALL
FUTURE EV CHARGING STATION	38 STALLS
CLEAN AIR VAN POOL / EV	14 STALLS
TOTAL PARKING PROVIDED	682 STALLS

BUILDING DATA

PROPOSED BUILDING HEIGHT

LARGE WAREHOUSE	±38' TO 50' HIGH
SMALL WAREHOUSE	±28' TO 32' HIGH
SMALL BUSINESS	±24' TO 28' HIGH
PERSONAL VEHICLE STORAGE	±24' TO 28' HIGH
SELF STORAGE	±24' TO 28' HIGH
RETAIL (GAS STATION & DRIVE THRU)	±24' TO 28' HIGH

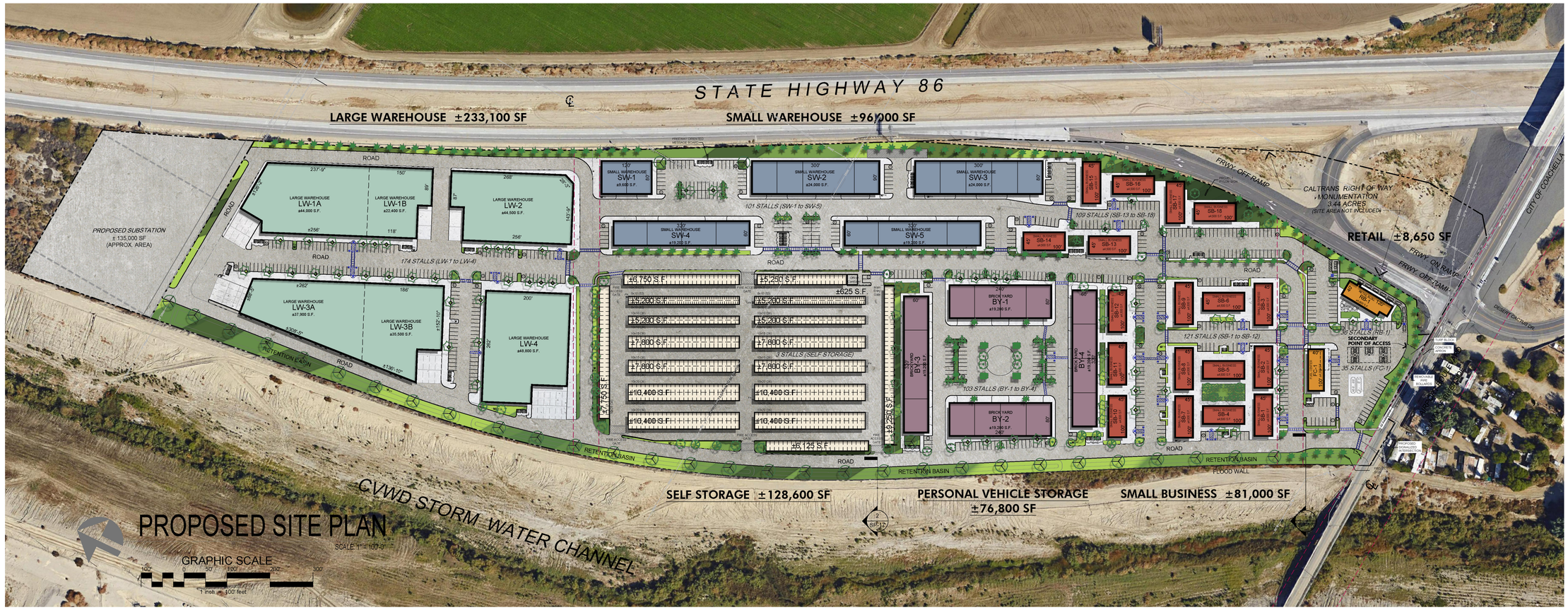
BUILDING TYPE TYPE V-B (FULLY SPRINKLERED)

Haagen Co LLC
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PROPOSED SITE PLAN
04.12.2022 18028TMA
A-010



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A-011



RETAIL BUILDING W/ DRIVE THRU

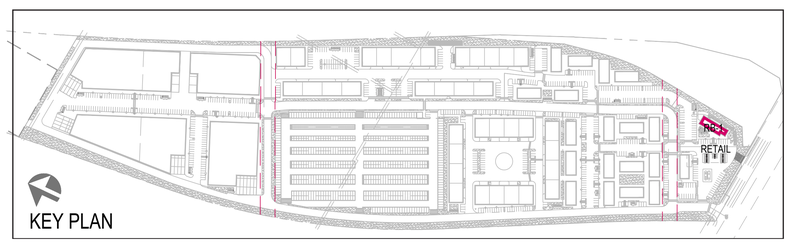
FLOOR PLAN

SCALE: 3/32" = 1'-0"

GRAPHIC SCALE

8' 0 4' 8' 16' 24'

1 inch = 11' feet



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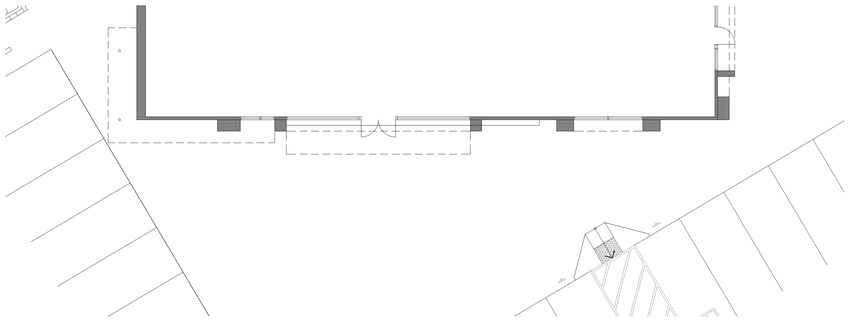
FLOOR PLAN
04.12.2022 18028TMA
A-101

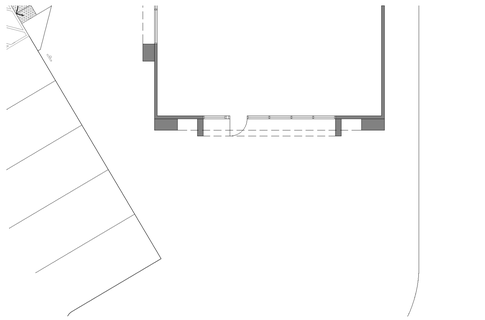


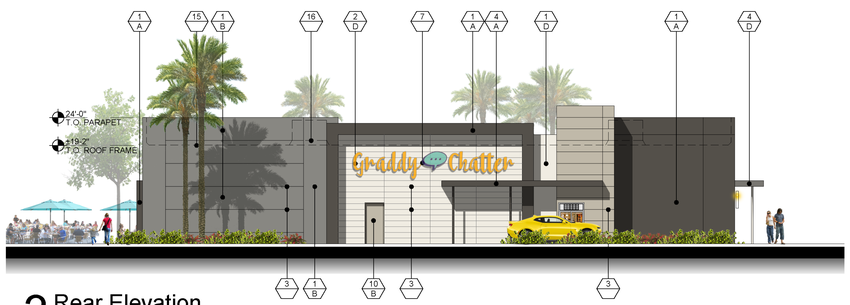
1 Front Elevation - Retail
SCALE: 3/32" = 1'-0"



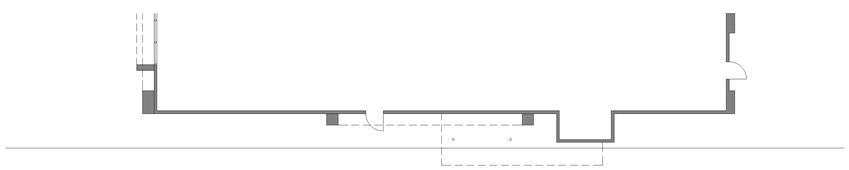
2 Right Side Elevation
SCALE: 3/32" = 1'-0"

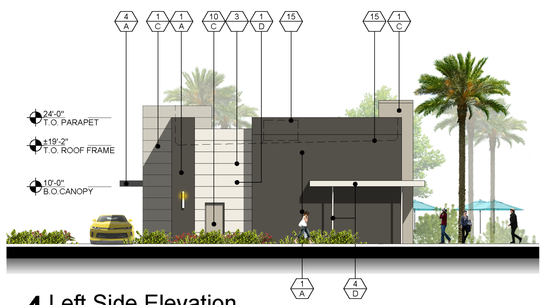




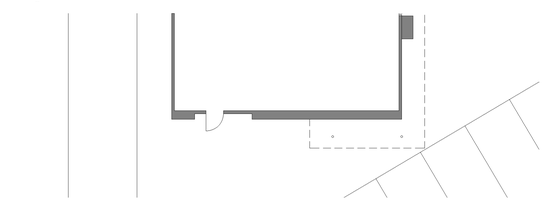


3 Rear Elevation
SCALE: 3/32" = 1'-0"





4 Left Side Elevation
SCALE: 3/32" = 1'-0"



MATERIALS AND FINISH KEYNOTES

1	EXTERIOR CEMENT PLASTER, SMOOTH FINISH
2	EXTERIOR CEMENT PLASTER, COMBED FINISH
3	PLASTER REVEAL JOINTS (TYPICAL)
4	METAL CANOPY, PAINT
5	ANODIZED ALUMINUM STOREFRONT W/ GLAZING MANUFACTURER: KAWNEER NORTH AMERICA COLOR: CLEAR ANODIZED
6	FROSTED GLASS STOREFRONT
7	SIGNAGE (NOT A PART OF THIS PERMIT)
8	SECTIONAL GARAGE DOOR W/ FROSTED GLASS PANELS MANUFACTURER: OVERHEAD DOOR COLOR: CLEAR ANODIZED; MODEL 521
9	SECTIONAL STEEL DOOR MANUFACTURER: OVERHEAD DOOR MODEL: 470
10	EXTERIOR HOLLOW METAL DOOR & FRAMES; PAINT
11	PRESTO-LOCK METAL COPING SYSTEM, PAINT
12	DECORATIVE BRACKET LIGHT
13	WALL PACK LIGHT FIXTURE
14	UNDER CANOPY LIGHT FIXTURE
15	ROOF LINE
16	ROOF EQUIPMENT
17	E.I.F.S CORNICE; PAINT
18	ANODIZED ALUMINUM CLEARSTORY WINDOW W/ GLAZING MANUFACTURER: KAWNEER NORTH AMERICA COLOR: CLEAR ANODIZED

A	Urbane Bronze SW 7048
B	Classic French Gray SW 0077
C	Jogging Path SW 7638
D	Greek Villa SW 7551
E	Light French Gray SW 0055
F	Rugged Brown SW 6062

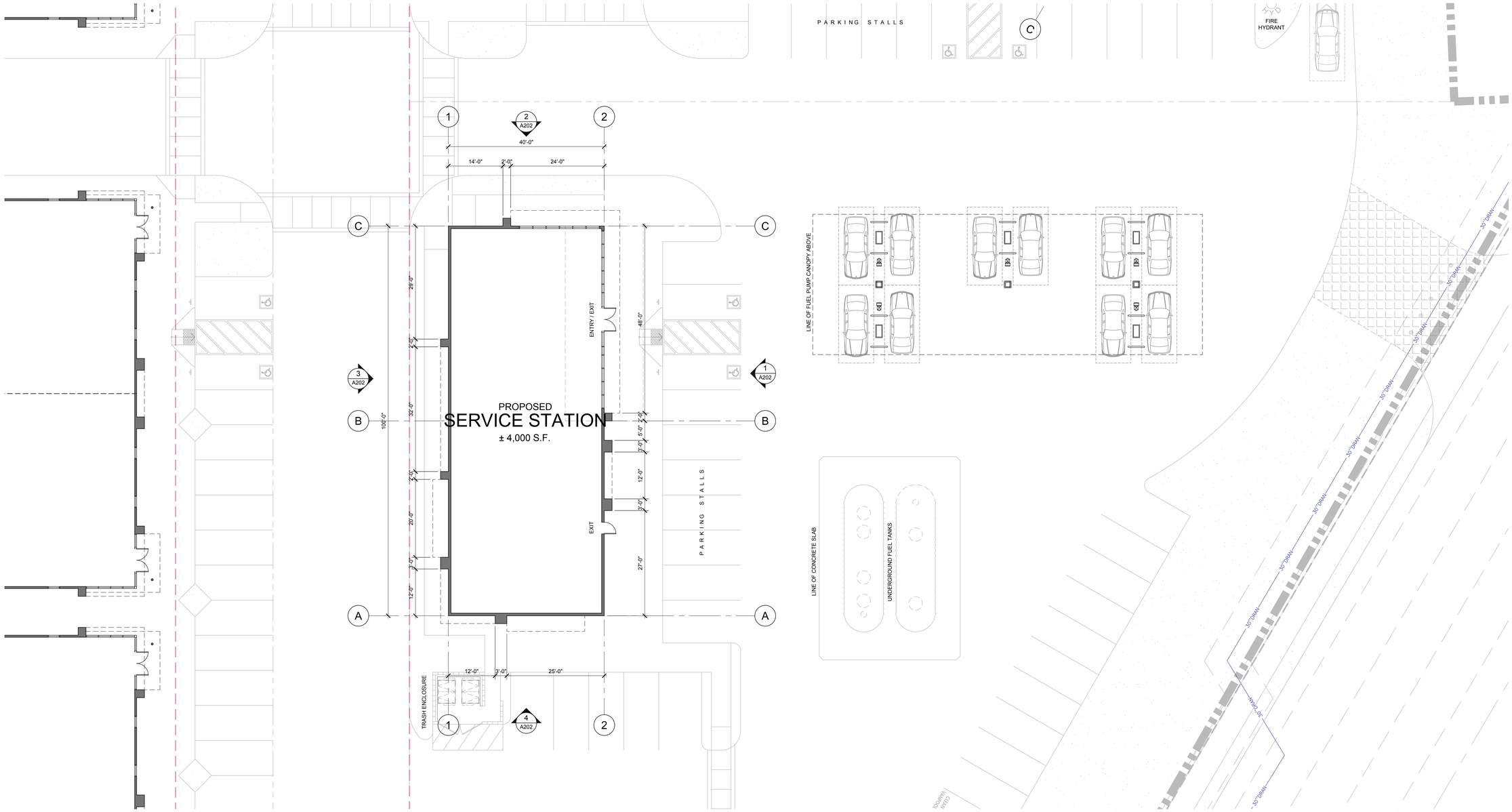
Note: Signage shown on the elevations for graphic purpose only and does not represent the use or actual tenants

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COACHELLA, CALIFORNIA

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ELEVATIONS
04.12.2022 18028TMA
A-201



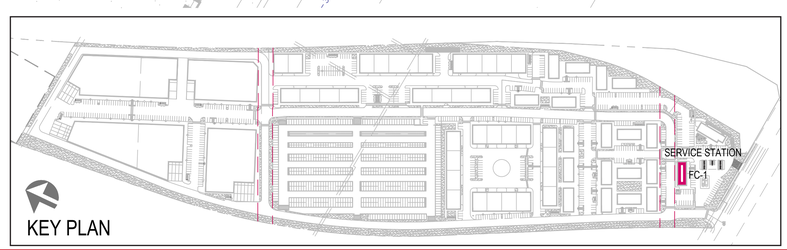
SERVICE STATION
FLOOR PLAN

SCALE: 3/32" = 1'-0"

GRAPHIC SCALE

8' 0 4' 8' 16' 24'

1 inch = 11' feet



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COACHELLA, CALIFORNIA

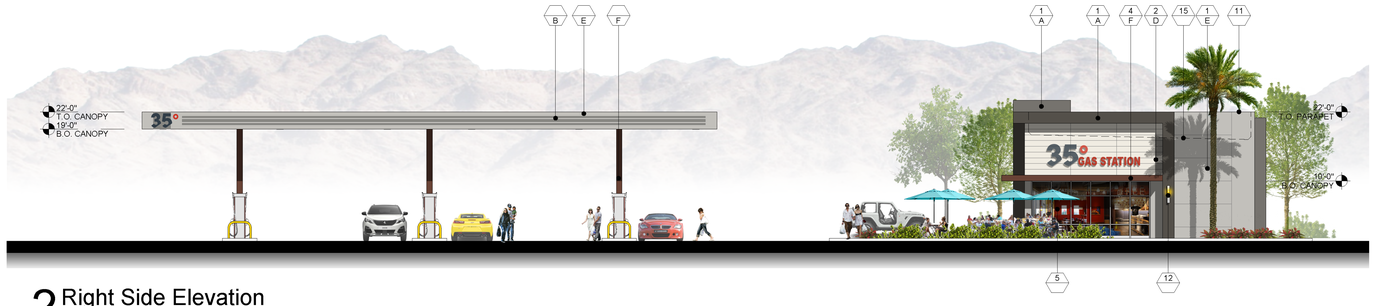
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FLOOR PLAN
04.12.2022 18028TMA
A-102



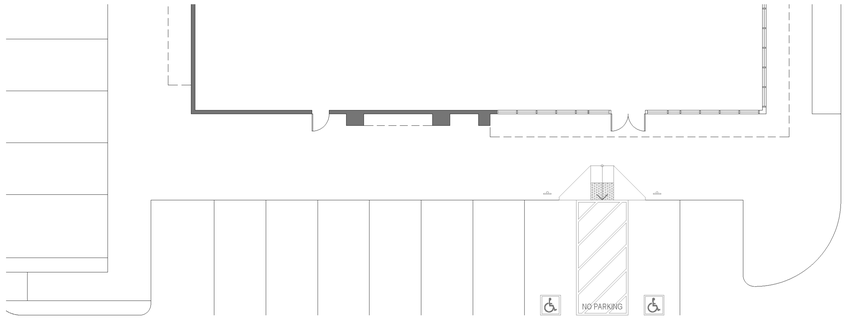
1 Front Elevation - Service Station

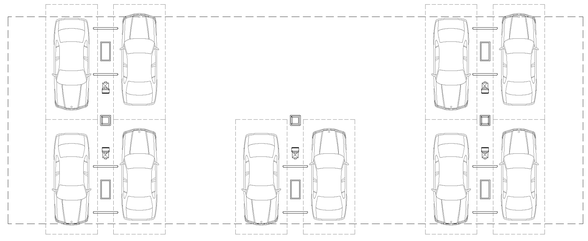
SCALE: 3/32" = 1'-0"

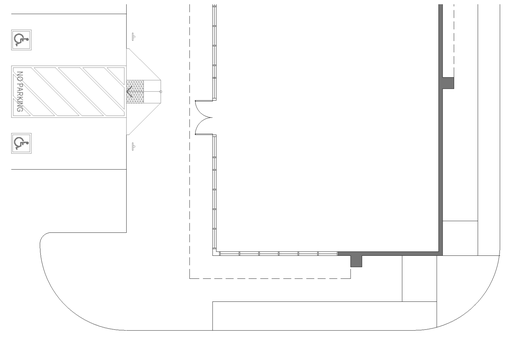


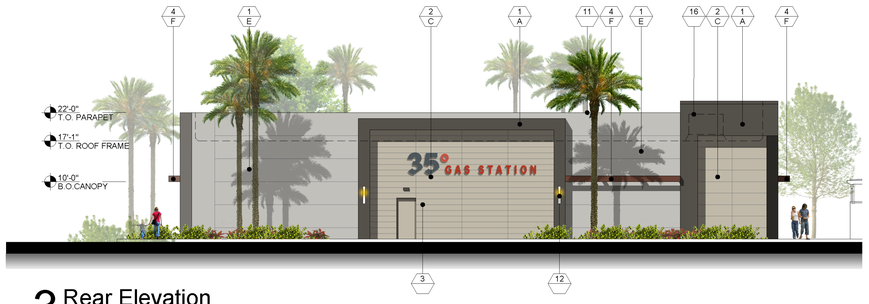
2 Right Side Elevation

SCALE: 3/32" = 1'-0"



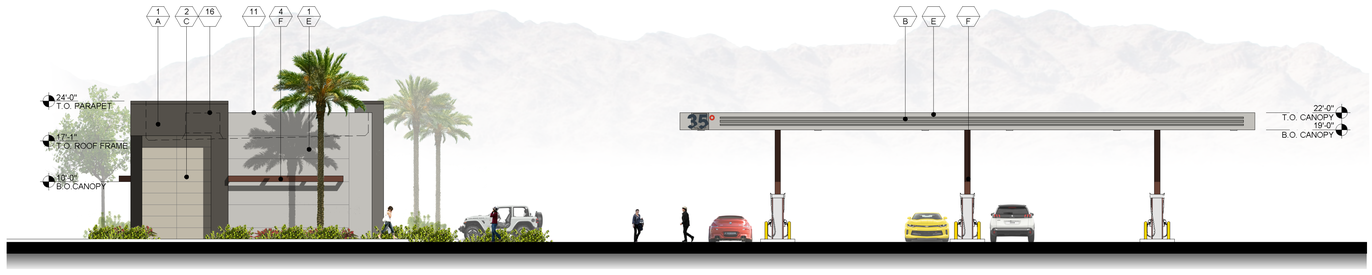






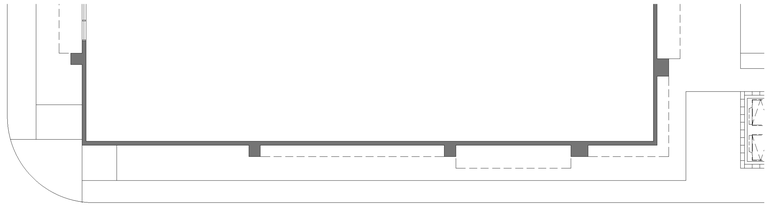
3 Rear Elevation

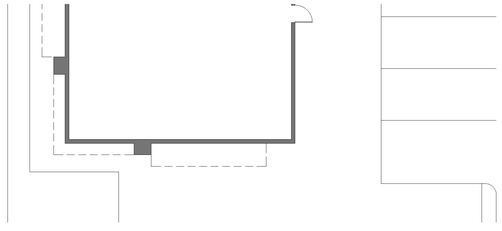
SCALE: 3/32" = 1'-0"



4 Left Side Elevation

SCALE: 3/32" = 1'-0"







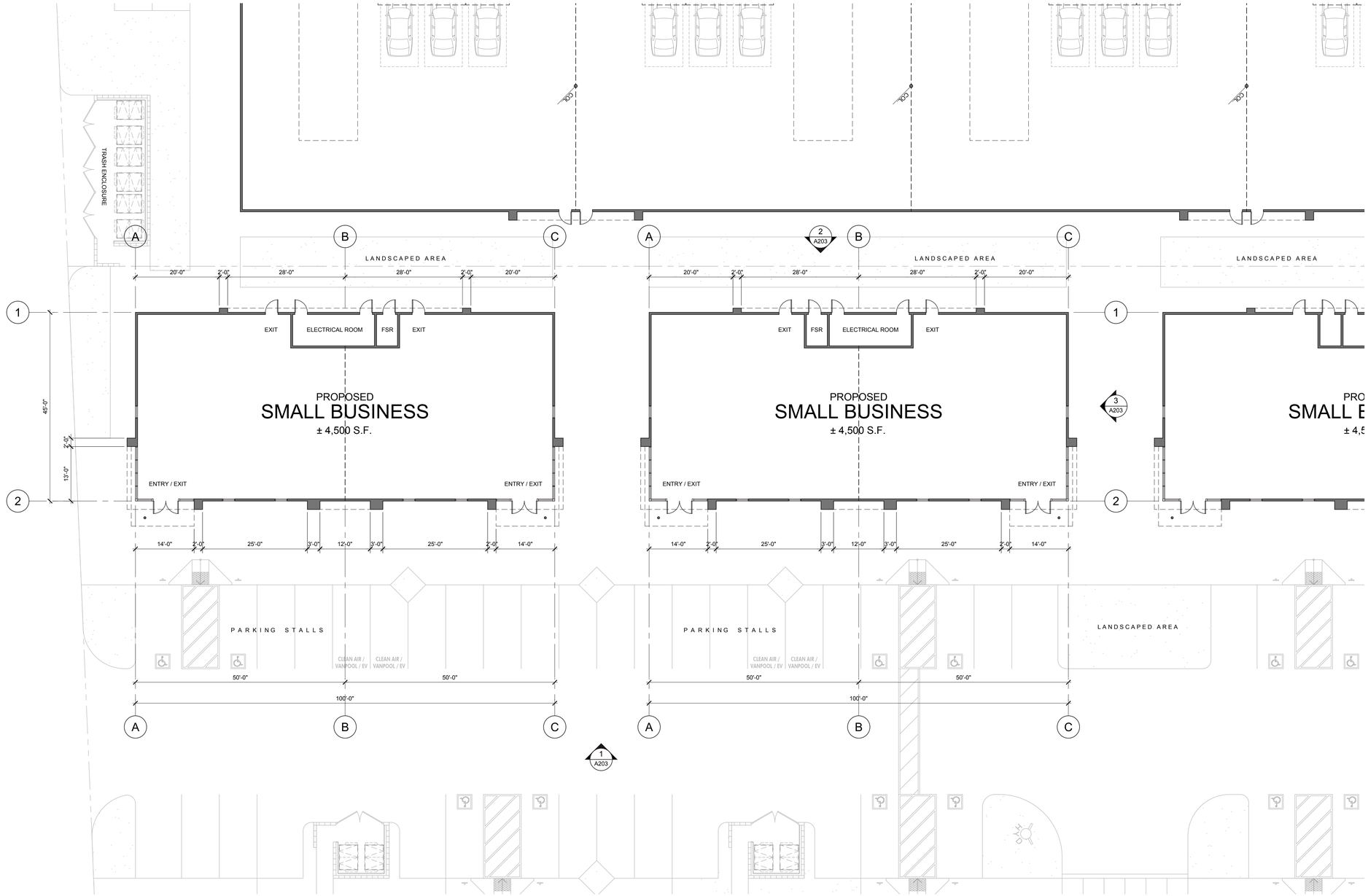
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ELEVATIONS
04.12.2022 18028TMA
A-202



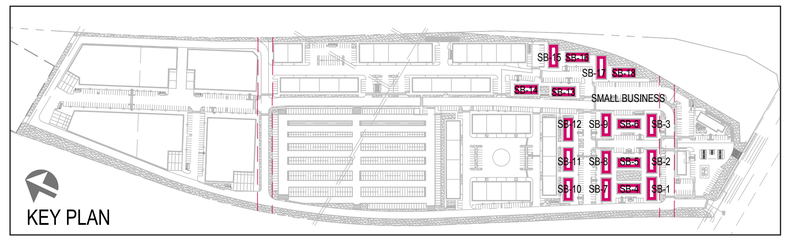
TYPICAL SMALL BUSINESS
FLOOR PLAN

SCALE: 3/32" = 1'-0"

GRAPHIC SCALE

8' 0 4' 8' 16' 24'

1 inch = 1'1" feet



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FLOOR PLAN
04.12.2022 18028TMA
A-103



1 Front Elevation - Typ. Small Business (SB-10 and SB-11)

SCALE: 3/32" = 1'-0"



2 Rear Elevation (SB-11)

SCALE: 3/32" = 1'-0"

3 Side Elevation (SB-11)

SCALE: 3/32" = 1'-0"

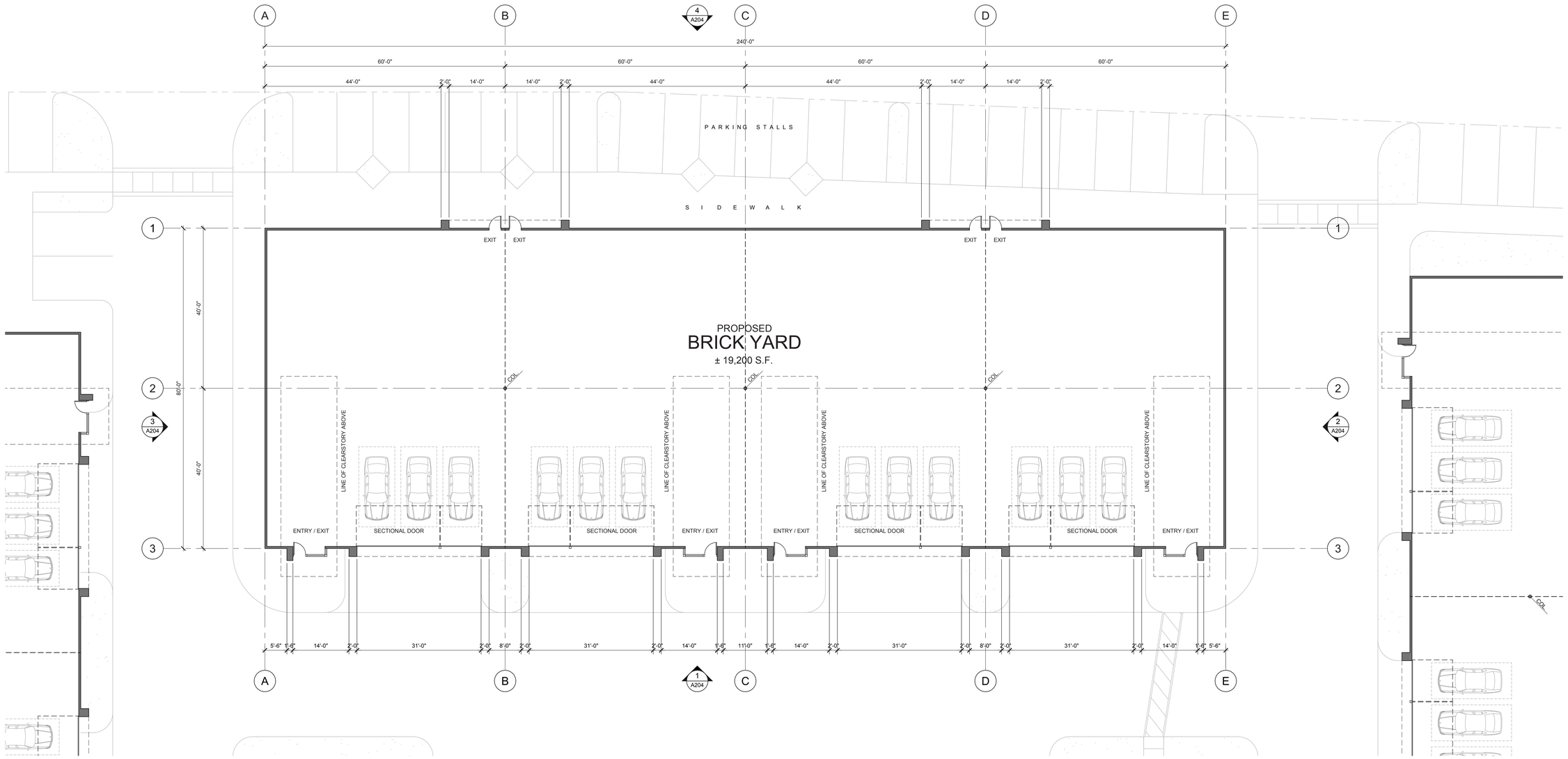
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ELEVATIONS
04.12.2022 18028TMA
A-203



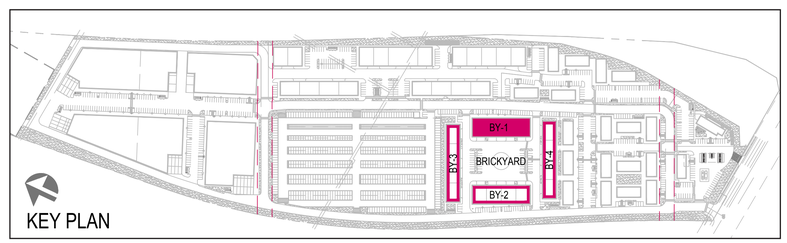
TYPICAL BRICKYARD
FLOOR PLAN

SCALE: 3/32" = 1'-0"

GRAPHIC SCALE

8' 0 4' 8' 16' 24'

1 inch = 11' feet

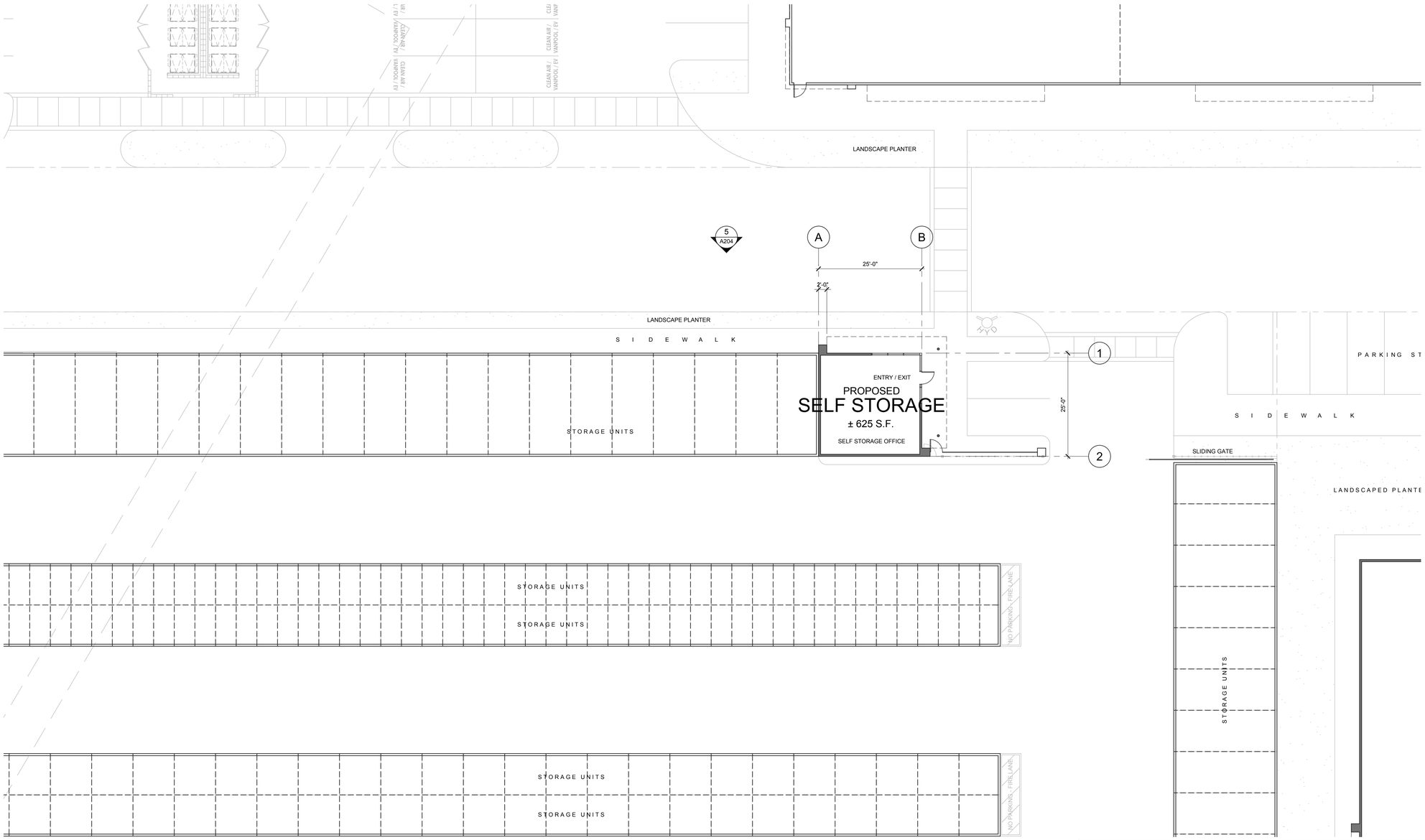


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FLOOR PLAN
04.12.2022 18028TMA
A-104



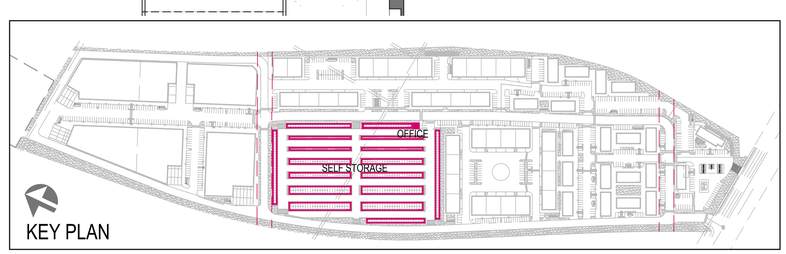
TYPICAL SELF STORAGE
FLOOR PLAN

SCALE: 3/32" = 1'-0"

GRAPHIC SCALE

8' 0 4' 8' 16' 24'

1 inch = 11' feet



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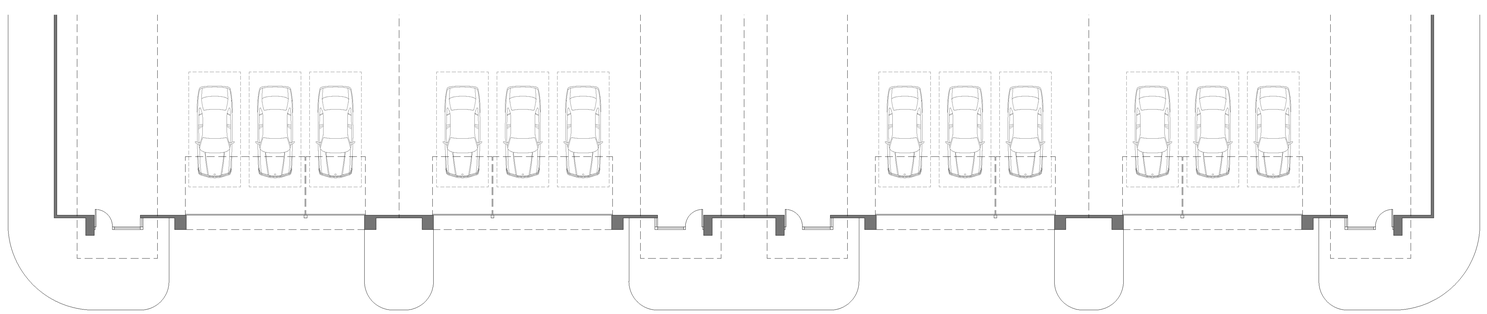
FLOOR PLAN
04.12.2022 18028TMA
A-104.1

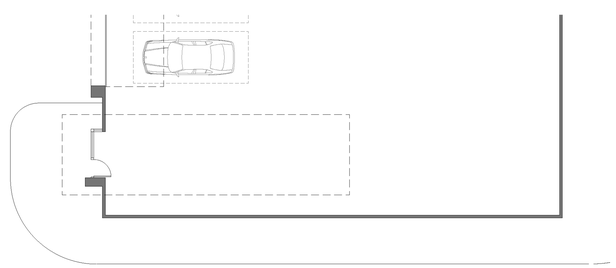


1 Front Elevation - Typ. Brickyard
SCALE: 3/32" = 1'-0"



2 Right Side Elevation
SCALE: 3/32" = 1'-0"



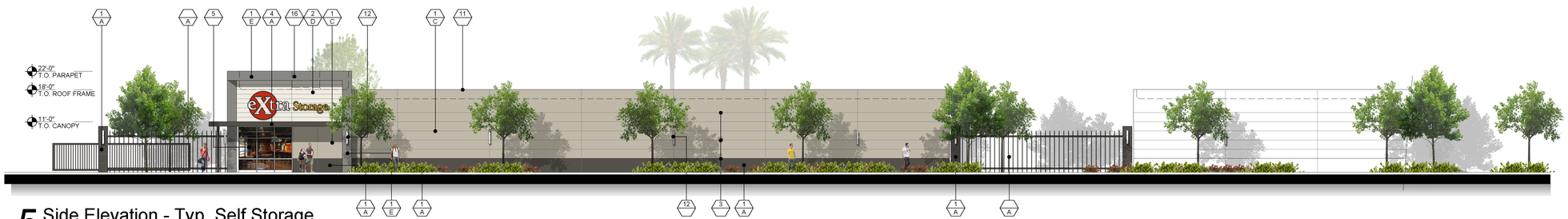




3 Left Side Elevation
SCALE: 3/32" = 1'-0"



4 Rear Elevation
SCALE: 3/32" = 1'-0"



5 Side Elevation - Typ. Self Storage
SCALE: 3/32" = 1'-0"

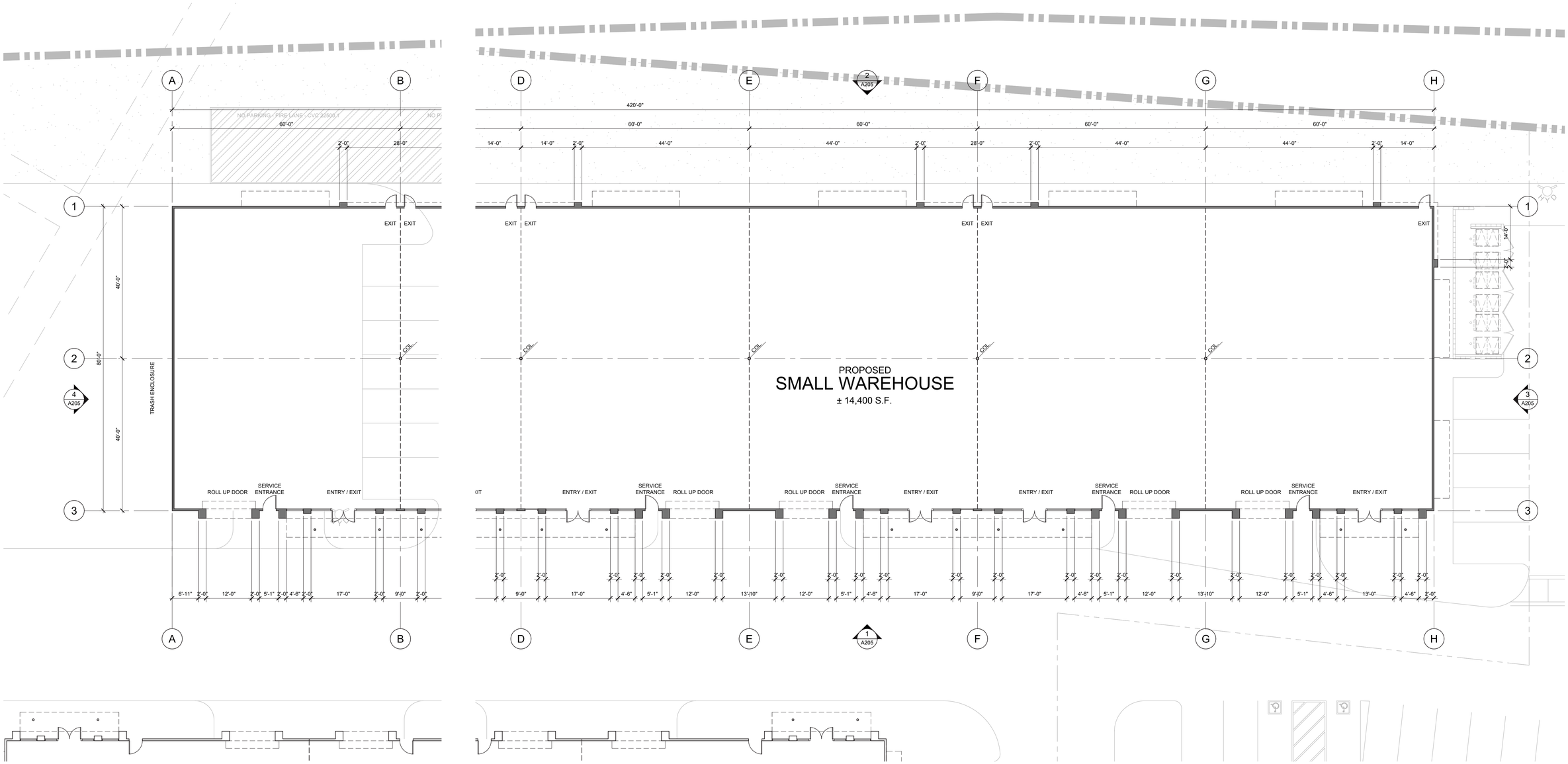
Note: Signage shown on the elevations for graphic purpose only and does not represent the use or actual tenants

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Coachella Airport Business Park
NWC State Highway 86 and Airport Road
COACHELLA, CALIFORNIA

McKently Malak ARCHITECTS
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Pasadena, California 91103
T:626.583.8348 F:626.583.8387

ELEVATIONS
04.12.2022 18028TMA
A-204



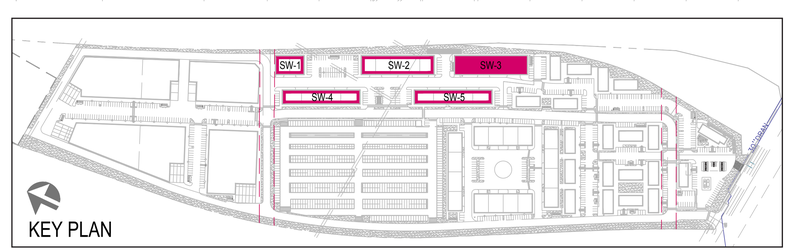
TYPICAL SMALL WAREHOUSE
FLOOR PLAN

SCALE: 3/32" = 1'-0"

GRAPHIC SCALE

8' 0 4' 8' 16' 24'

1 inch = 11' feet



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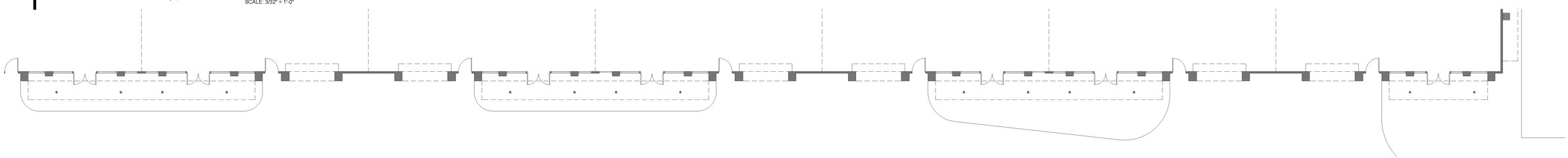
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FLOOR PLAN
04.12.2022 18028TMA
A-105

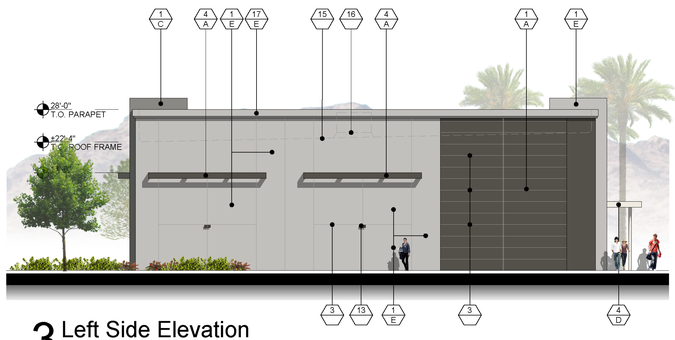


1 Front Elevation - Typ. Small Warehouse
SCALE: 3/32" = 1'-0"

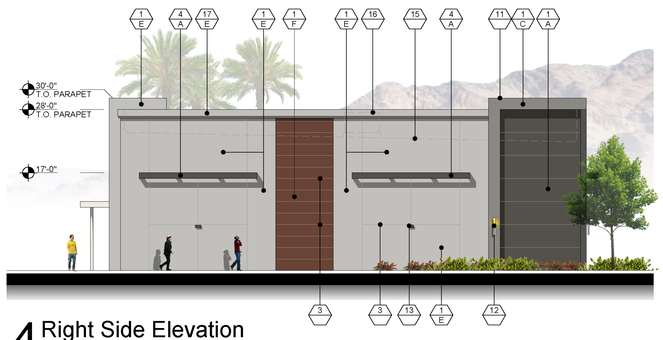




2 Rear Elevation
SCALE: 3/32" = 1'-0"



3 Left Side Elevation
SCALE: 3/32" = 1'-0"



4 Right Side Elevation
SCALE: 3/32" = 1'-0"

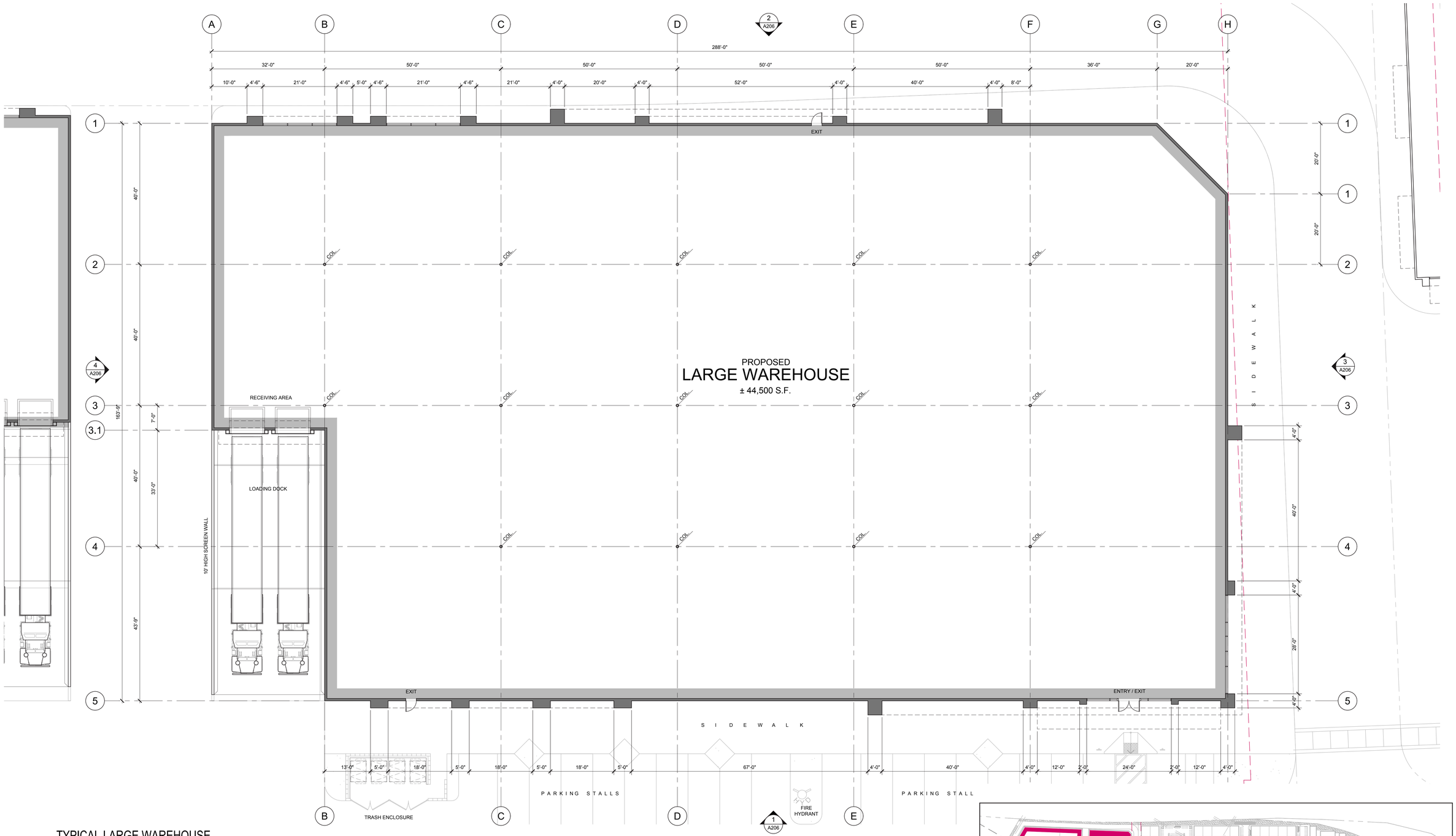
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COACHELLA, CALIFORNIA

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ELEVATIONS
04.12.2022 18028TMA
A-205



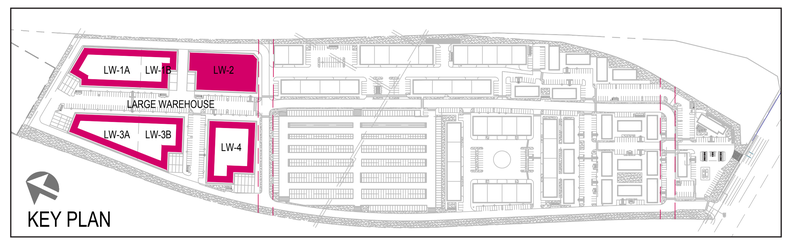
TYPICAL LARGE WAREHOUSE
FLOOR PLAN

SCALE: 3/32" = 1'-0"

GRAPHIC SCALE

8' 0 4' 8' 16' 24'

1 inch = 11' feet

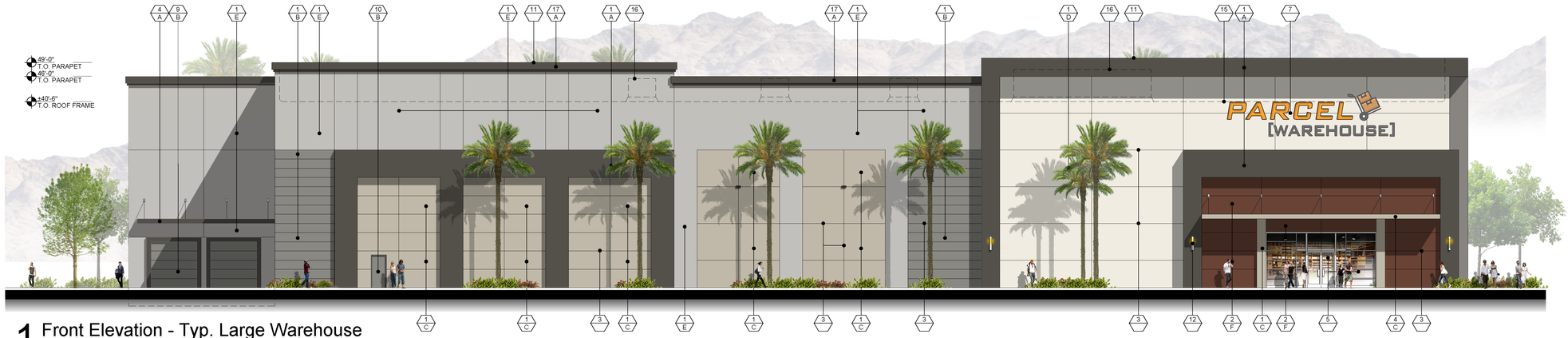


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Coachella Airport Business Park
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COACHELLA, CALIFORNIA

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Pasadena, California 91103
T:626.583.8348 F:626.583.8387

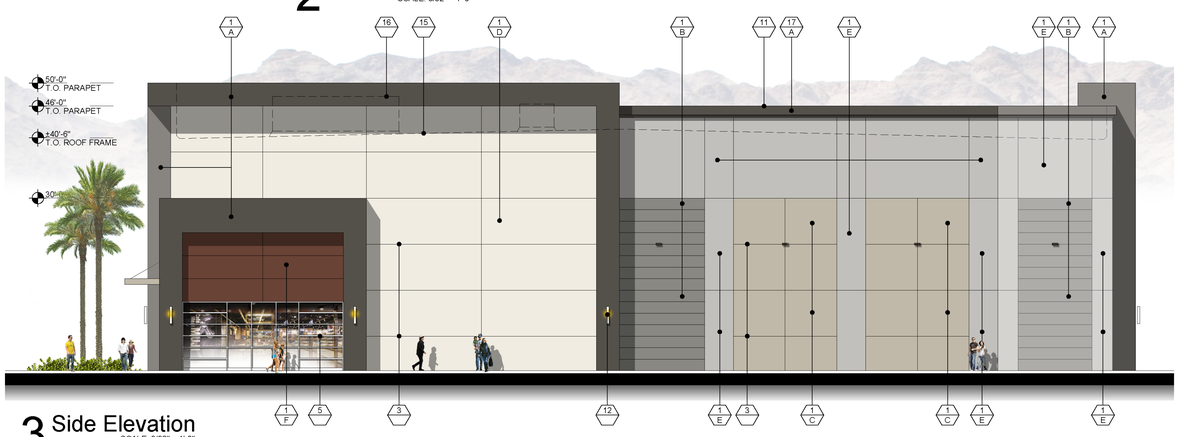
FLOOR PLAN
04.12.2022 18028TMA
A-106



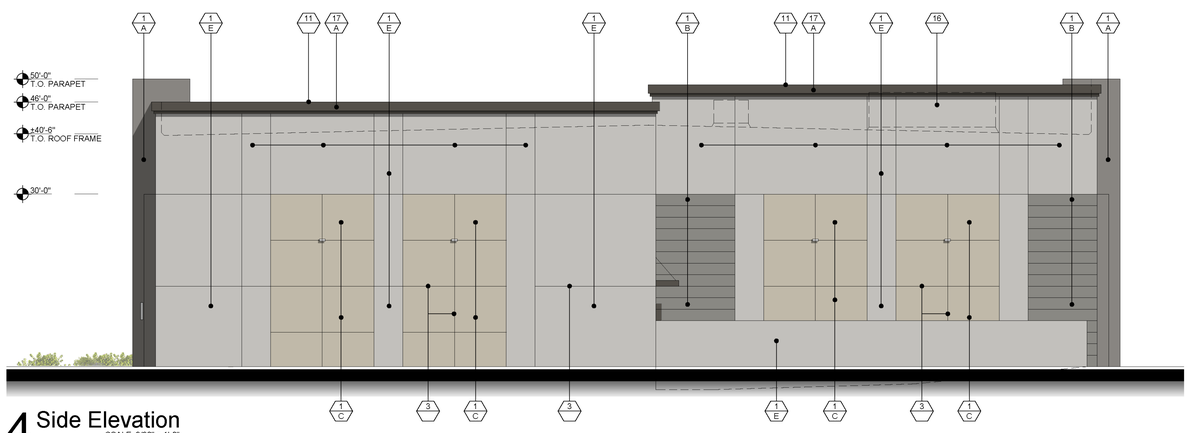
1 Front Elevation - Typ. Large Warehouse
SCALE: 3/32" = 1'-0"



2 Rear Elevation
SCALE: 3/32" = 1'-0"



3 Side Elevation
SCALE: 3/32" = 1'-0"



4 Side Elevation
SCALE: 3/32" = 1'-0"

Note: Signage shown on the elevations for graphic purpose only and does not represent the use or actual tenants

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Coachella Airport Business Park
NWC State Highway 86 and Airport Road
COACHELLA, CALIFORNIA

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ARCHITECTS
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Pasadena, California 91103
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ELEVATIONS
04.12.2022 18028TMA
A-206



1 Site Elevation Airport Boulevard
SCALE: 1" = 30'-0"



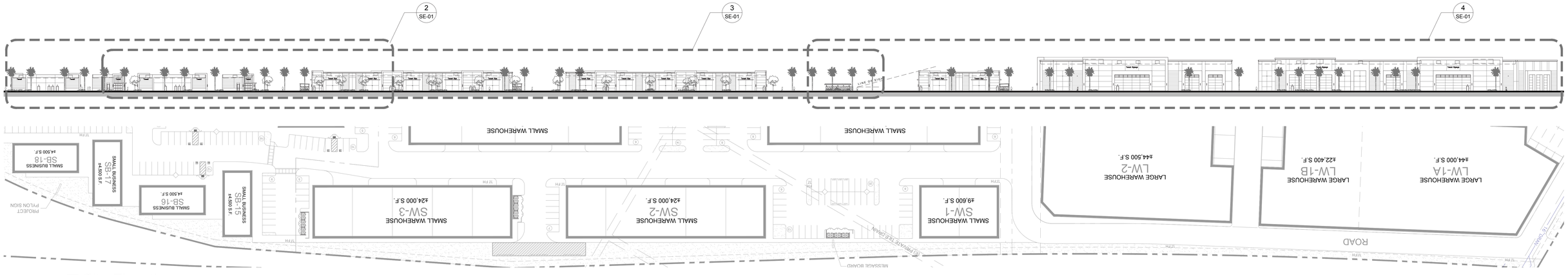
2 Site Elevation State Highway 86
SCALE: 1" = 30'-0"



3 Site Elevation State Highway 86
SCALE: 1" = 30'-0"



4 Site Elevation State Highway 86
SCALE: 1" = 30'-0"



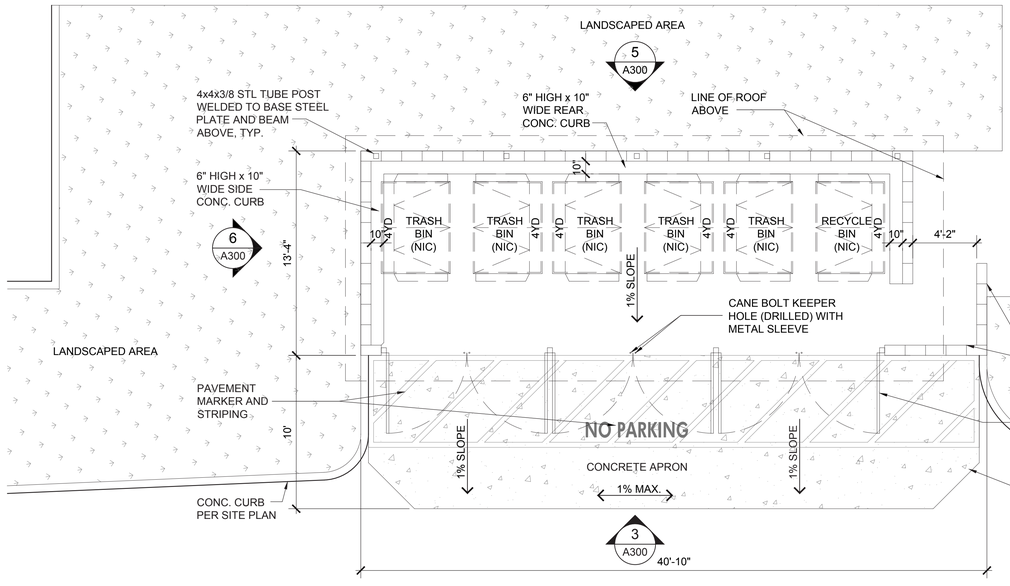
5 Site Elevation State Highway 86
SCALE: 1" = 30'-0"

Haagen Co LLC
12302 Exposition Boulevard, Los Angeles CA 90064

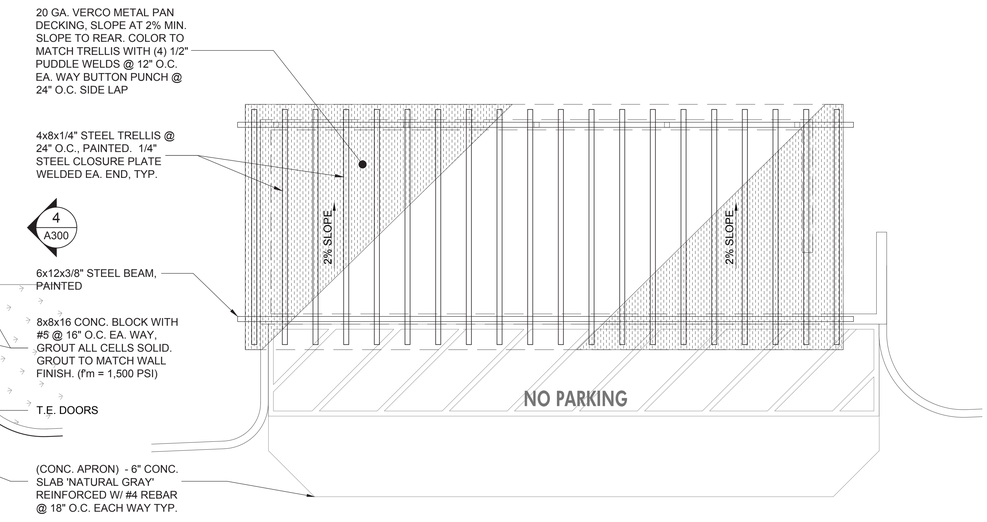
Coachella Airport Business Park
NWC State Highway 86 and Airport Road
COACHELLA, CALIFORNIA

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35 Hugus Alley Suite 200
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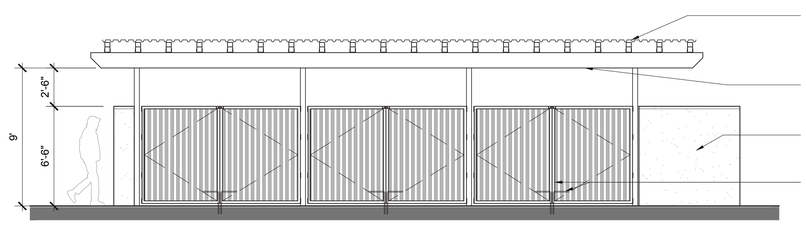
SITE ELEVATION
04.12.2022 18028TMA
SE-01



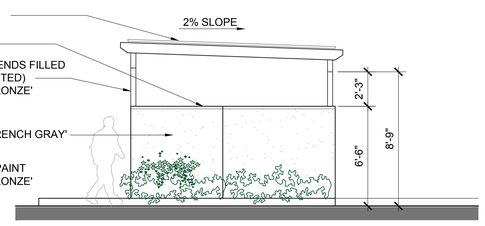
1 Trash Enclosure - Floor Plan
SCALE: 1/4" = 1'-0"



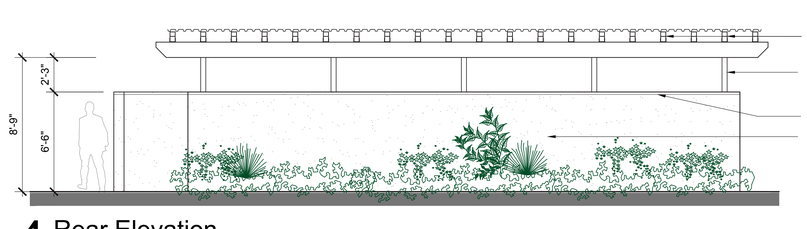
2 Trash Enclosure - Roof Plan
SCALE: 1/4" = 1'-0"



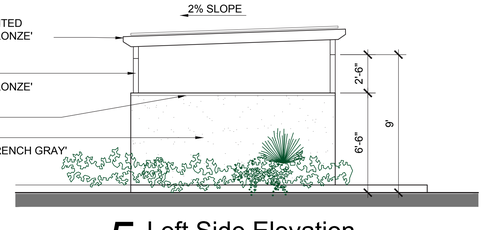
3 Front Elevation
SCALE: 1/4" = 1'-0"



3 Right Side Elevation
SCALE: 1/4" = 1'-0"



4 Rear Elevation
SCALE: 1/4" = 1'-0"



5 Left Side Elevation
SCALE: 1/4" = 1'-0"

Haagen Co LLC
12302 Exposition Boulevard, Los Angeles CA 90064

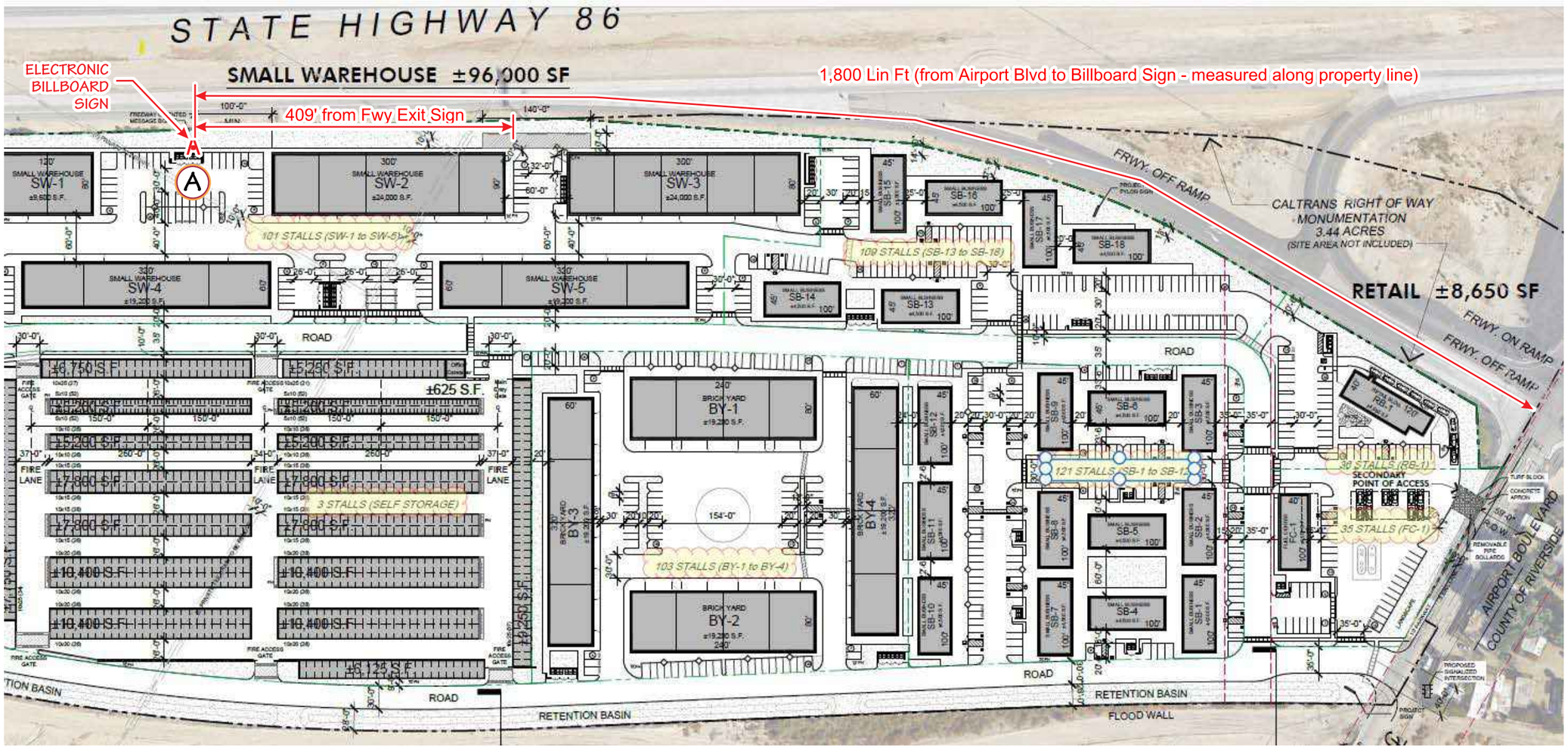
Coachella Airport Business Park
NWC State Highway 86 and Airport Road
COACHELLA, CALIFORNIA

McKently Malak ARCHITECTS
35 Hugus Alley Suite 200
Pasadena, California 91103
T:626.583.8348 F:626.583.8387

TRASH ENCLOSURE
04.12.2022 18028TMA
TE-01

SIGN	SCOPE OF WORK / DESCRIPTION
A	MANUFACTURE AND INSTALL (1) DOUBLE SIDED V-SHAPED FREEWAY PYLON MESSAGE BOARD WITH 16MM DIGITAL DISPLAYS

POSE MILE: I-86-R 16.931



N

SCALE: NTS

PROJECT TITLE

COACHELLA AIRPORT BUSINES

COACHELLA, CA

JOB NUMBER 50641

SALES	CLAUDE ELLENA
DRAWN BY	CARLOS
DATE	5-20-20
SCALE	AS NOTED
FOLDER	S/COACHELLA AIRPORT BUSINESS PARK/50641
FILE	50641R3 LOCATION 2.CDR
DESIGN#	001

REVISIONS

DATE	BY	DATE	BY
4-16-21	CM		

APPROVAL

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- Dedicated 120 Volt sign circuits with a ground wire to be provided within 6' of the display(s) by the customer.
- Sketch may vary from specified colors. Photos are for visual reference only, size and placement of signs may vary.

SIGNATURE | DATE

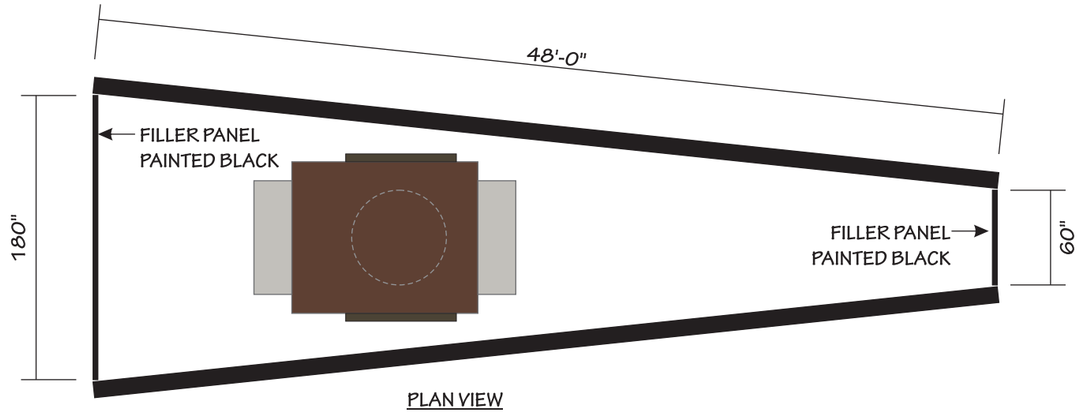
PRINTED NAME | TITLE

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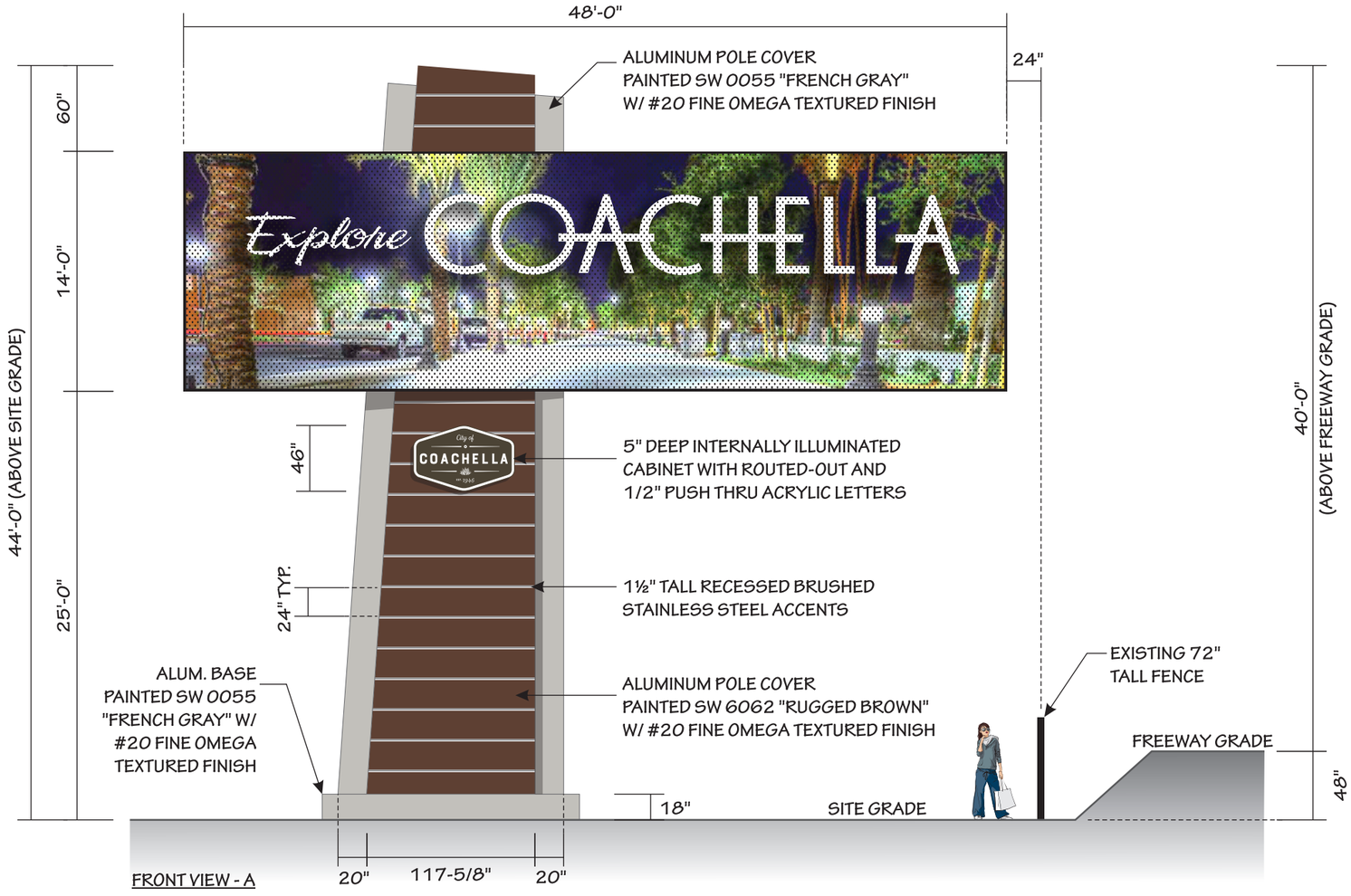
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PLAN VIEW

SCALE: 1/8" = 1'-0"



FRONT VIEW - A

COLOR SCHEDULE

SW 6062 "RUGGED BROWN
#20 OMEGA FINE TEXTURE

SW 6062 "RUGGED BROWN
#20 OMEGA FINE TEXTURE

SW 7048 "URBANE BRONZE"
SATIN FINISH



END VIEW - A

A MANUFACTURE AND INSTALL (1) ONE DOUBLE SIDED V-SHAPED FREEWAY PYLON MESSAGE BOARD

SCALE: 1/8" = 1'-0"

PROJECT TITLE

COACHELLA AIRPORT BUSINES

COACHELLA, CA

Item 28.

JOB NUMBER 50641

SALES	CLAUDE ELLENA
DRAWN BY	CARLOS
DATE	5-20-20
SCALE	AS NOTED
FOLDER	S/COACHELLA AIRPORT BUSINESS PARK/50641
FILE	50641R3 LOCATION 2.CDR
DESIGN#	002

REVISIONS

DATE	BY	DATE	BY
3-9-21	CM		

APPROVAL

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- Sketch may vary from specified colors. Photos are for visual reference only, size and placement of signs may vary.

SIGNATURE | DATE

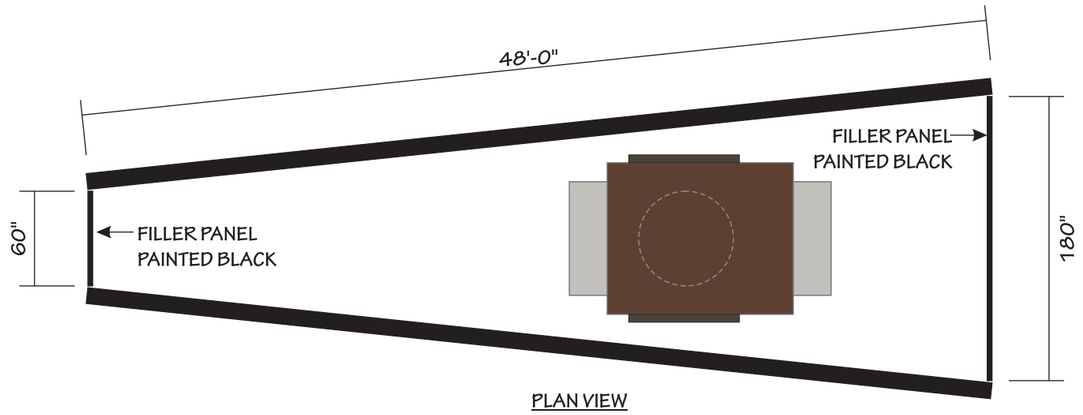
PRINTED NAME | TITLE

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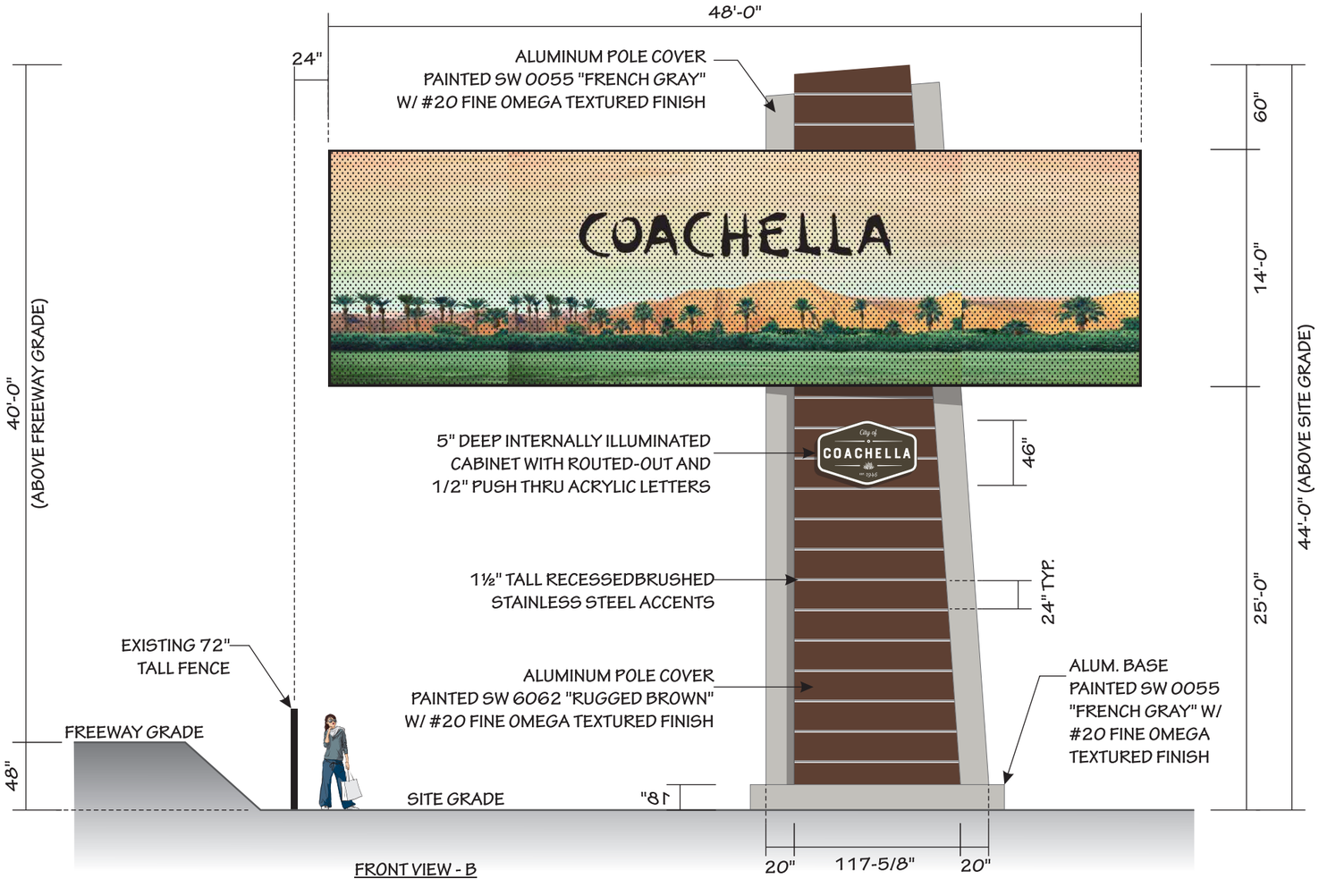
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PLAN VIEW

SCALE: 1/8" = 1'-0"



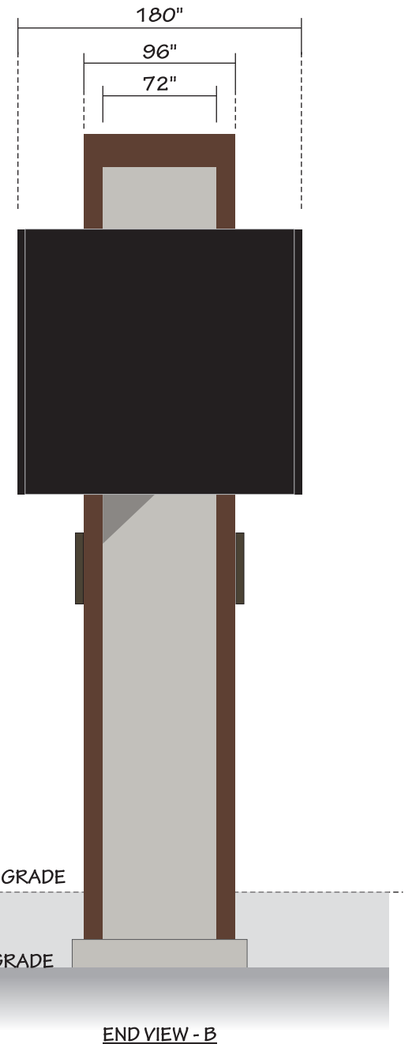
FRONT VIEW - B

COLOR SCHEDULE

SW 6062 "RUGGED BROWN
#20 OMEGA FINE TEXTURE

SW 6062 "RUGGED BROWN
#20 OMEGA FINE TEXTURE

SW 7048 "URBANE BRONZE"
SATIN FINISH



END VIEW - B

A MANUFACTURE AND INSTALL (1) ONE DOUBLE SIDED V-SHAPED FREEWAY PYLON MESSAGE BOARD

SCALE: 1/8" = 1'-0"

PROJECT TITLE

COACHELLA AIRPORT BUSINES

COACHELLA, CA

JOB NUMBER 50641

SALES	CLAUDE ELLENA
DRAWN BY	CARLOS
DATE	5-20-20
SCALE	AS NOTED
FOLDER	S/COACHELLA AIRPORT BUSINESS PARK/50641
FILE	50641R3 LOCATION 2.CDR
DESIGN#	003

REVISIONS

DATE	BY	DATE	BY
3-9-21	CM		

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SIGNATURE | DATE

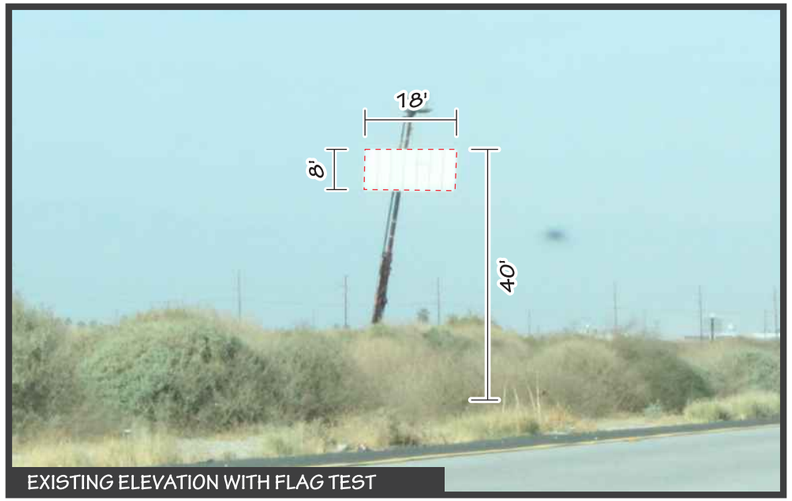
PRINTED NAME | TITLE

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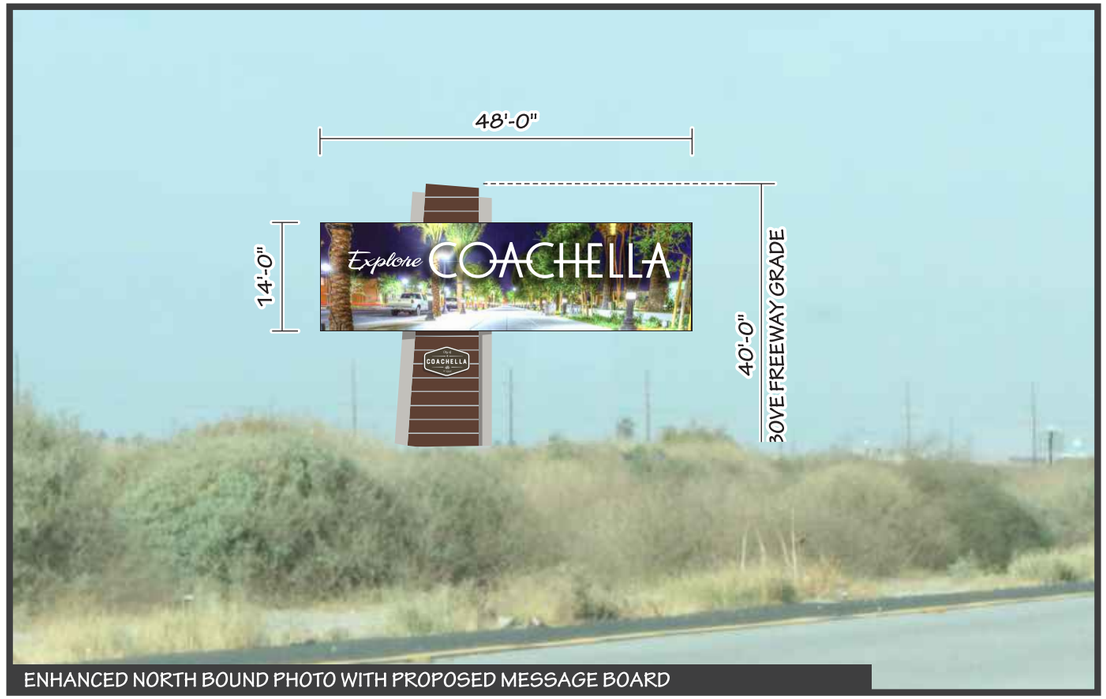
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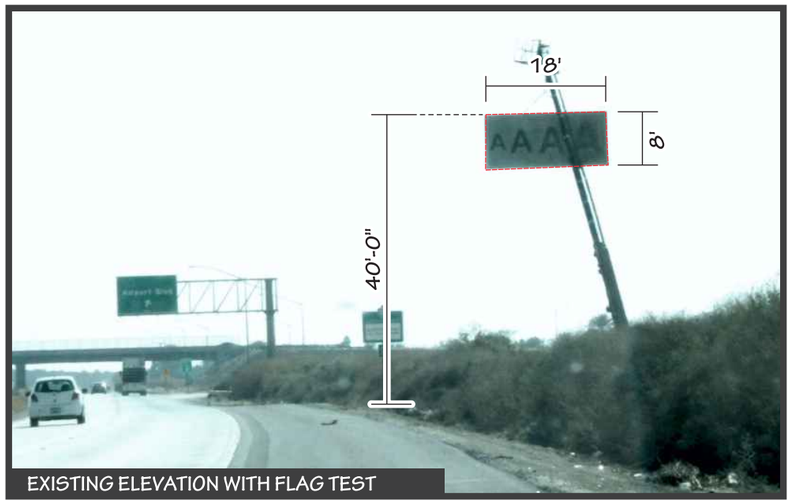
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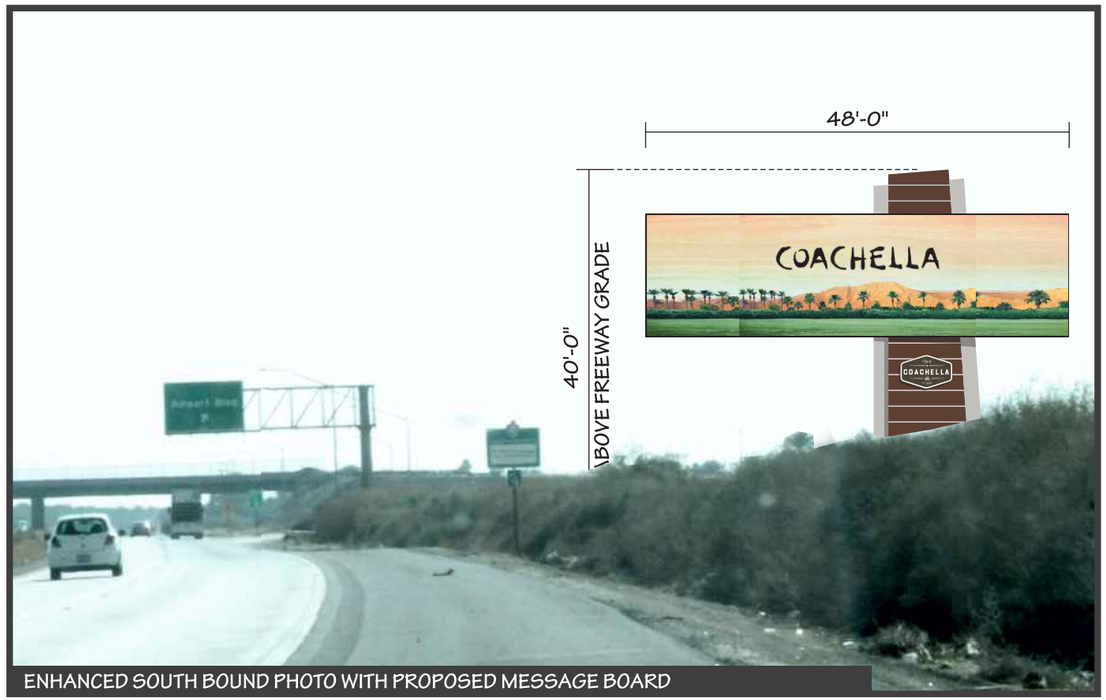
EXISTING ELEVATION WITH FLAG TEST



ENHANCED NORTH BOUND PHOTO WITH PROPOSED MESSAGE BOARD



EXISTING ELEVATION WITH FLAG TEST



ENHANCED SOUTH BOUND PHOTO WITH PROPOSED MESSAGE BOARD

A

SCALE: NTS

PROJECT TITLE

COACHELLA AIRPORT BUSINES

COACHELLA, CA

JOB NUMBER 50641

SALES	CLAUDE ELLENA
DRAWN BY	CARLOS DATE 5-20-20
SCALE	AS NOTED
FOLDER	S/COACHELLA AIRPORT BUSINESS PARK/50641
FILE	50641R3 LOCATION 2.CDR
DESIGN#	004

REVISIONS

DATE	BY	DATE	BY

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SIGNATURE DATE

PRINTED NAME TITLE

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A DAY ILLUMINATION

SCALE: 1/8" = 1'-0"

PROJECT TITLE

COACHELLA AIRPORT BUSINES

COACHELLA, CA

JOB NUMBER 50641

SALES	CLAUDE ELLENA
DRAWN BY	CARLOS
DATE	5-20-20
SCALE	AS NOTED
FOLDER	S/COACHELLA AIRPORT BUSINESS PARK/50641
FILE	50641R3 LOCATION 2.CDR
DESIGN#	005

REVISIONS

DATE	BY	DATE	BY

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SIGNATURE | DATE

PRINTED NAME | TITLE

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A NIGHT ILLUMINATION

SCALE: 1/8" = 1'-0"

PROJECT TITLE

COACHELLA AIRPORT BUSINES

COACHELLA, CA

JOB NUMBER 50641

SALES	CLAUDE ELLENA
DRAWN BY	CARLOS
DATE	5-20-20
SCALE	AS NOTED
FOLDER	S/COACHELLA AIRPORT BUSINESS PARK/50641
FILE	50641R3 LOCATION 2.CDR
DESIGN#	006

REVISIONS

DATE	BY	DATE	BY

APPROVAL

This proof drawing is for customer review and approval before fabrication begins. Encore Image will not be responsible for problems or discrepancies that could have been reasonably prevented by the proper review of this document.

- The customer shall provide accessibility to remote transformers and/or ballasts for installation, final inspection and service.
- Dedicated 120 Volt sign circuits with a ground wire to be provided within 6' of the display(s) by the customer.
- Sketch may vary from specified colors. Photos are for visual reference only, size and placement of signs may vary.

SIGNATURE | DATE

PRINTED NAME | TITLE

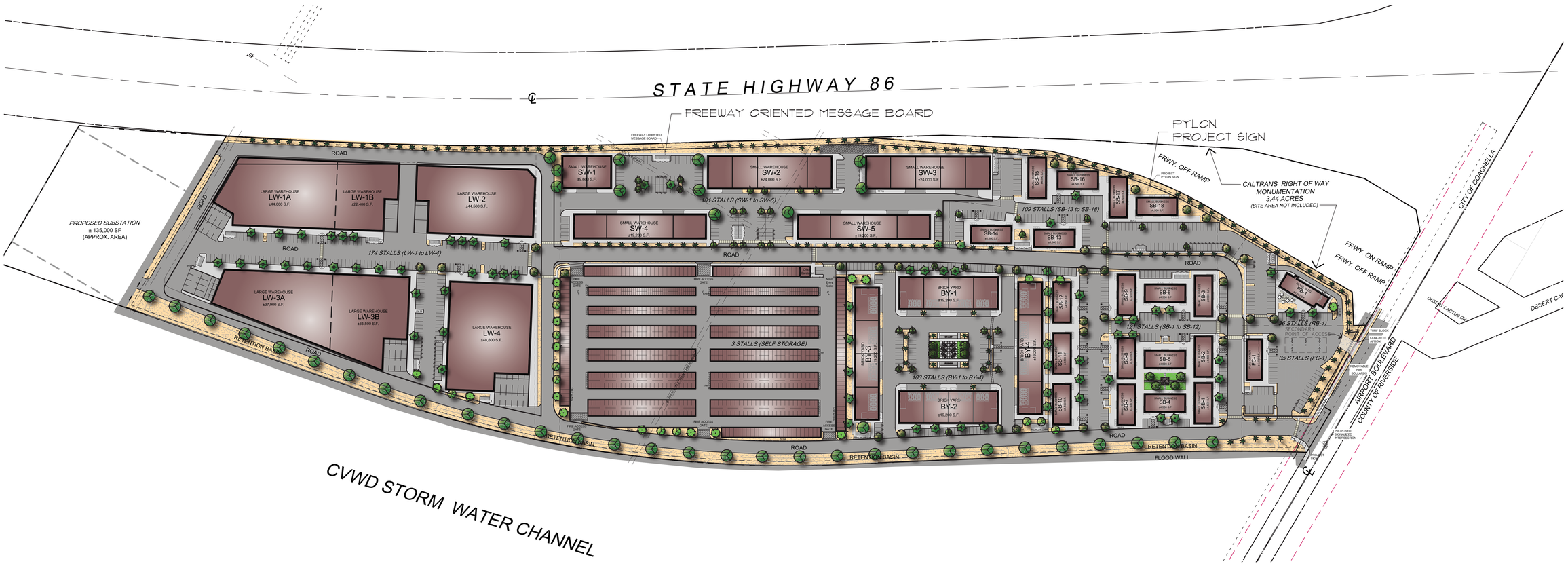
All electrical signs shall comply with National Electrical Code (Article 600) and manufactured according to Underwriters Laboratories U.L. 48 standard and appropriately labeled.

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CONCEPTUAL LANDSCAPE PLAN



PROPOSED PLANT LIST

SYMBOL	QTY.	BOTANICAL NAME / COMMON NAME	SIZE / NOTES	WATER USE
TREES & PALMS				
		PROSOPIS GLANDULOSA 'MAVERICK'	24" BOX SINGLE TRK. STND.	0.2 LOW
		PARKINSONIA X 'DESERT MUSEUM'	24" BOX SINGLE TRK. STND.	0.2 LOW
		PARKINSONIA PRAECOX 'PALO BREA'	24" BOX SINGLE TRK. STND.	0.2 LOW
		ACACIA SALICINA 'WILLOW ACACIA'	24" BOX SINGLE TRK. STND.	0.2 LOW
		QUERCUS VIRGINIANA 'SOUTHERN LIVE OAK'	24" BOX SINGLE TRK. STND.	0.5 MOD
		PHOENIX DACTYLIFERA 'DATE PALM'	18' BTH DIAMOND CUT PACIFIC DATE WD YOUNG NURSERY DAVID SMITH "160,250,1028 or eq	0.5 MOD
		ACACIA ANEURA 'MULGA'	24" BOX SINGLE TRK. STND.	0.2 LOW
		CAESALPINIA CACALACO 'SMOOTHY'	24" BOX MULTI-TRK.	0.2 LOW
		CORDIA BOISSIERI 'TEXAS OLIVE'	24" BOX SINGLE TRK. STND.	0.2 LOW
		CHAMAEROPS HUMILIS 'MEDITERRANEAN FAN PALM'	24" BOX MULTI-TRK.	0.5 MOD
SHRUBS				
		SENNA ARTEMISIOIDES 'FEATHER CASSIA'	5 GAL.	0.2 LOW
		LEUCOPHYLLUM LANGMANIAE 'LYNN'S LEGACY'	5 GAL.	0.2 LOW
		LEUCOPHYLLUM CANDIDUM 'THUNDER CLOUD'	5 GAL.	0.2 LOW
		LEUCOPHYLLUM ZYGOPHYLLUM 'CIMARRON'	5 GAL.	0.2 LOW
		TECOMA 'LYDIA'	5 GAL.	0.5 MOD
		BOUGAINVILLEA 'TORCH GLOW'	5 GAL.	0.5 MOD
		BOUGAINVILLEA 'PINK PIXIE'	5 GAL.	0.5 MOD
		BOUGAINVILLEA 'ROSENKA'	5 GAL.	0.5 MOD
		EREMOPHILA MASCULATA 'VALENTINE'	5 GAL.	0.2 LOW
		CALLISTEMON VIMINALIS 'LITTLE JOHN'	5 GAL.	0.5 MOD
		CARISSA 'BOXWOOD BEAUTY'	5 GAL.	0.5 MOD
		RUSSELIA EQUISETIFORMIS 'CORAL FOUNTAIN'	5 GAL.	0.5 MOD
GROUNDCOVER & VINES				
		EREMOPHILA GLABRA 'MINGENEW GOLD'	5 GAL.	0.2 LOW
		LANTANA 'NEW GOLD'	5 GAL.	0.5 MOD
		CARISSA 'GREEN CARPET'	5 GAL.	0.5 MOD
ACCENTS				
		DASYLIRION LONGISSIMA 'MEXICAN GRASS TREE'	15 GAL.	0.2 LOW
		DASYLIRION WHEELERI 'DESERT SPOON'	15 GAL.	0.2 LOW
		FOUQUIERIA SPLENDENS 'OCOTILLO'	15 GAL 6-8 CANES MIN.	0.2 LOW
		AGAVE WEBERI 'WEBER'S AGAVE'	5 GAL.	0.1 VERY LOW
		AGAVE ANGUSTIFOLIA 'MARGINATA'	5 GAL.	0.1 VERY LOW
		HESPERALOE PARVIFLORA 'RED TIPPED YUCCA'	5 GAL.	0.2 LOW
		ECHINOCACTUS GRUSONII 'GOLDEN BARREL CACTUS'	12" DIA.	0.2 LOW

PAVING, STONE, & GRAVEL MATERIALS

4"-8" DIA. 'BAJA CRESTA RUBBLE' PROVIDE COMPLETE COVERAGE IN DESIGNATED AREAS

3/8" MINUS 'MOJAVE GOLD' DECOMPOSED GRANITE LAID 3" THICK

'RUSTIC BROWN' BOULDER "A" - 2' 6" x 2' 6"

'RUSTIC BROWN' BOULDER "B" - 2' x 2'

'RUSTIC BROWN' BOULDER "C" - 1' 6" x 1' 6"

COACHELLA AIRPORT BUSINESS PARK

COACHELLA, CA

HAAGEN COMPANY, LLC

LP-1

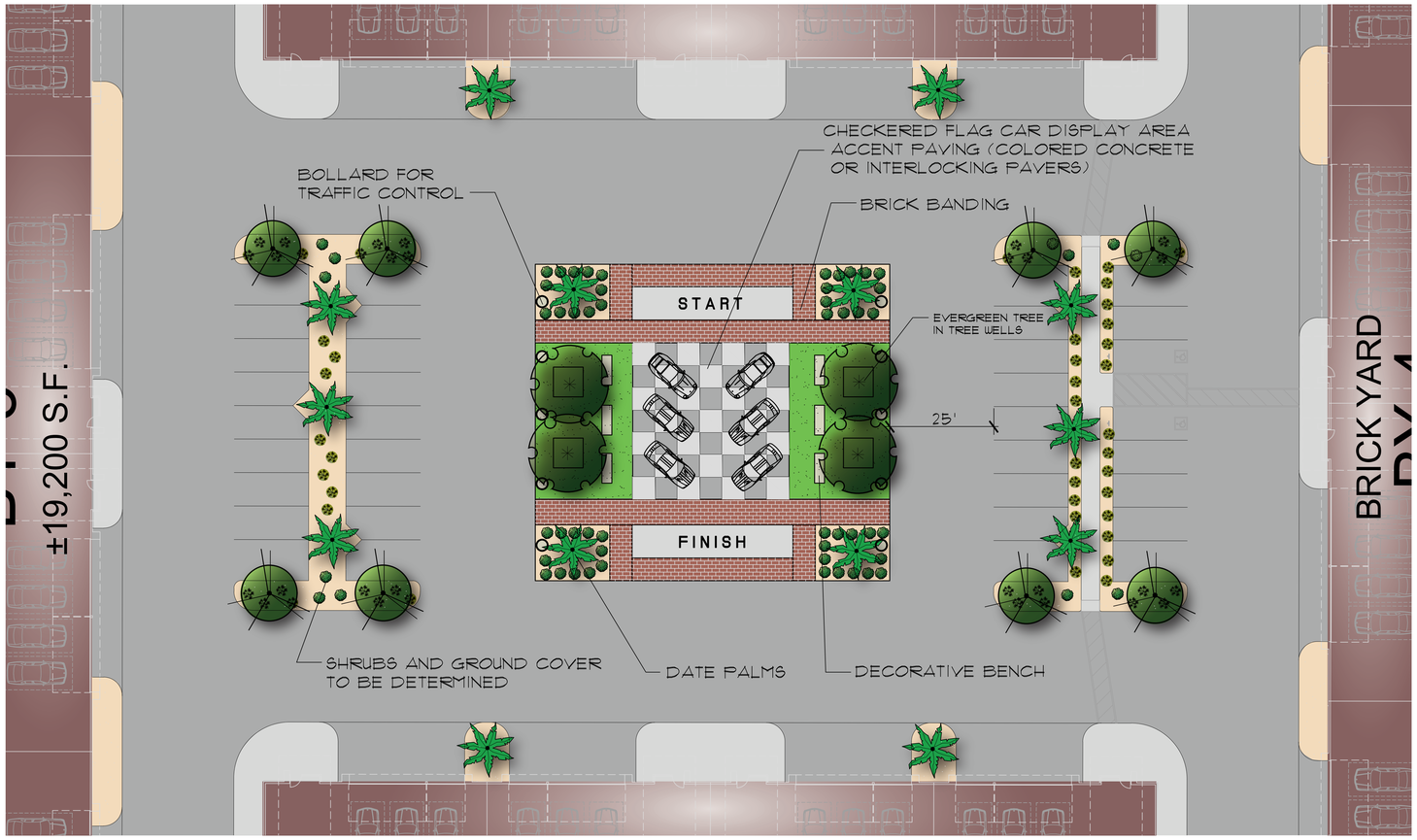
0' 100' 200' 300'

SCALE: 1" = 100'-0"

HERMANN DESIGN GROUP
77-899 WOLF RD.
SUITE 102
PALM DESERT, CA
92211
LIC# 2754, EXP 04/30/22
PH. (760) 777-9131
FAX (760) 777-9132

DATE 6-09-20 6/26/22

CONCEPTUAL LANDSCAPE PLAN



BRICK YARD AREA

COACHELLA AIRPORT BUSINESS PARK

COACHELLA, CA

HAAGEN COMPANY, LLC

LP-2

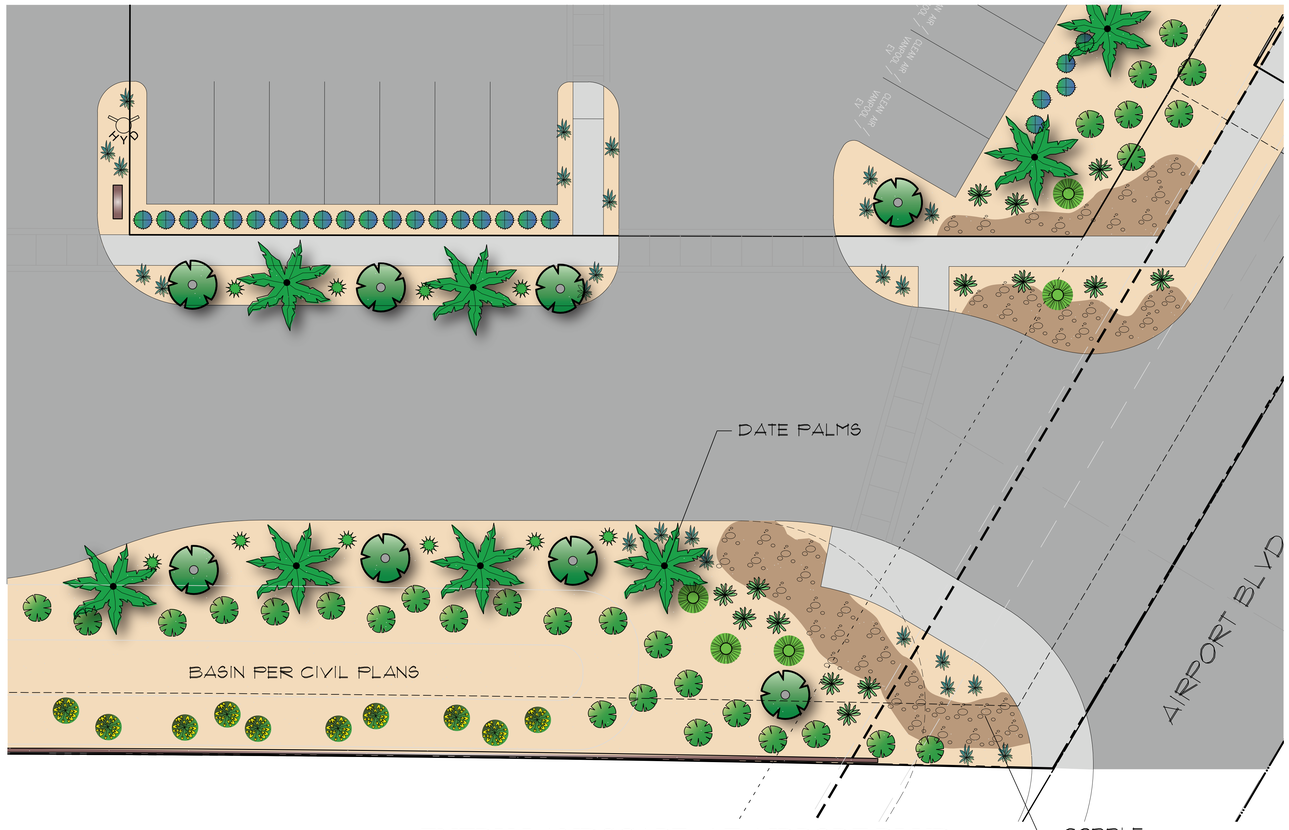
0' 16' 32' 48'

SCALE: 1/16"=1'-0'

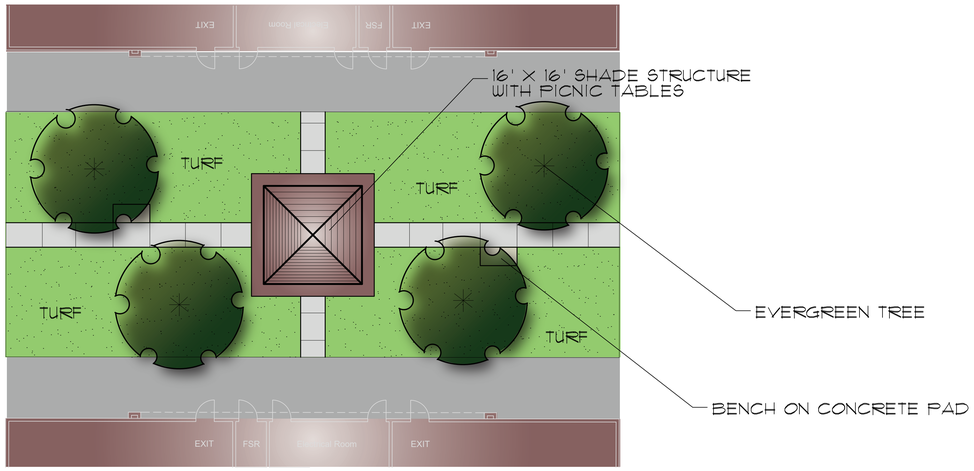
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LIC# 2754, EXP 04/30/22
PH. (760) 777-9131
FAX (760) 777-9132

DATE 6-09-20

CONCEPTUAL LANDSCAPE PLAN



ENTRY LANDSCAPE AT AIRPORT BLVD



SMALL BUSINESS PICNIC AREA

COACHELLA AIRPORT BUSINESS PARK

COACHELLA, CA

HAAGEN COMPANY, LLC

LP-3

0' 10' 20' 30'

SCALE: 1"=10'

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SUITE 102
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LIC# 2754, EXP 04/30/22
PH. (760) 777-9131
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DATE 6-09-20

RESOLUTION NO. PC2026-09

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COACHELLA RECOMMENDING TO THE CITY COUNCIL OF THE CITY OF COACHELLA THE APPROVAL OF CHANGE OF ZONE CZ 20-01, AND THE CONDITIONAL APPROVAL OF CONDITIONAL USE PERMIT 324, CONDITIONAL USE PERMIT 325, CONDITIONAL USE PERMIT 326, TENTATIVE TRACT MAP NO. 39721, ARCHITECTUAL REVIEW 20-04 AND DEVELOPMENT AGREEMENT DA 25-02 FOR THE PROPOSED AIRPORT BUSINESS PARK PROJECT CONSISTING OF 43± ACRES LOCATED AT THE NORTHWEST CORNER OF AIRPORT BOULEVARD AND STATE ROUTE 86, APN 763-330-013, 763-330-018, and 763-330-029; AND RECOMMENDING THE PREPARATION OF FINDINGS AND A STATEMENT OF OVERRIDING CONSIDERATION AND CERTIFICATION OF THE COACHELLA AIRPORT BUSINESS PARK DEVELOPMENT ENVIRONMENTAL IMPACT REPORT AND ADOPTION OF A MMRP (SCH NO. 2023040106). APPLICANT: EMPIRE AIRPORT LLC.

WHEREAS, in June of 2020, Empire Airport LLC, submitted applications for a Change of Zone, three Conditional Use Permits, a Tentative Parcel Map, and an Architectural Review and associated environmental documentation for the development of a master planned industrial and business park with convenience commercial uses, and subsequently, in 2025, submitted a Development Agreement application for 43± acres at the northwest corner of Airport Boulevard and State Route 86 ("the Project"); and,

WHEREAS, the Project site is designated Industrial District in the City of Coachella General Plan; and,

WHEREAS, the Project is consistent with and intended to implement the vision of the Coachella Municipal Code and the General Plan 2035 pertaining to land use patterns, building and site design, and public right-of-way improvements; and

WHEREAS, pursuant to section 21067 of the Public Resources Code, and Section 15367 of the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.), the City of Coachella is the lead agency for the proposed Project; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. the City circulated an Initial Study for public comment in April of 2023, and based on the comments and concerns raised by the public, the City determined that the Project could have a significant impact on the environment, and that an Environment Impact Report (EIR) should be prepared; and,

WHEREAS, the City prepared the Coachella Airport Business Park Development Environmental Impact Report (SCH No. 2023040106) which determined that all impacts except those associated with Vehicle Miles Traveled (VMT) could be mitigated to less than significant levels; and,

WHEREAS, the City circulated the EIR for public comment between July 21 and September 3, 2025, received 17 comment letters from various agencies, private parties and Native American Tribes; and,

WHEREAS, the City has prepared responses to the comments received on the EIR, as well as minor changes and corrections to the EIR document, and assembled them in the Final EIR provided to the Planning Commission; and,

WHEREAS, on April 29, 2026 the Planning Commission held a duly noticed public hearing to review the project and the related environmental documents, at which time during the hearing members of the public were given an opportunity to testify regarding the Project; and

WHEREAS, after said public hearing, the Planning Commission recommended that the City Council approve this Project; and,

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

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

SECTION 1. Recitals. The above recitals are true and correct and incorporated herein as findings of fact.

SECTION 2. Compliance with the California Environmental Quality Act. The Planning Commission has reviewed and considered the information contained in the Coachella Airport Business Park Development Environmental Impact Report (SCH No. 2023040106), the Final EIR and other documents contained in the administrative record for the Project. The Planning Commission finds adequacy in the CEQA documents and finds that the Draft and Final EIR and administrative record contain a complete and accurate reporting of the environmental impacts associated with the Project and reflects the independent judgment and analysis of the Planning Commission. The Planning Commission finds that the Draft and Final EIR, as shown in "Exhibit B" of this Resolution and made a part hereto, has been completed in compliance with CEQA, the State CEQA Guidelines, and the City of Coachella's Local CEQA Guidelines.

SECTION 4. Findings on Environmental Impacts. Having reviewed the EIR, the administrative record, and all written and oral evidence presented to the Planning Commission, the Planning Commission finds that the EIR contains a complete, objective,

and accurate reporting of the environmental impacts associated with the Project and reflects the independent judgment and analysis of the Planning Commission. The Planning Commission further finds that the significant impacts associated with VMT have been mitigated to the extent feasible, but remain significant and unavoidable, and directs City staff to prepare Findings and a Statement of Overriding Consideration for the City Council. The Planning Commission recommends that the City Council adopt a Mitigation Monitoring and Reporting program pursuant to State CEQA Guidelines Section 15097.

SECTION 6. Change of Zone 20-01. The Planning Commission hereby recommends that the City Council approve Change of Zone 20-01, to modify the Zoning Map from Heavy Industrial (MH) to Manufacturing Service (MS) for 40.8± acres and change 2.2± acres from MH to General Commercial (CG) for APNs 763-330-013, 763-330-018, and 763-330-029.

SECTION 7. Tentative Parcel Map 39721, CUP 324, CUP 325, CUP 326, AR 20-04 and DA 25-02. The Planning Commission hereby recommends that the City Council approve the Project applications, subject to the findings in the staff report, and the conditions of approval attached as Exhibit A.

SECTION 8. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at Coachella City Hall. City Clerk is the custodian of the record of proceedings.

SECTION 9. Execution of Resolution. The Planning Commission Chair shall sign this Resolution and the Planning Commission Secretary shall attest and certify to the passage and adoption thereof.

APPROVED AND ADOPTED by the members of the City of Coachella Planning Commission on this 6th day of May, 2026.

Eva Lara
Eva Lara (May 27, 2026 09:02:54 PDT)

Eva Lara
Planning Commission Chair

ATTEST:

Kendra Reif

Kendra Reif
Planning Commission Secretary

APPROVED AS TO FORM:

Daniel Trevino
Daniel Trevino (May 21, 2026 17:28:54 PDT)

City Attorney

80237.00833\44967574.1

I HEREBY CERTIFY that the foregoing Resolution was adopted by the Planning Commission at a regular meeting of the Planning Commission held on the 6th day of May, 2026, and was adopted by the following vote:

AYES: Chair Lara, Commissioner Ordorica, Commissioner Torres.

NOES: Commissioner Fonseca.

ABSENT: Commissioner Murillo.

ABSTAIN: None.

Kendra Reif

Kendra Reif
Planning Commission Secretary

EXHIBIT A
RESOLUTION PC 2026-09

CONDITIONS OF APPROVAL
Architectural Review No. 20-04
Tentative Parcel Map No. 37921
Conditional Use Permit No. 324, 325 and 326
APN# 763-330-013, -018, -029
Coachella Airport Business Park

GENERAL CONDITIONS

1. The applicant shall defend, indemnify and hold harmless the City of Coachella, its officials, officers, employees, and agents from and against any claim, action, or proceeding against the City, its officials, officers, employees or agents to attack, set aside, void or annul any project approval or condition of approval of the city concerning this project, including but not limited to any approval or condition of approval or mitigation measure imposed by the City Council or Planning Commission. The City shall promptly notify the applicant of any claim, action, or proceeding concerning the project and the City shall cooperate fully in the defense of the matter. The City reserves the right, at its own option, to choose its own attorney to represent the City, its officials, officers, employees and agents in the defense of the City Attorney, within five days of the effective date of this approval.

2. The working drawings shall include within the first four pages a list of all conditions of approval included in this resolution.

3. CFD. The applicant shall be subject to further requirements that it participate in the Community Facilities District for lots within Tentative Parcel Map 39721 that the City proposed to establish under the Mello-Roos Community Facilities Act of 1982, Section 13311 of the California Government Cod, as amended, for all undeveloped property within the boundaries of the City, including the subject property subject to this development approval (Tentative Parcel Map No. 39721), to finance police and fire services for such property. The applicant shall do everything necessary for inclusion of the property subject to this development approval within such District upon its establishment. This development approval is subject to such requirement as a condition, unless such District is established prior to the effectiveness of this development approval in which case, it shall be a condition precedent. The Community Facilities District shall be established before issuance of the first certificate of occupancy.

4. LLMD. The owner shall agree to the formation of a Landscape and Lighting Maintenance District(LLMD) for the maintenance of the lighting, landscaping and irrigation. The owner shall prepare the improvement plans, Engineer's Report, Estimated Costs, and submit to the City Engineer as required for the formation of the LLMD. The funds to be deposited shall be a minimum of $1,000. Costs over

$1,000 shall be billed by the City to the owner for payment prior to the recordation of the Final Map. The LLMD shall be formed before issuance of the first certificate of occupancy.

5. CC&R's. The owner shall agree to the formation of a Property Owners' Association for maintenance of all common areas including streets, retention basins, fencing, and on-site amenities.

6. CC&R's. The Property Owners' Association shall adopt Conditions, Covenants and Restrictions (CC&R's), and act as a liaison to the City for review of the placement, type, architectural style, materials, and landscaping of all buildings and lots. The proposed CC&Rs shall be submitted for City and Riverside County Fire review prior to recordation of final map and the City shall be a third-party beneficiary to the CC&Rs.

7. Prior to the recordation of the final map the applicant shall submit detailed landscaping irrigation plans and sign plans for review, including plans for all on-site landscaping and retention basins for approval by the City Engineer and Development Services Director.

8. All street names and addressing shall be consistent with City and USPS policies.

9. The applicant shall submit, and must obtain approval from the Community Development Director, a letter from a registered landscape architect confirming that landscaping and irrigation have been installed in accordance with the approved plans prior to issuance of a certificate of occupancy. Any damaged, dead or decayed landscape areas shall be replaced per approved landscape plans upon landscape inspection by the Community Development Director and prior to issuance of a certificate of occupancy.

10. Landscaping and irrigation shall be provided in accordance with Section 17.54.010(J) of the Municipal Code and in accordance with the State Model Water Efficient Landscape Ordinance (AB 1881). Water budget calculations, including the Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use (ETWU) shall be provided as part of the landscaping and irrigation plan.

11. All development on the site shall be consistent with the plans approved by the City Council for AR 20-04

12. The Mitigation Measures contained in the Coachella Airport Business Park Development Environmental Impact Report (Sch No. 2023040106), as amended in the Final EIR and included in the adopted Mitigation Monitoring and Reporting Program are incorporated in their entirety by this reference.

Building

13. All structures on the Project site shall comply with the California Building Code in effect at the time that building permits are submitted.

Engineering

PRIOR TO APPROVAL OF ENGINEERING PLANS or ISSUANCE OF ENGINEERING PERMITS:

FINAL MAP:

14. A focused Traffic Analysis has been prepared for the project by an appropriately licensed professional engineer and incorporated into the final CEQA documents. The TA includes but not limited to identification of trip generation, traffic distribution and impact on existing transportation facilities and at time of General Plan build-out, all relevant, ingress and egress movements, lines of sight, queuing analysis, and alignment studies (preliminary signing and striping plan). All Street improvement and site access plans shall conform the approved TA and Environmental documents. Applicant shall be required to obtain approval of all site access and circulation from the Fire Marshall, City engineer, Development Services and Caltrans.

15. A preliminary soils report shall be prepared for the project by an appropriately licensed professional engineer. At a minimum, the soils report shall provide specific analyses and recommendations for grading, pavement structural sections, and infiltration.

16. A comprehensive drainage report, prepared by California Registered Civil Engineer, shall be submitted for review and approval by the City Engineer prior to issuance of any permits. The report shall contain pre- and post-development hydrology maps showing on-site and off-site tributary drainage areas and shall be prepared in accordance with the requirements of the Riverside County Flood Control District. Adequate provisions shall be made to accept and conduct the existing tributary drainage flows around or through the site in a manner which will not adversely affect adjacent or downstream properties. If the design of the project includes a retention basin, it shall be sized to contain the runoff resulting from a 10-year storm event and the runoff from a 100-year storm event shall be contained within basin with shallow ponding (3.5' max.). The basin shall be designed to evacuate a 10-year storm event within 72 hours. The size of the retention basin(s) shall be determined by the hydrology report and be approved by the City Engineer. Retention basin shall be provided with a minimum of 2.00 feet sandy soil if determined to contain silt or clay materials. Maximum allowable percolation rate for design shall be 10 gal./s.f./day unless otherwise approved by the City Engineer. A percolation test for this site is required to be submitted. A combination drywell vertical drain field shall be constructed at all points where runoff enters the retention basin. Drywell & vertical drain field design shall be based on soils borings made at the proposed drywell locations after the retention basins have been rough graded. Minimum depth shall be 45-feet. A log that includes sieve analysis for each strata of the borings shall be

submitted to the City Engineer for confirmation of depth of the vertical drain fields. Underground retention under the proposed parking area will be considered as an alternative to surface retention subject to the approval of the City Engineer.

17. Prepare and record necessary drainage easements to implement the project in accordance with drainage law.

18. A storm water quality management plan shall be prepared for the project by California Registered Civil Engineer in compliance with NPDES and State Water Quality Control Board regulations. The project shall be designed to specify preferential use of Low Impact Development Best Management Practices that reduce pollutants and runoff volume.

19. Applicant shall submit for review and approval by the City Engineer all documents related to any existing and proposed on-site and off-site easements that may affect the development of the site. All easements shall be identified on the engineering plans.

20. Prior to approval of the Final Map, the applicant shall resolve potential CVWD issues related to existing tile drains or irrigation mains located within the tract boundary or along the streets adjacent to the tract. If necessary, tile drains and irrigation lines shall be relocated and easement documents prepared for the new location of any such lines. The easement shall be shown on the final map. Plans for the tile drain or irrigation relocation shall be submitted to CVWD for approval and a copy of the plans shall be submitted to the City for evaluation regarding possible conflict with City facilities. The applicant shall submit to the City approved copies of any such relocation plan.

21. Full Street Improvements plans, Engineer Estimates for Construction, Street Improvements Bonds and Monument Bonds shall be approved prior to Approval of the Final Maps

22. Prior to submittal of the final map to the City Council for approval, the applicant shall post securities (Bonds) to guarantee the installation of required improvements and a Subdivision Improvement Agreement shall be submitted to Engineering Division for City Engineer and City Attorney approval.

23. All Airport Blvd. improvements, including traffic signal installations shall be completed prior to final occupancy for the first structure at the Tract.

GENERAL:

24. Applicant shall comply with the valley wide NPDES permit requirements including but not limited to submittal of a WQMP for plan review accompanied by a $3,000 plan check deposit for approval including executed maintenance agreement. All

unused plan check fees will be refunded to the applicant upon approval of the Final WQMP.

25. The developer shall submit a Fugitive Dust Control and Erosion Control plan in accordance with Guidelines set forth by CMC and SCAQMD to maintain wind and drainage erosion and dust control for all areas disturbed by grading. Exact method(s) of such control shall be subject to review and approval by the City Engineer. No sediment is to leave the site. Additional securities, in bond form, in amount of $2,000.00 per acre of gross area, and a one-time cash deposit of $2,000.00 are required to insure compliance with this requirement. No work may be started on or off site unless the PM-10 plan has been approved, the original plans, and executed dust control agreement, are filed in the engineering department at the City of Coachella.

26. Site access improvements shall be in conformance with the requirements of Title 24 of the California Administrative Code. This shall include access ramps for off-site and on-site streets as required.

27. In the event the project obtains electrical service from IID, the applicant shall provide necessary utility easements for IID and underground overhead distribution lines within the project boundaries. Applicant shall submit to the City a letter from IID that satisfies this requirement.

28. The applicant shall pay all necessary plan check, permit and inspection fees. Fees will be determined when plans are submitted to the City Engineering Department for plan check.

29. Applicant shall obtain approval of site access and circulation from Fire Marshall.

30. Internal roads shall be complete prior to final occupancy of any adjacent structure.

ROUGH GRADING:

31. Prior to issuance of rough grading permits, applicant shall comply with any pertinent sections of the approved site CEQA report. These studies may include but are not limited to: cultural resource surveys, archeological surveys or monitoring, biological surveys, nesting bird surveys, etc. Compliance with all required environmental studies associated with ground disturbance shall be confirmed by the Development Services department prior to issuance of grading permits.

32. Prepare and submit rough grading and erosion control plans for the project.

33. The project's soils engineer shall certify to the adequacy of the grading plan.

34. All projects developing one (1) acre or more of total land area, or which are part of a larger phased development that will disturb one acre of land, are required to obtain

coverage under the State Water Resources Control Board's (SWRCB) General Permit for storm water discharges associated with construction activity. Proof of filing a Notice of Intent (NOI) with the SWRCB for coverage under this permit is required. The Waste Discharger's Identification Number (WDID), issued by the SWRCB, must be shown on the grading plans. The project's Storm Water Pollution Prevention Plan shall be submitted for the City's review and approval.

PRECISE GRADING:

35. A precise grading/improvement plan, prepared by a California Registered Civil Engineer, showing building footprints, pad elevations, finished grades, drainage routes, retaining walls, erosion control, slope easements, and all other pertinent information shall be submitted for review and approval by the City Engineer.

36. Rough grading shall be certified by the project soils engineer prior to issuance of a permit for precise grading or building construction.

37. Provide and record a reciprocal use and maintenance agreement to assure common ingress and egress and joint maintenance of all common access, parking areas and drives.

38. If applicant is planning to build a wall, separate permits shall be required for wall construction. The maximum height of any wall shall be limited to six (6) feet as measured from an average of the ground elevations on either side.

STREET IMPROVEMENTS:

39. Street improvement plans prepared by a California Registered Civil Engineer shall be submitted for review and approval by the City Engineer. All street improvements including street lights shall be designed and constructed in conformance with City Municipal Code, General Plan, and Standards and Specifications. Street flow line grade shall have a minimum slope of 0.35 %.

40. Applicant shall construct all off-site and on-site improvements including street pavement, curb, gutter, sidewalk, street trees, medians, traffic signals, perimeter walls, perimeter landscaping and irrigation, storm drain, street lights, and any other incidental works necessary to complete the improvements. Driveways shall conform to City of Coachella standards for commercial driveways with a minimum width of 24.00 feet and curbed radius entrances.

41. Applicant shall construct street improvements along the State Route 86 South Bound off Ramp to the satisfaction of Caltrans and the City Engineer. Improvements along the State Highway frontage shall be submitted to the City for review and approval as well as Caltrans District 8 for Review and Approval and shall include at a minimum:

a. An emergency access/exit driveway may be installed onto the South Bound Off Ramp. This emergency access point may be gated with a Fire marshal approved Knox box. Access would be limited to emergency vehicles only and would have a hard passable surface suitable to support emergency vehicles and is incorporated into the landscape elements. This condition may apply at phase II of the project dependent on Fire Marshal and Caltrans review and approval.

b. Landscaping along the State Highway frontage shall be installed per Caltrans and Planning requirements and all frontage landscaping shall be complete and installed prior to the completion of phase 1 improvements.

c. Intersection improvements at the State Route 86 south bound on and off ramps shall be completed in conformance with the Traffic Impact Analysis subject to approval from Caltrans. Initial traffic signal modifications and synchronization shall be required prior to occupancy of the first structure as detailed below. Additional staged improvements may be conditioned to later phases of the project subject to comments and conditions imposed by Caltrans at a later date.

42. Applicant shall construct and dedicate streets and street improvements to conform to the General Plan. All street improvements on Airport Blvd. shall be completed prior to issuance of Certificate for occupancy for any on site structures. Airport Boulevard- Public Roadway as shown on the CUP and per these comments shall include the following:

    a. Dedication of land along southbound lane within project limits is required. This street is classified as Major Arterial with Bicycle lanes with 118 feet of right-of-way as per City of Coachella General Plan

    b. Street measured at Center line to northerly curb shall have a width of 49-foot.

    c. Applicant shall widen street along Airport Blvd. frontage to the Satisfaction of the City Engineer prior to the issuance of the first COO. It is noted that ultimate widening dimensions and layouts shall be dependent on review and approval of both the County of Riverside who owns and maintains the southerly half of the street, and Caltrans who owns and maintains the signalized intersection at Desert Cactus and Airport Blvd.

    d. Applicant shall install a primary driveway to the business park with a signalized intersection at the southwest corner of the property and shall place the primary driveway access as far west as practical to achieve spacing from the existing signalized intersection at Desert Cactus and Airport Blvd.

e. Applicant shall install a second driveway access point on the Airport Blvd. frontage that is limited to right hand turn movements. A raised concrete island shall be placed to force the right hand turn movements. Note that this secondary driveway must be approved by Caltrans due to its proximity to the Caltrans jurisdictional traffic signal.

f. Applicant shall install all sidewalk and curb and gutter transitions to uniformly connect to existing adjacent improvements and coordinate installation and/or relocation of fire hydrants, water meters, storm drain, wells, street lights and all other appurtenances as required to the satisfaction of the City Engineer.

g. Applicant shall install a landscape median along the frontage of Airport Blvd. Proposed median must be approved by the County of Riverside and Caltrans with design considerations for access to the southerly properties.

h. Applicant shall construct all appurtenant roadway components within project limits such as, but not limited to: curb and gutter, sidewalk, ADA ramps, Street Lights, Landscape, Traffic control striping, legends, Traffic control signs and street name signs to the satisfaction of the City Engineer.

i. Applicant shall also provide a 1.5 inch Mill and overlay of all existing pavement along the project frontage from curb face to curb face before the final acceptance of street frontage improvements by the City.

j. Applicant shall construct three-way signalized intersection at the proposed property entrance as well as full ADA improvements at four corners of the intersection to the satisfaction of the City Engineer. Per Caltrans requirements, the Signal at Desert Cactus and Airport Blvd. must be synchronized with the traffic signal at the property entrance.

k. Applicant shall construct signal modification and ADA ramp improvement at the northwest corner of Desert Cactus and Airport Boulevard. Applicant shall include signal synchronization with the property entrance traffic signal and any other modifications necessary to accomplish pedestrian, bicycle, and vehicle movements as well as full Airport Blvd. improvements as listed herein. Note that this northwest intersection quadrant is the off ramp for State Route 86 and under the jurisdictional control of Caltrans.

l. Applicant shall provide street widening on Airport Blvd east of Desert Cactus Drive to allow for proper alignment of the east and west bound lanes, at the widened intersection. All turn lanes and thru lanes shall meet Caltrans minimum standards for lane offsets and lane tapers at an

intersection per Caltrans standard highway design guidelines. This street widening shall also include relocation of the existing traffic signal at the northeast corner of Desert Cactus and Airport Boulevard. These improvements shall NOT include any modifications to the existing bridge structure or bridge components at the Airport Blvd/State Route 86 interchange. Note that this northeast intersection quadrant is the On Ramp for State Route 86 and under the jurisdictional control of Caltrans

m. Applicant shall underground all existing dry utilities at westbound lane within project limits such as, but not limited to: power poles, telecommunication poles and all other existing dry utilities to the satisfaction of the City Engineer.

43. Per the approved Traffic Impact Analysis that is part of the projects Final CEQA, additional offsite impacts are associated with the project. All offsite improvements shall require the payment of cash in lieu contributions in accordance with the projects fair share contributions shown in Tables 8-2, 8-3, 8-4 and 8-5 of the TIA. Applicant shall pay the highest listed value for any given intersection as listed in the referenced tables. Prior to the issuance of the fist building permit, Applicant shall deposit its fair-share payment for the two offsite improvements specified below, based on an agreed estimate of the cost of full reconstruction as identified in the TIA including design, project management and construction at standard prevailing wage rates.

a. Prior to the issuance of the first building permit for Phase I, Applicant shall make a cash in lieu fair share cash payment for the following intersections or street segments:

Location:	Project Fair Share %
Intersection: Avenue 54 and Grapefruit Blvd. (Signalize Intersection)	N/A – DIF/TUMF funded intersection
Intersection: Tyler Street and Grapefruit Blvd. (Signalize Intersection)	N/A – DIF/TUMF funded intersection
Intersection: Palm Street and Grapefruit (Signal Relocation/enhancement)	7.2%
Street: Grapefruit Blvd, Palm Street to Avenue 54	7.2%

(Widen pavement to 6 lane major arterial)	
Street: Grapefruit Blvd, Avenue 54 to Tyler Street (Widen pavement to 6 lane major arterial)	N/A – DIF/TUMF funded street segment
Intersection: Airport Blvd and Fillmore Street (Signalize Intersection)	N/A – DIF funded intersection
Street: SR 86 Southbound On and Off Ramps (Add southbound exit lane)	N/A – DIF/TUMF funded intersection

SEWER and WATER IMPROVEMENTS:

44. Sewer & Water Improvement Plans prepared by a California Registered Civil Engineer shall be submitted for engineering plan check and City Engineer approval.

45. Applicant shall construct all off-site and on-site water improvements and any other incidental works necessary to complete the improvements. Size and location of sewer and water improvements shall be approved by the City Engineer.

PRIOR TO ISSUANCE OF BUILDING PERMITS:

46. A final soils report, compaction report and rough grading certificate shall be submitted and approved prior to issuance of any building permits.

47. Provide a set of proposed Covenants, Conditions and Restrictions (CC&R) for review and approval. The proposed CC&Rs shall contain the Association's/Owner's maintenance obligations with respect to various facilities including, but not limited to, right-of-way and private landscaping, private streets, sidewalks, utilities, street lights, and Water Quality Management Plan (WQMP) features. This document must be submitted to and approved by the City before it is submitted to any other governmental entity.

48. Prior to issuance of building permits, all required public improvements, including landscaping and lighting of the retention basins, and landscaped areas along the exterior streets, shall be completed or secured with appropriate sureties to the satisfaction of the City Engineer. An engineering final inspection is required. "As-built" plans shall be submitted to and approved by the City Engineer. Prior to acceptance of the improvements by the City, such plans, once approved, shall be given to the city on compact disk in AutoCad format. All off-site and on-site

improvements shall be completed to the satisfaction of the City Engineer prior to acceptance of improvements for maintenance by the City.

49. The applicant's Civil Engineer shall field verify and certify that all BMPs are designed, constructed, and functional in accordance with the approved WQMP.

PRIOR TO RELEASE OF OCCUPANCY PERMITS/ACCEPTANCE OF PUBLIC IMPROVEMENTS:

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

Fire

51. **Fire Protection Water Supplies/Fire Flow** - Minimum fire flow for the construction of all buildings is required per CFC Appendix B. Prior to building permit issuance for new construction, the applicant shall provide documentation to show there exists a water system capable of delivering the required fire flow. Specific design features may increase or decrease the required fire flow. Will Serve Letters from the responsible water purveyor are required prior to a map recordation.

52. **Fire Protection Water Supplies/Hydrants** - The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with CFC Appendix C and NFPA 24. Fire hydrants shall be located no more than 400 feet from all portions of the exterior of the building along an approved route on a fire apparatus access road, unless otherwise approved by the fire department. In areas where new water mains are extended along streets and hydrants are not needed for protection of structures, standard fire hydrants shall be provided at spacing not to exceed 1,000 feet along streets for transportation hazards. Fire hydrants shall be at least 40 feet from the building it is serving. A fire hydrant shall be located within 20 to 100 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are 4" x 2 ½" x 2 ½" (super hydrant). Reference CFC as amended and NFPA 24.

53. **Fire Department Access** - Fire apparatus access roads shall be provided within 150 feet of all exterior portions of buildings, unless otherwise approved by the fire department. Fire apparatus access roads shall have an unobstructed width of no less than 24 feet. Dead-end fire apparatus access roads exceeding 150 feet in length shall provide an approved turn around. The minimum required turning radius of a fire

apparatus access road is 38 feet outside radius and 14 feet inside radius. The construction of the fire apparatus access roads shall be all weather and capable of sustaining 75,000 lbs. Unless otherwise approved, the grade of a fire apparatus access road shall not exceed 16 percent and the cross slope shall not exceed 2.5 percent. The angles of approach and departure for fire apparatus access roads shall be a maximum of 6 percent grade change for 25 feet of approach/departure. Reference CFC as amended, Coachella City Ordinance, and Riverside County Fire Department Policies and Standards.

54. **Fire Lane marking:** Identification and marking of fire lanes, including curb details and signage, shall comply with all Riverside County Fire Department Standards.

55. **Fire Department Access Turn Around** – On-parcel dead-end fire apparatus access roads exceeding 150 feet in length shall provide a bulb turnaround at the terminus measuring a minimum of 38 feet outside radius and 14 feet inside radius. Parallel parking around the perimeter of the bulb is acceptable provided the bulb outside turning radius is increased by 8 feet. In-lieu of a bulb, a hammer-head type turnaround is acceptable where the top of the "T" dimension is 120 feet with the stem in the center. Additional turnaround designs may be acceptable as approved by the Fire Department. Reference CFC as amended and Riverside County Fire Department Policies and Standards.

56. **Secondary Access** – Unless otherwise approved by the Fire Department, dead end fire apparatus access roads shall not exceed 1,320 feet. Secondary egress/access fire apparatus access roads shall provide independent egress/access from/to the area or as otherwise approved by the Fire Department. Secondary egress/access fire apparatus access roads shall be as remote as possible from the primary fire apparatus access road to reduce the possibility that both routes will be obstructed by a single emergency. Additional fire apparatus access roads based on the potential for impairment by vehicle congestion, condition of terrain, climatic conditions, anticipated magnitude of a potential incident, or other factors that could limit access may be required by the Fire Department. Reference CFC as amended and Riverside County Fire Department Policies and Standards.

57. **Fire Department Building Construction Plan Review** - Submittal of construction plans to the Fire Department will be required. Final fire and life safety conditions will be addressed when the Fire Department reviews the plans. These conditions will be based on the California Fire Code, California Building Code (CBC), and related codes/standards adopted at the time of construction plan submittal. Reference CFC as amended.

58. **Fire Sprinkler System** - All new commercial buildings and structures 3,600 square feet or larger will be required to install a fire sprinkler system. Reference CFC as amended.

59. **Fire Alarm and Detection System** - A water flow monitoring system and/or fire alarm system may be required as determined at time of building construction plan review. Reference CFC as amended.

60. **Cannabis Facilities** - Deferred submittals shall be required for Carbon Dioxide Gas

Enrichments Systems and Plant Processing/Extraction Systems. Reference CFC as amended and Riverside County Fire Department Policies and Standards.

61. **Traffic Calming Devices** - Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Fire Code Official. Reference CFC as amended.

62. **Gate Access** - All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. These gates shall be provided with access to gate equipment or another method to open the gate if there is a power failure. (Manual gates shall not be locked unless a Knox padlock or Knox Box containing the key to the lock is installed in an approved location on the approach side of the gate). A pedestrian gate, if used to provide access, shall be a minimum 3 feet wide and provided with a Knox Box/Padlock if locked. Reference CFC as amended.

63. **Fire Department Access Doors** – If high piled storage will be utilized in the building, Fire Department Access Doors may be required every 150 feet along all portions of the interior of the building that are along the fire apparatus access road. Reference CFC as amended.

64. **Water Plans** - If fire hydrants are required to be installed, applicant/developer shall furnish the water system fire hydrant plans to the Fire Department for review and approval prior to building permit issuance. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow. Once plans are signed and approved by the local water authority, the originals shall be presented to the Fire Department for review and approval. Reference CFC as amended.

65. **Emergency Responder Communication Coverage Systems** - Projects that do not meet the exceptions set forth by the Coachella Office of the Fire Marshal shall provide plans for an emergency responder radio coverage system. Reference CFC as amended and Riverside County Fire Department Policies and Standards.

66. **Fire Planning Review:** This planning case will also be reviewed by the Riverside County Fire Department's Fire Planning Division for the cumulative impact on the Fire Department's ability to provide an acceptable level of service. Additional requirements may be conditioned by Fire Planning to mitigate these impacts. Questions for Fire Planning can be addressed to RVCPlanningSubmittals@fire.ca.gov.

PRIOR TO FINAL

67. **Emergency Responder Radio Communication Compliance** - Fire Inspection of and function testing of the site-specific impacts to the regional Emergency Responder Radio Communication System without repeater installations, is required at a time in the development that all walls, floors, roofs, and un-stocked fixtures are installed. The results of the testing shall determine if there are critical impacts to the regional radio system and the need for any mitigations within a specified timeline of the development completion.

PLANNING COMMISON CONDITIONS OF APPROVAL:

68. Further discussion about labor unions and community outreach is at the City Council's discretion

EXHIBIT B
RESOLUTION PC 2026-09

Draft and Final EIR

The Draft and Final EIR can be accessed at:

https://www.coachella.org/departments/development-services/environmental-reviews

Resolution No. PC2026-

Final Audit Report 2026-05-27

Created:	2026-05-21
By:	Anahi Fernandez (afernandez@coachella.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAArqclc_ogznh25ye3hGyLLuVle10o-ztB

"Resolution No. PC2026-" History

Document created by Anahi Fernandez (afernandez@coachella.org)
2026-05-21 - 11:10:24 PM GMT

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2026-05-21 - 11:11:33 PM GMT

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2026-05-21 - 11:13:34 PM GMT

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2026-05-21 - 11:13:51 PM GMT

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Document e-signed by Daniel Trevino (daniel.trevino@bbklaw.com)
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Document emailed to eva.lara@coachella.org for signature
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Agreement completed.

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Attachment 11
Link to Draft and Final EIR Documents

Draft and Final EIR (available at:

https://www.coachella.org/departments/development-services/environmental-reviews)

Responses to Comment Letter from CARE CA Dated April 1, 2026

Californians Allied for a Responsible Economy (CARE CA) via Adams Broadwell Joseph & Cardozo

April 1, 2026

1. This comment provides a general introduction, reference to a prior comment letter submitted by CARE CA, and a general summary of alleged deficiencies of the FEIR and Findings, and the author requests that the DEIR be revised and recirculated. This comment is overbroad and provides no substantial evidence to support the commenter's assertions. Responses to individual environmental issues are provided below.

2. The commenter provides a Statement of Interest regarding its non-profit organization and members. This comment does not identify a specific concern with the adequacy of the DEIR or raise an issue or comment specifically related to the DEIR's environmental analysis. Therefore, no further response is warranted.

3. The commenter alleges that the DEIR violates CEQA's prohibition against piecemealing regarding analysis of a waterline extension, citing *San Joaquin Raptor/Wildlife Rescue Ctr. v County of Stanislaus* (1994) 27 CA4th 713.

The City disagrees with this assertion. As stated in the FEIR, the water line extension is a separate project that would occur with or without the proposed Project (*see* Section 4.19, Utilities and Service Systems, of the DEIR (pages 4.19-13 and 4.19-14)). (*see* FEIR Comment Response 16-10). The water line extension was separately evaluated by a different project proponent, the Coachella Valley Water District (CVWD), and it was concluded that the water line project would not result in any environmental effects that would cause substantial adverse effects directly or indirectly (*see IS/MND, Subsequent Initial Study, and Mitigated Negative Declaration (IS/MND), Phase III A-2 Transmission Main, East Coachella Valley Water Supply Project, Valley View Mobile Home Park Water Consolidation Project* (State Clearinghouse No. 2019079095) (April 2022), as referenced in the DEIR). Under CEQA, environmental review of a project must encompass the whole of an action affecting the environment. (CEQA Guidelines section 15378(a)). In *Laurel Heights Improvement Assn. v. Regents* (1988) 47 Cal.3d 376, 396 (*Laurel Heights I*) the California Supreme Court clarified that an EIR must include an analysis of the environmental effects of future expansion or other action that: (1) is a reasonably foreseeable consequence of the initial project and (2) will likely change the scope or nature of the initial project or its environmental effects. Courts have interpreted *Laurel Heights I* to conclude that "two projects may properly undergo separate environmental review … when the projects have different proponents, serve different purposes, or can be implemented independently." (*Banning Ranch Conservancy v.*

City of Newport Beach (2012) 211 Cal.App.4th 1209, 1223 (*Banning Ranch*)). Here, the fact that the projects have different proponents and lead agencies is sufficient to defeat the commenter's piecemealing allegation. (*see Banning Ranch at 1223:* "two projects may properly undergo separate environmental review (i.e., no piecemealing) when the projects have different proponents, serve different purposes, or can be implemented independently. (*Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 99, 108 Cal.Rptr.3d 478 (CBE) [refinery upgrade and construction of pipeline exporting excess hydrogen from upgraded refinery were "independently justified separate projects with different project proponents"]; *Planning & Conservation League v. Castaic Lake Water Agency* (2009) 180 Cal.App.4th 210, 237, 103 Cal.Rptr.3d 124 (Castaic Lake) [water transfer had "significant independent or local utility" from broader water supply agreement, and would be implemented with or without it]; *Sierra Club v. West Side Irrigation Dist.* (2005) 128 Cal.App.4th 690, 699, 27 Cal.Rptr.3d 223 (West Side Irrigation) [two water-rights assignments to city were "approved by different independent agencies."]".

Finally, the commenter's reference to *San Joaquin Raptor* is inapt. The commenter asserts that the project violates CEQA's prohibition against piecemealing because, in *San Joaquin Raptor*, "an EIR for a housing project was rejected because it did not include construction of sewer lines and expansion of a wastewater treatment plant necessary for the operation of the project." However, in *San Joaquin Raptor,* the sewer expansion was a consequence and a "required element of the development project" that would not have been undertaken but for the project: "One of the conditions of approval of the project is that "a use permit be obtained for the expansion of the Grayson Sewage Treatment Facility."" (*San Joaquin Raptor* at 731). The Court held that the FEIR was deficient because the sewer expansion was "recognized as necessary to the project" yet "the FEIR contains no analysis of the *combined environmental effects* of the proposed development plus the sewer expansion either as two severable projects or as one project." (*Id.* at 733). Here, unlike in *San Joaquin Raptor,* both the DEIR and the FEIR recognize that the waterline extension is an independent project, which would not result in any environmental effects that would cause substantial adverse effects directly or indirectly. Additionally, the waterline extension is not a consequence of the project, as in *San Joaquin Raptor.* In *Banning Ranch*, the court upheld an EIR for a park and access road project against a claim that a proposed residential development that would also use the access road should have been treated as part of the park project. The court concluded that, even though the residential project was foreseeable and the access road would benefit it, the residential project could not be viewed as a "consequence" of the access road. (*Banning Ranch* at 1222).

4. The commenter asserts that the DEIR is deficient because backup generator emissions are not included in the DEIR. The commenter asserts that generator use

associated with cold storage must be addressed as reasonably foreseeable consequences of the project because cold storage uses are not prohibited, that emergency generator use is not exempted under CEQA Guidelines section 15269 because generators must be periodically tested, and that emergency generator use is not covered by mitigation measure GHG-1.

CEQA does not require the analysis of hypothetical or speculative uses not proposed in the project description. (CEQA Guidelines section 15145). As stated in the FEIR, the project description does not include a description, details, or proposed objectives that include any references to a "cold storage" use. (Response 16-12). Any potential conversion to cold storage use is speculative because such use would require extensive infrastructure upgrades including new electrical connections and specialized refrigeration units, which are not part of the current project design. Contrary to the commenter's assertion, the use of backup generators is not reasonably foreseeable simply because it is not prohibited or because it can be *typically* associated with the type of project at issue. For example, in *Save Round Valley Alliance v County of Inyo* (2007) 157 Cal.App.4th 1437, 1450 (SRVA), the Court upheld an EIR's project description for a residential subdivision against claims the project description should have included units that might be built under a county ordinance allowing a second unit on each lot because future construction of second units was speculative: "Whether a conditional use permit to build a second unit will ever be sought depends initially upon the desires of future lot owners, who are unknown. Although a conditional use permit can be sought for a second unit, there is no factual basis for believing that a future lot owner is likely to do so. Any conclusions about their intentions to build second units would therefore be pure speculation. There is simply nothing in the record (other than SRVA's speculative comment) to remotely suggest that any future lot owner would ever desire to build a second unit." Furthermore, the Court stated: "even if the building of some second units might be foreseeable, it is impossible to predict how many units will be built, the size of such units, on which lots they might be built . . ." (*Id*.). Here, as in *SRVA*, although cold storage use is not prohibited, such use would be dependent upon the desires of future owners or tenants, and it is impossible predict how much, if any, of the warehouse space would ever be utilized for potential cold storage use. Finally, as stated in the FEIR, if more intense uses than described in the project description were to be proposed in the future, the City would be required to evaluate the proposed changes under CEQA Guidelines §15162 and consider preparation of a Supplemental or Subsequent EIR or Addendum to the Certified EIR, to the extent appropriate. (Response 16-12).

5. The commenter asserts that the FEIR fails to analyze impacts from potential cold storage uses. See comment response 4.

6. The commenter asserts that any disturbance of *Coccidioides* fungal spores during construction is likely to result in potentially significant health risks from Valley Fever exposure and that additional dust suppression measures should be taken. See FEIR comment response 16-14. The commenter states that Valley Fever (coccidioidomycosis) is present in the "Project area" because the FEIR cites the extremely low incident rate of Valley Fever in the Coachella Valley. However, the commenter provides no substantial evidence that Valley Fever is present at the actual project site. In an attachment to the comment letter, Dr. Clark cites a statement from San Bernardino County Public Health as evidence that outbreaks of Valley Fever do occasionally occur in the [Riverside] County. (*see* Exhibit A, fn. 7). As stated in the FEIR, the project will comply with SCAQMD requirements, including Rules 403 and 403.1, which require the implementation of stringent dust and particulate matter emission control measures during active operations capable of generating fugitive dust and which are recognized as standard control measures by the California Department of Industrial Relations as effective in substantially reducing the risk of Valley Fever. Additionally, the project would comply with California Code of Regulations, Title 8, which includes additional regulations to further reduce worker exposure, including Section 3203 (Injury and Illness Prevention), Section 5141 (Control of Harmful Exposures), and Section 5144 (Respiratory Protection). Compliance with these standard regulatory requirements further ensures that the project will not cause or increase potential health effects relating the to the exposure of people to Valley Fever. As such, the project is not expected to change the physical environment in a way that will cause adverse effects on people by increasing Valley Fever incident rates in Riverside County. Therefore, no Valley Fever specific mitigation measures need to be incorporated into the project's mitigation plan.

7. The commenter asserts that the DEIR cannot screen out the project's small warehouse use from VMT analysis on the basis that the project is a mixed-use project and that the City's use of the County's VMT guidelines threshold is unsupported. See FEIR comment responses 16-15 and 16-16. The City disagrees that CEQA limits the term "mixed use" to certain uses, and the commenter provides no substantial evidence to support this assertion. The commenter claims that the label "mixed use" is "generally applicable to . . . mixes of residential with retail and other service" and therefore any interpretation of "mixed use" as including multiple non-residential land uses is an "erroneous interpretation." (Marshall Letter, Exhibit B, p. 3). However, CEQA interprets the term "mixed use" to include multiple non-residential uses. For example, the CEQA Guidelines related to infill projects describe performance standards for "Mixed-Use Projects" as follows: "Where a project includes some combination of residential, commercial and retail, office building, transit station, and/or schools, the performance standards in this Section that apply to the predominant use shall govern the entire project." (CEQA Guidelines Appendix M, Section IV

(G)). CEQA defines "infill project, in part, as "the whole of an action consisting of residential, commercial, retail, transit station, school, or public office building uses, or any combination of such uses that meet the eligibility requirements set forth in subdivision (b)." (CEQA Guidelines section 15183.3 (f)(1) (emphasis added)). Additionally, CEQA uses the term "mixed use residential" to describe mixed-use projects that include residential uses. (PRC section 21159.28). Therefore, under CEQA, the use of the phrase "mixed use" does not imply or require that the project include residential uses.

The City also disagrees that use of the County VMT guidelines is unsupported. The County of Riverside Transportation Analysis Guidelines were developed in accordance with SB 743. The City has elected to utilize these guidelines, which is within the City's discretion to decide and helps ensure consistency in VMT analysis with other portions of the Coachella Valley. This approach is consistent with other local jurisdictions. Furthermore, the County's thresholds allow for a tailored evaluation that constitutes a "good faith effort at full disclosure" of the project's traffic impacts in accordance with CEQA Guidelines section 15151. The City disagrees with the commenter's assertion that the FEIR's approach would allow nearly any industrial park project to screen out of a VMT analysis. As stated in the FEIR, the large warehouse component did not screen out of VMT analysis, and the modeling included the entire project to ensure all project land uses were analyzed. (*see* FEIR comment response 16-16).

8. The commenter asserts that the MM-GHG-1 vanpool measure must be revised to be compliant with the CAPCOA Handbook and claims that the FEIR failed to respond to this comment previously. See FEIR comment responses 16-17 and 16-18. As stated in the DEIR, the project would be required to adhere to Measure T-11 of the 2021 CAPCOA Handbook. (DEIR p. 5.0-1). Regarding the commenter's assertion that an up to 20.4% reduction is possible when the vanpooling measure is compliant with the Handbook, this potential reduction depends on a variety of project-specific inputs, including employee participation, one-way vehicle commute length, vanpool occupancy, vehicle emissions factor, and vanpool emissions factor. (CAPCOA Handbook p. 105). The commenter provides no substantial evidence to support the contention that all of these inputs are applicable or feasible here, or that the applicable inputs for the Project could feasibly reduce GHG emissions by 20.4%. To avoid overstating the amount of GHG emissions reductions that can feasibly achieved for the Project through implementation of Mitigation Measure GHG-1, the EIR limited the reduction to only those components or inputs that the City can find will be feasibly and successfully implemented. As stated in FEIR comment response 16-17, it was determined that the Transportation Demand Management Program included in Mitigation Measure GHG-1 would reduce GHG emissions by 1.6%, which is less than half of what CAPCOA calculated for implementation of this measure, thus ensuring a conservative

estimate of GHG emissions reduction. In addition, the City's CAP found that a Citywide Transportation Demand Management Program would reduce emissions by 5% and provided substantial evidence to support that conclusion (DEIR page 4.8-13). Therefore, the use of a 1.6% reduction in emissions from implementation of the TDM provides for a conservative analysis supported by substantial evidence, and no changes to the DEIR are warranted.

The commenter also asserts that the FEIR fails to include an analysis of battery energy storage systems that would be necessary to satisfy the mitigation measure GHG-1 requirement that a minimum of 50% of power onsite come from renewable sources. The FEIR states that new Title 24 regulations will require solar PV systems to include battery storages systems that can also be used for backup power, and mitigation measure GHG-1 requires the project to be designed to generate a minimum of 50% of the power onsite from renewable sources, which is likely to be at least partially met through the use of battery storage systems. (Comment response 16-2 from Vista Environmental dated January 6, 2026). As stated in the DEIR, City of Coachella 2035 General Plan Update Policy 2.6 requires new construction to not only meet, but to exceed Title 24 energy efficiency standards and incorporate solar photovoltaics. (DEIR p. 4.6-5). Title 24 specifies the prescriptive requirements for photovoltaic and battery storage systems, including sizing and safety requirements. For example, 24 CCR 140.10(b) states: "All buildings that are required by Section 140.10(a) to have a PV system shall also have a battery storage system meeting the minimum qualification requirements of Reference Joint Appendix JA12." Reference Joint Appendix JA12 Safety Requirements state, in part: "The battery storage system shall be tested in accordance with the applicable requirements given in UL1973 and UL9540." (JA12.2.1). UL 1973 and UL 9540 are complementary safety standards used in the testing and certification of battery energy storage systems. UL 1973 is a component-level standard that evaluates the safety and performance of the battery itself, including cells, modules, and packs, with testing focused on electrical integrity, mechanical durability, environmental conditions, and risks such as thermal runaway. UL 9540 is a system-level standard that applies to the complete energy storage system, including the battery, battery management system, inverters, and other integrated components, and assesses how these parts function together safely under real-world operating conditions. In other words, UL 1973 ensures that the battery is inherently safe for use, while UL 9540 ensures that the fully assembled system operates safely as a whole. The DEIR thoroughly addresses potential environmental impacts associated with hazards and hazardous materials, public services, and fire in sections 4.9, 4.15, and 4.20, respectively. In section 4.15, the DEIR notes that the regulatory framework includes more than 300 National Fire Protection Association (NFPA) codes and standards intended to minimize the possibility and effects of fire and other risks (including NFPA 855, the standard for installing stationary energy storage systems (ESS), which provides

comprehensive guidelines for fire and explosion risk mitigation, covering design, installation, and decommissioning for various battery technologies). (DEIR p. 4-15-7). The regulatory framework also includes the State Multi-Hazard Mitigation Plan, the California Building Code, the California Fire Code, and local regulations including the City of Coachella Fire and Emergency Medical Services Master Plan and Municipal Code. (*Id*.). Given that the project's installation of any solar or battery energy storage system equipment is non-discretionary and must be compliant with Title 24 requirements and other existing federal, state, and local regulatory requirements, the DEIR adequately addresses potential environmental impacts associated with required solar and battery energy storage system installation.

9. The commenter repeats assertions that alleged error in the DEIR's air quality analysis does not constitute substantial evidence, and therefore the FEIR is not supported by substantial evidence. This comment was fully addressed in the FEIR. See FEIR comment responses 16-17 and 16-18.

10. The commenter asserts that the DEIR underestimates emissions from warehouse truck trips and that the default CalEEMod values are not reflective of local conditions. This comment was fully addressed in the FEIR. See FEIR comment response 5-9.

11. The commenter asserts that the fuel center must be relocated away from an existing mobile home community. This comment was fully addressed in the FEIR. See FEIR comment response 16-20.

12. The commenter asserts that the FEIR's cumulative impact analysis does not comply with CEQA and that the FEIR's interpretation of the Court's decision in *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 693 (*Kings County*) is inaccurate. The City disagrees with the commenter's assertions. See FEIR comment response 16-23. In *Kings County*, the DEIR discussed cumulative impacts in accordance with the list approach specified in CEQA Guidelines section 15120(b)(1)(A) and determined that "A cumulative impact analysis of mid-San Joaquin Valley energy projects shows that GWF projects would contribute less than one percent of area emissions for all criteria pollutants." (*Id*. at 718-719). The Final EIR in *Kings County* concluded, based on this ratio, that "incremental effects of the project studied by the EIR are not significant, even though the cumulative ozone impacts of Valley-wide energy development might be considered substantial." (*Id*. at 719). The Court held that assessing the significance of cumulative impacts by focusing upon the ratio between the project's impacts and the overall problem is contrary to the intent of CEQA. (*Id*. at 720). Here, the DEIR states that the project, in accordance with the plan approach, would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard because the project would adhere to and be consistent with "all applicable

General Plan policies, as well as implementation of Mitigation Measure GHG-1." (DEIR p. 4.3-22). Unlike *Kings County*, the DEIR does not state that cumulative impacts would be less than significant because the project's relative impact is some small percentage of the overall problem. *League to Save Lake Tahoe Mountain etc. v. County of Placer* (2022) 75 Cal.App.5th 63 (*League to Save Lake Tahoe Mountain*) is illustrative. In *League to Save Lake Tahoe Mountain*, the court criticized the EIR's statement that the project's conversion would be a small percentage of remaining commercial forest land but held that the cumulative impact discussion was sufficient in accordance with the plan approach:

> *The Committee contends the EIR improperly analyzed the project's cumulative impact by relying on the project's relative impact instead of its contribution to the cumulative impact by it and other projects. We agree that the EIR's statement that the project's conversion would be "small and less than one percent relative to the 400,000 acres" of remaining commercial forest land does not meet CEQA's procedural requirement for analyzing cumulative impacts. Focusing on an individual project's relative effect does not indicate whether the project's contribution to the cumulative impact will be cumulatively considerable in light of its and other projects' contributions to the impact. It simply describes the project's individual impact on existing forest resources. (See Kings County Farm Bureau v. City of Hanford . . .) However, the EIR also determined the cumulative impact was not significant because it was within the projection of converted forest land which the County had previously determined would not constitute a significant cumulative impact. This was an appropriate analysis of cumulative impacts. As mentioned above, the Guidelines authorize a lead agency to utilize a summary of projections contained in a general plan or related planning document that evaluates conditions contributing to the cumulative impact. (Guidelines, § 15130, subd. (b)(1)(B).)" (Id. at 151-152).*

13. The commenter asserts that the cumulative effects analysis for diesel particulate matter (DPM) emissions must include mobile emissions from existing projects within 5 kilometers of the project to account for mobile sources along roadways near the project site. The City disagrees. The CEQA Guidelines specify that the discussion of cumulative impacts should be guided by the standards of practicality and reasonableness and the discussion need not provide as great detail as is provided for the effects attributable to the project alone. (CEQA Guidelines section 15130(b)). The DEIR's TAC emissions dispersion modeling relies on recommended methodology described in *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel idling Emissions for CEQA Air Quality Analysis* (SCAQMD HRA Guidance), prepared by SCAQMD, 2003, *Air Toxics Hot Spots Program Risk Assessment Guidelines* (OEHHA Guidelines), prepared by Office of Environmental Health Hazard, February 2015, and *Risk Assessment Procedures for Rules 1401, 1401.1 and 212* (SCAQMD Risk Assessment Procedures), prepared by SCAQMD,

September 1, 2017. AERMOD View Version 12.0.0 Model was used for all dispersion modeling, and truck travel and truck idling emission rates were obtained from the EMFAC2021 model Version 1.0.2. (DEIR Appendix B, p. 49-50). The DEIR states that the cancer risk from the project's DPM emissions would be 1.8 per million persons at the mobile homes located south of the project site, and 3.3 per million persons when combined with the gas station TAC emissions. (DEIR Appendix B, p. 73). Because these cancer risk levels are below the SCAQMD's threshold of 10 per million, the TAC emissions and associated cancer risks from the project and the proposed gas station would result in a less than significant impact on the nearby residents. (DEIR p. 4.3-26). Because the project does not have a significant impact under the relevant SCAQMD guidance for cancer risk levels, the project would not contribute to a cumulatively significant impact.

14. The commenter asserts that the project would result in cumulatively significant impacts because the project's total square footage of warehouse use would be greater than 100,000 square feet. The City disagrees. See FEIR comment response 16-24. The commenter refers to the SCAQMD working group guidance to imply that different aggregating standards should apply. However, as stated in the FEIR, the expert supplemental technical report attached to the FEIR as Appendix B2 confirms that the draft SCAQMD protocols are specifically applicable to warehouses that are over 100,000 square feet, which would not apply to the proposed Project. The commenter cites no specific language from the SCAQMD working group presentations to contradict this point. The FEIR response aligns with SCAQMD Rule 2305, the Warehouse Indirect Source Rule - Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, which specifically applies to "owners and operators of warehouses located in the South Coast Air Quality Management District (South Coast AQMD) jurisdiction with greater than or equal to 100,000 square feet of indoor floor space in a single building." (Rule 2305(b) (emphasis added)). Rule 2305 does not blindly aggregate warehouse square footage—it does the opposite. Under Rule 2305, the term "Warehousing Activities" does not include certain activities that are within the same warehouse building but are physically separate and not related to warehouse operations activity. (Rule 2305(c)(33)). In other words, warehouse size considers areas where warehousing activities may occur and is not necessarily the same as the total square footage of the building. For example, a warehouse building may have more than 100,000 square feet of indoor floor space, but if less than 50,000 square feet of space is used for warehousing operations, only limited reporting portions of Rule 2305 would apply. Therefore, the commenter's assertion that warehouse space must be aggregated is not supported by either the SCAQMD working group or current SCAQMD Rule 2305. Furthermore, the SCAQMD working group thresholds have not yet been adopted by the SCAQMD and are not applicable to the proposed Project. Regarding the commenter's assertion that references to SCAQMD

working group documents in other project comment letters constitutes substantial evidence that reliance on the existing approved threshold is unsupported, CEQA requires that thresholds of significance adopted for general use as part of the lead agency's environmental review process must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and be supported by substantial evidence. (CEQA Guidelines section 15064.7(b)).

15. The commenter asserts that the project's health risk impacts would exceed SCAQMD's draft cumulative impacts thresholds. See comment response X-14. CEQA requires that thresholds of significance adopted for general use as part of the lead agency's environmental review process must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and be supported by substantial evidence. (CEQA Guidelines section 15064.7(b)).

16. The commenter asserts that the FEIR fails to mitigate significant construction noise impacts. See FEIR comment responses 16-25 through 16-30. The commenter provides no new substantial evidence to support the commenter's assertions. Regarding the commenter's assertion that the DEIR's analysis of nighttime noise impacts is speculative because certain nighttime operations are not prohibited, CEQA does not require the analysis of hypothetical or speculative uses not proposed in the project description. (CEQA Guidelines section 15145). Here, there is nothing in the record to suggest that substantial nighttime operations would occur outside of normal operating hours that would result in significant nighttime operational noise impacts. (*see Save Round Valley Alliance v. County of Inyo* (2007) 157 Cal.App.4th 1437, 1450).

17. The commenter claims that the City's Statement of Overriding Considerations is not supported by substantial evidence because the project has not taken steps to ensure employment of highly trained and skilled craft workers on project construction. As a preliminary matter, the City has not yet adopted a Statement of Overriding Considerations, although the City recognizes that one will be required for this project and notes that the project will provide several significant public benefits that do substantially outweigh the project's significant and unavoidable impacts. The City also disagrees that a Statement of Overriding Considerations would not be supported by substantial evidence. Although CEQA references considerations for the provision of employment opportunities for highly trained workers as a consideration that may make infeasible mitigation measures or alternatives identified in the environmental impact report (PRC section 21081(a)(3), CEQA does not regulate the type of jobs that must be created. Here, the DEIR specifies the following objective related to employment: "Create new and diverse employment opportunities within the City of Coachella as identified under the City's 2035 General Plan Update, with the

development of a wide range of commercial uses." (DEIR p. ES-2). Specifically, the General Plan provides as follows: "Urban Employment Center: Provides for a range of employment uses to help expand and diversify the City's economy and transform Coachella from a small town into a full-service city. These centers are the primary location for office and professional jobs, supported by retail, services and homes. (City of Coachella 2035 General Plan, p. 04-22). Additionally, the DEIR states that impacts to transportation would be significant and unavoidable, including project-related and cumulative VMT impacts. (DEIR p. ES-23). However, there is no information in the record to suggest that the provision of employment opportunities for highly trained workers makes transportation-related mitigation measures or project alternatives infeasible. Furthermore, when there are specific economic, legal, social, technological, or other considerations that make mitigation measures or alternatives infeasible, the public agency may find that a variety of specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment. (PRC section 21081(b)). CEQA does not require that a project must specifically provide employment opportunities for highly trained workers when there are any significant and unavoidable effects on the environment.

18. The commenter asserts that the City lacks substantial evidence to make approval findings for Conditional Use Permit 326 to allow a convenience store and gas station to occur at the south end of the project site because of potential impacts to a mobile home community. The City disagrees with this assertion. See FEIR comment response 16-20. The DEIR found that the operation of the proposed project, including the gas station and convenience store, would not create a significant cancer risk to the residents of the mobile home park. (DEIR pages 4.3-26-4.3-29). SCAQMD thresholds are used as the defining criteria for determining significance, and the proposed fueling station and convenience store do not exceed those thresholds. General Plan Policy 11.3 prohibits "the siting of land uses that adversely impact existing sensitive receptors, including schools, childcare centers, senior housing, and subsidized affordable housing." (General Plan p. 07-11). The project satisfies this prohibition because, as stated in the DEIR, "since the combined project-related cancer risk from DPM and gas station TAC emissions would be below the SCAQMD's threshold of 10 per million persons, Project operations would result in a less than significant impact due to the cancer risk from TAC emissions . . . [and] the implementation of Mitigation Measure GHG-1 would reduce potentially significant air quality impacts to a less than significant level." (DEIR pages 4.3-28 and 4.3-29). Therefore, operations of the proposed Project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations. Because of this, the project is not considered to have a significant adverse impact on the mobile home residents under General Plan Policy 11-3.

19. The commenter asserts that the City lacks substantial evidence to make approval findings for Conditional Use Permit 324 to allow industrial uses and cannabis-related businesses within the site across the street from a rural residential neighborhood, which would conflict with General Plan Policy 7.3 and 7.4. The City disagrees with this assertion. Policy 7.3 specifies that heavy industrial uses should be in locations that do not affect sensitive uses. Here, the project proposes no heavy industrial uses. Policy 7.4 requires new industrial development to be designed for compatibility with surrounding uses. As stated in the DEIR, the project is designed to be compatible with the residential community to the south: "Uses on the southern portion of the site include a mini-mart, gas station and restaurant uses which serve the neighborhood residents and travelers on SR 86, and also serve as a buffer between the proposed Project's warehouse/light industrial uses and the existing residential neighborhood to the south of the Project site." (DEIR p. 4.11-11). Additionally, the General Plan does not prohibit industrial uses near existing residential development. Instead, General Plan Policy 7.5 states: "Industrial compatibility. Where industrial uses are near existing and planned residential development, require industrial projects be designed to limit the impact of truck traffic on residential areas." As stated in the DEIR, "the proposed Project site is located immediately adjacent to SR 86 and thus minimizes the distance trucks travel off of SR 86 and avoids directing truck routes through residential areas." (DEIR p. 4.11-11). General Policy 7.2 states: "Industrial expansion. Actively seek to expand the amount of industrial uses in Coachella as a source of jobs and economic development. Industrial uses should be focused in subareas 5, 7 and 8." As stated in the DEIR, the project would be located in Subarea 8 and will allow for small retail and commercial uses at the southern portion of the property, with larger structures and denser industrial uses towards the northern portion of the site. (DEIR p. 4.11-9). Additionally, the DEIR states: "Although currently primarily utilized for agricultural uses, the City General Plan anticipates this subarea [8] to transform over time into an employment district with a variety of industrial and office uses. With this subarea's and therefore the proposed Project site's location adjacent to SR 86, the City envisions that Subarea 8 would also be developed with employment-generating uses, including industrial, retail and office uses." (*Id*.).

Regarding potential cannabis uses, the DEIR states: "The Project is subject to SCAQMD Rule 402, Nuisance – Controls the emissions of odors and other air contaminants. In addition, the Project would be required to implement an odor abatement plan for cannabis cultivation and processing activities as a standard condition of approval, in compliance with Coachella Municipal Code Section 5.68.040(P), as well as include specific project design features in compliance with Coachella Municipal Code Chapter 5.68.130, Operating Standards, (C) Odor Control, described in full in Section 4.3.2 above. As such, with compliance with applicable regional and local cannabis-related regulations, this impact would be less than

significant." (DEIR p. 4.3-30). Therefore, the DEIR provides substantial evidence to support making the approval findings required for Conditional Use Permit 324.

20. The commenter asserts that approval of the tentative tract maps would place the community in a condition dangerous to its health and safety due to cancer risk and noise impacts, thus conflicting with the Subdivision Map Act. The City disagrees with this assertion. See prior comment responses related to TAC emissions and noise impacts. This comment is overbroad and provides no new substantial evidence to support the commenter's assertions.

21. The commenter asserts that the City lacks substantial evidence to approve Architectural Review 20-04 because the Staff Report fails to include substantial evidence necessary to make the required findings and fails to discuss air quality, health risks, and noise impacts on neighboring residences. The City disagrees with this assertion. CEQA defines "substantial evidence" to mean, in part, "enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record before the lead agency." (CEQA Guidelines section 15384(a)). Under PRC section 21167.6(e), the record of proceedings includes, among other things, staff reports, the EIR, and all documents relied on in the agency's CEQA findings or statement of overriding considerations. Here, the DEIR and FEIR thoroughly address potential impacts related to air quality, health risks and noise. The staff report need not reproduce every single detail contained in the record for the City to make the required findings.

22. The commenter asserts that the Planning Commission lacks substantial evidence to make findings related to the Development Agreement because the project would result in significant and unmitigated public health and environmental impacts. The City disagrees with this assertion. This comment is overbroad and provides no substantial evidence to support the commenter's assertions. Regarding the commenter's assertion that the community benefits provided for in the Development Agreement are illusory, CEQA does not require a response to comments unrelated to significant environmental issues. To the extent the commenter is implying that benefits listed in the Development Agreement are merely project components needed for operation of the project, the DEIR thoroughly addresses the potential significant environmental impacts related to all community benefits that may have associated environmental impacts.

23. The commenter concludes that the FEIR fails to adequately disclose and mitigate the project's significant impacts and that the City cannot make the requisite findings to certify

the FIER. The City disagrees. This comment is overbroad and provides no substantial evidence to support the commenter's assertions, and the FEIR fully discloses and adequately mitigates the project's significant environmental impacts.

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April 1, 2026

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Via Email Only
City of Coachella Development Services, Planning Division
Attn: Kendra Reif, Community Development Director
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Re: Agenda Item 3 – Coachella Airport Business Park Project (SCH No. 2023040106)

Honorable Commissioners and Ms. Reif:

On behalf of Californians Allied for a Responsible Economy ("CARE CA"), we submit these comments on the Coachella Airport Business Park Project (SCH No. 2023040106) ("Project"), proposed by Haagen Co., LLC (dba Empire Airport Co., LLC) ("Applicant") in the City of Coachella ("City"). At its April 1, 2026, meeting, the Planning Commission will consider whether to recommend approval of the Project's Final Environmental Impact Report ("FEIR"), Change of Zone, Tentative Parcel Map, Conditional Use Permits ("CUPs"), development agreement, and architectural review. The Project will be considered as Agenda Item 3.

On September 11, 2025, CARE CA submitted comments on the DEIR, accompanied by expert comments, showing that the DEIR failed to comply with the requirements of the California Environmental Quality Act ("CEQA"). The DEIR failed to accurately disclose and mitigate significant air quality, public health, Vehicle Miles Travelled ("VMT"), noise, and cumulative impacts.[1] The FEIR contains responses to CARE CA's comments, but CARE CA's review of the FEIR and staff report demonstrates that the City still failed to comply with CEQA and

[1] Letter from Adams Broadwell Joseph & Cardozo to City re: Comments on Draft Environmental Impact Report for Coachella Airport Business Park Project (SCH No. 2023040106) (September 11, 2025).

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applicable land use laws. We reviewed the FEIR and staff report with the assistance of air quality expert Dr. James Clark,[2] transportation expert Norm Marshall,[3] and noise expert Ani Toncheva.[4]

In summary, the Project continues to have significant, unmitigated impacts that the FEIR fails to disclose or mitigate to the greatest extent feasible. The Project would locate industrial uses across the street from a rural mobile home community, exposing residents to significant concentrations of toxic air contaminants ("TACs"). Cumulative cancer risk impacts at these residences would exceed draft thresholds prepared by SCAQMD.[5] The Project's site plan exacerbates avoidable health impacts by locating the gas station as close as possible to the existing residences, ignoring General Plan policies calling for a buffer between such uses and regulatory recommendations for minimum safe distances from TAC emissions.[6] The Project would result in significant noise impacts during both construction and operations, yet the FEIR fails to correct major flaws in its noise analysis and mitigation measures. The City claims that the Project's VMT impacts would be significant and unavoidable, yet violates CEQA by failing to require all feasible mitigation to reduce the severity of the impact. As a result of these shortcomings, the FEIR lacks substantial evidence to support its conclusions and fails to properly mitigate the Project's significant environmental impacts.

Recirculation of an EIR is required when significant new information is added after the DEIR is circulated for public review but before certification of the FEIR.[7] Significant new information can include changes in the project or the environmental setting, as well as additional data or other information, information about new or more severe impacts, new information about mitigation measures, the availability project alternatives or mitigation that is considerably different from others previously analyzed that would lessen significant environmental impacts but the project's proponents decline to adopt it; or where the DEIR "was so fundamentally and basically inadequate and conclusory in nature that meaningful

[2] Dr. Clark's technical comments and curricula vitae are attached hereto as **Exhibit A.**
[3] Mr. Marshall's technical comments and curricula vitae are attached hereto as **Exhibit B.**
[4] Ms. Toncheva's technical comments and curricula vitae are attached hereto as **Exhibit C.**
[5] The Project's operations would result in a cancer risk of 3.3 in one million, which exceeds the 1 in one million significance threshold under the draft SCQAMD thresholds. SCAQMD, Working Group Meeting #6, Cumulative Impacts from Air Toxics for CEQA Projects, November 6, 2024, https://www.aqmd.gov/docs/default-source/ceqa/documents/wgm-6-20241106.pdf?sfvrsn=405a8561_13, pg. 21; DEIR, Appendix B, PDF pg. 80.
[6] General Plan Land Use Policies 7.3, 7.4, Sustainability and Natural Resources Policy 11.3.
[7] 14 CCR §15088.5(a).

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public review and comment were precluded."[8] Here, the DEIR lacked basic analysis and discussion of the Project's air quality, noise, VMT, and cumulative impacts that are required by CEQA. Recirculation of the EIR is necessary to correct these deficiencies.

Further, the Planning Commission lacks substantial evidence to make the requisite findings to approve the Project. The draft resolution incorrectly concludes that the FEIR complies with CEQA. This finding is unsupported by evidence in the record due to the major flaws in the Project's environmental review. And due to the Project's significant environmental and public health impacts, the Commission cannot make the requisite findings to recommend approval of the Project's entitlements. Further, the Development Agreement fails to provide adequate community benefits.

CARE CA respectfully asks that the Planning Commission continue this hearing and remand the Project to City staff to revise and recirculate the EIR before bringing the Project back for further consideration. CARE CA reserves the right to provide supplemental comments at any and all later proceedings related to this Project.[9]

I. STATEMENT OF INTEREST

CARE CA is non-profit organization which advocates for protecting the environment and the health of their communities' workforces. The organization's members include Coachella residents Jose Quintero, Jesse Meraz, and Jesus Verdugo, as well as the District Council of Ironworkers and Southern California Pipe Trades DC 16, along with their members, their families, and other individuals who live and work in the City of Coachella and in Riverside County. These individuals and labor organization members may be adversely affected by the potential public and worker health and safety hazards, and the environmental impacts of the Project.

CARE CA seeks to ensure a sustainable construction industry over the long-term by supporting projects that offer genuine economic and employment benefits, and which minimize adverse environmental and other impacts on local communities. CARE CA members live, work, recreate, and raise their families in

[8] 14 CCR §15088.5(a)(1)-(4); *Mountain Lion Coalition v. Fish & Game Com.* (1989) 214 Cal.App.3d 1043.
[9] Gov. Code § 65009(b); PRC § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; *see Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

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the City of Coachella and surrounding communities. Accordingly, they would be directly affected by the Project's environmental and health and safety impacts. Individual members may also work on the Project itself. They will be first in line to be exposed to any health and safety hazards that exist onsite.

In addition, CARE CA has an interest in enforcing environmental laws that encourage sustainable development and ensure a safe working environment for its members. Environmentally detrimental projects can jeopardize future jobs by making it more difficult and more expensive for business and industry to expand in the region, and by making the area less desirable for new businesses and new residents. Indeed, continued environmental degradation can, and has, caused construction moratoriums and other restrictions on growth that, in turn, reduce future employment opportunities.

II. THE FEIR FAILS TO COMPLY WITH CEQA

A. The FEIR Still Fails to Consider the Combined Impacts of the Project and the Necessary Water Line Extension

CARE CA commented on the DEIR that the City failed to analyze the combined impacts of the Project and a 1.5-mile-long water line extension necessary for the operation of the Project. CARE CA explained that this violates CEQA's prohibition against piecemealing, which may occur when "the reviewed project legally compels or practically presumes completion of another action."[10] CARE CA identified plainly applicable caselaw, such as *San Joaquin Raptor/Wildlife Rescue Ctr. v County of Stanislaus*, in which an EIR for a housing project was rejected because it did not include construction of sewer lines and expansion of a wastewater treatment plant necessary for the operation of the project.[11]

The FEIR fails to provide the omitted analysis and ignores the legal authorities cited in CARE CA's comments. Instead, the FEIR argues that the impacts of the water line extension were analyzed separately in a mitigated negative declaration.[12] Analysis of the necessary water line extension in a separate environmental document does not comply with CEQA and is the definition of piecemealed review. The EIR must be revised to analyze the combined effects of the Project and water line extension – either as a project-level or cumulative impact.

[10] *Banning Ranch Conservancy v. City of Newport Beach* (2017) 211 Cal.App.4th 1209.
[11] *San Joaquin Raptor/Wildlife Rescue Ctr. v County of Stanislaus* (1994) 27 CA4th 713.
[12] FEIR, pg. 262.

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B. The FEIR Still Fails to Include Emissions from Backup Generators

CARE CA explained that backup generators are reasonably foreseeable for the Project's end uses and that the resultant emissions must be included in the DEIR. The FEIR makes three arguments to support the omission of this analysis, each of which are unsupported.

First, the FEIR states that "[t]he Project does not include the use of cold storage; therefore, the need to permanently install emergency backup generators is not required."[13] This argument is incorrect. CEQA requires that a complete description of a project must "address not only the immediate environmental consequences of going forward with the project, but also all "*reasonably foreseeable* consequence[s] of the initial project."[14] Here, the Project's warehouses could be used for cold storage, as there is no condition of approval or mitigation measure precluding cold storage.[15] Moreover, backup generators are commonly used by warehouses in general, not only cold storage warehouses.[16] The DEIR itself indicated that use of back-up generators is reasonably foreseeable for the Project: "[n]oise sources commonly associated with warehouse uses typically include mechanical equipment such as backup power generators… operational noise levels associated with backup power generators can reach levels of approximately 78 dBA Leq at 50 feet."[17] Thus, the EIR must include a reasonable estimate of generator emissions.

The FEIR also argues, with no supporting evidence, that "use of any generator would be limited to the duration of any declared power outage and also would be exempt from CEQA under CEQA Guidelines §15269."[18] This is factually unsupported, as any generators included in the Project may be operated for routine testing. Additionally, CEQA Guidelines §15269 is inapplicable to a component of a larger project that is subject to CEQA. The instant project is not an emergency project. Emissions from reasonably foreseeable testing and emergency use of generators are part of the Project and must be analyzed in the EIR.

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[13] FEIR, pg. 262.
[14] *Laurel Heights I,* 47 Cal. 3d 376, 398 (emphasis added); *see also Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449-50.
[15] DEIR, Appendix B, pg. 53.
[16] Letter from SCAQMD to City of South El Monte re: Draft Environmental Impact Report (DEIR) for the South El Monte Athletic Fields and Business Park (October 10, 2025), available at https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/october-2025/lac250903-02-deir-south-el-monte-athletic-fields-and-business-park.pdf.
[17] DEIR, pg. 4.13-20.
[18] FEIR, pg. 263.

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The FEIR also argues, without support, that "the use of any emergency backup generator would be covered by Mitigation Measure GHG-1, which requires the Project to be designed to generate a minimum of 50% of the power onsite from renewable sources, which would include the use of solar generation and battery storage systems."[19] This does not address the flaw CARE CA identified, which is omission of generator emissions in the EIR's analysis. Thus, the FEIR remains inadequate under CEQA.

C. The FEIR Still Fails to Analyze Impacts From Potential Cold Storage Uses

CARE CA commented that the DEIR failed to analyze major air quality, health risk, GHG, and noise impacts from cold storage uses. The FEIR argues that cold storage uses are not proposed by the Project and baselessly assumes that additional CEQA review would be required for more intense uses.[20] But as previously explained in CARE CA's comments on the DEIR, the Project would permit cold storage uses without any additional CEQA review:

> The court in *Maintain Our Desert Environment v. Town of Apple Valley* explained that "land use entitlements such as conditional use permits and development approvals run with the land and do not belong to the permittee…. had [the developer] developed the Project and then held it out for sale to any interested buyer, no additional CEQA review would have been necessary for the new owner so long as the use was consistent with that that had already been approved."[21] Here, even if the proposed warehouse space proposed is not currently envisioned as cold storage by Applicant, the Project approvals would allow this use. Specifically, the Project proposes rezoning the Project site to MS-IP (Manufacturing Services – Industrial Park Overlay).[22] Section 17.30.020 of the Coachella Municipal Code identifies "ice and cold storage plant" as a permitted use in the Manufacturing Service zone. Therefore, the impacts of reasonably foreseeable cold storage uses must be analyzed in the DEIR.[23]

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[19] FEIR, pg. 263.
[20] FEIR, pg. 263.
[21] *Maintain Our Desert Environment v. Town of Apple Valley, supra,* 124 Cal.App.4th at 444.
[22] DEIR, pg. 2.0-3.
[23] CARE CA DEIR Comments, pg. 13.

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Accordingly, analysis of impacts from cold storage is not speculative, as claimed by the City.[24] In the California Attorney General's ("AG") guidance for warehouse projects, the AG recommends that, unless a developer adopts mitigation measures limiting cold storage impacts, the developer should record a covenant on the title of the underlying property to ensuring that the property cannot be used to provide refrigerated warehouse space.[25] The FEIR does not contain any mitigation measures limiting cold storage. The City should include such mitigation or title restrictions for this Project to address impacts associated with reasonably foreseeable cold storage uses and other more intensive warehousing uses.

D. The FEIR Fails Mitigate Potentially Significant Health Risk from Exposure to Valley Fever

In response to CARE CA's comments, the FEIR includes information regarding Valley Fever incidence rates in the Coachella Valley.[26] But the FEIR claims, without the support of substantial evidence, that impacts would be less than significant.

The FEIR claims that "the number of reported cases [in the Coachella Valley], on a year-by year basis is extremely low (approximately 10 -19 incidents per 100,000 population), as compared to the San Joaquin Valley where incidents are 75+ per 100,000."[27] But simply observing that rates in Coachella Valley are lower than another county does not constitute evidence that impacts would be less than significant. Rather, it demonstrates that Valley Fever is present in the Project area and may pose a significant risk of exposure to construction workers and local residents. Dr. Clark explains that "there is no established safe level of exposure to Valley Fever spores."[28] The Mayo Clinic confirms that "anyone who breaths in the spores that cause valley fever is at risk of infection," and neither the Air District nor the City provide any significance threshold for safe exposure to Valley Fever

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[24] FEIR, pg. 263.
[25] *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act (Updated September 2022)*, pg. 9, available at https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf ("Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide refrigerated warehouse space, constructing electric plugs for electric transport refrigeration units at every dock door and requiring truck operators with transport refrigeration units to use the electric plugs when at loading docks.").
[26] FEIR, pg. 264.
[27] FEIR, pg. 264.
[28] Clark Comments, p. 2; SCAQMD CEQA Guidelines do not contain a significance threshold for Valley Fever exposure, below which exposure would be acceptable. The FEIR contains no significance threshold for Valley Fever exposure which would support a "safe" exposure level.

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spores.[29] Therefore, construction workers, local residents, and other people in the vicinity of the Project site may be exposed to and infected by Valley Fever if ***any*** cocci spores are disturbed during Project construction.[30] By comparing only county-to-county incidence rates, the FEIR overlooks clear evidence that Project construction is likely to result in potentially significant health risks from Valley Fever exposure.

The FEIR claims that "unlike the Central Valley, where the incident rate is four times higher at 75+ per 100,000 persons and where the San Joaquin Valley Air Pollution District has developed guidelines for addressing Valley Fever, due to the low number of Valley Fever cases within the SCAQMD, the SCAQMD CEQA Guidelines do not recommend analyzing Valley Fever in CEQA documents."[31] This statement is misleading because there is no recommendation against analyzing Valley Fever in the SCAQMD Air Quality Analysis Guidance Handbook.[32] The FEIR's statement also ignores that Valley Fever rates are rising, indicating that rates may be greater by the time construction begins.[33] Thus, the FEIR should recognize that impacts are potentially significant.

The FEIR claims that the Project would comply with SCAQMD dust suppressant rules, and that "SCAQMD does provide the most stringent dust suppressant rules in the State, which is the primary means of transmission of Valley Fever.."[34] This argument fails because Valley Fever rates continue to increase in the SCAQMD jurisdiction despite implementation of standard dust control measures.[35] This statement appears to suggest that the Project is implementing the most stringent measures to reduce Valley Fever measures, but evidence in the record identifies feasible measures that would reduce incidence rates. Dr. Clark recommends feasible mitigation that reduce the Project's impacts.[36]

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[29] *Id.*; see Mayo Clinic, Valley Fever Overview, available at https://www.mayoclinic.org/diseases-conditions/valley-fever/symptoms-causes/syc-20378761.
[30] Clark Comments, p. 2.
[31] FEIR, pg. 326.
[32] Available at https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook.
[33] Clark DEIR Comments, pg. 7.
[34] FEIR, pg. 326.
[35] OEHHA, Valley Fever Incidence Rates By County (October 17, 2025), https://oehha.ca.gov/climate-change/epic-2022/impacts-human-health/valley-fever-0#:~:text=In%20California%2C%20the%20incidence%20of,Valley%20and%20the%20Central%20Coast..
[36] Clark Comments, pg. 4-5.

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E. The FEIR Still Fails to Acknowledge and Mitigate Significant VMT Impacts

1. The FEIR Still Piecemeals the VMT Analysis of the Project's Components

The FEIR finds that the Project's large warehouse component would result in a significant VMT impact, but other components would screen out of a VMT analysis. The FEIR reasons that Riverside County's VMT guidelines "recommend evaluation of each land use separately in case of a mixed-use project."[37] But as CARE CA previously commented, the City's use of this threshold is unsupported. First, the FEIR still does not present evidence demonstrating that County thresholds are appropriate for the City and that conditions in the City are consistent with those in the County. Second, the FEIR still does not demonstrate that it is reasonable to screen out the Project's "small warehouses" from a VMT analysis and treat them as separate uses than the Projects "large warehouses."[38] Instead, the FEIR continues to rely on an unsupported interpretation of the Project's industrial and commercial uses as "mixed-use" to screen out of VMT analysis, merely reiterating that "a mixed-use project is defined as one containing more than one land use type, which applies to this Project since it includes industrial, commercial and retail land uses."[39] The FEIR's approach would allow nearly any industrial park project to screen out of a VMT analysis. As a result, the FEIR's VMT analysis is still unsupported by substantial evidence. The FEIR must be revised to disclose the full impact of the Project.

2. The FEIR Still Fails to Implement Feasible VMT Mitigation

The FEIR finds that the Project's VMT impacts would be significant and unavoidable. Before an impact can be declared significant and unavoidable, the lead agency must first adopt all feasible mitigation to reduce impact to greatest extent feasible.[40] Mr. Marshall previously commented that a project can achieve an up to 20.4% reduction in employee commute VMT if a vanpool measure is compliant with the CAPCOA Handbook.[41] To reduce the Project's significant VMT impact to the

[37] DEIR, pg. 4.17-30.
[38] FEIR, pg. 267.
[39] FEIR, pg. 267.
[40] Pub. Res. Code § 21081; 14 CCR §§ 15090, 15091; Covington v. GBUAPCD (2019) 43 Cal.App.5th 867, 879-883.
[41] Marshall DEIR Comments, pg. 4.

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greatest extent feasible, MM-GHG-1's vanpool measure must be revised to meet the Handbook's definition.[42]

The FEIR fails to respond to this comment, in violation of CEQA's requirement that the lead agency respond to timely-submitted comments on a DEIR.[43] The FEIR must be revised to require all feasible VMT mitigation.

F. The FEIR Still Underestimates Air Quality Impacts

1. The FEIR's Air Quality Analysis Still Overstates Reductions from MM-GHG-1's Vanpooling Measure

Mr. Marshall demonstrated that the DEIR's air quality analysis erroneously assumed a 5% VMT reduction from implementation of MM-GHG-1's vanpooling measure, which the DEIR elsewhere stated would only result in a 1.6% VMT reduction.[44] Moreover, the DEIR applied this reduction to the entire Project instead of just the large warehouse component subject to MM-GHG-1.[45] The FEIR does not dispute this, instead claiming that CARE CA has not shown that the error would affect the overall significance conclusions.[46] This argument fails because the CEQA Guidelines provides that "evidence that is clearly erroneous or inaccurate" does not constitute substantial evidence.[47] Here, the assumptions in the FEIR's analysis are clearly erroneous. Thus, the FEIR is not supported by substantial evidence.

2. The FEIR Still Underestimates Emissions from Warehouse Truck Trips

CARE CA commented that the DEIR underestimated the Project's emissions of criteria air pollutants and GHGs by underestimating the length of trips generated by the Project's industrial uses (the DEIR assumed an average trip length of 8.62 miles).[48] Mr. Marshall explained that the default CalEEMod trip length does not reflect reasonably foreseeable distances travelled by trucks to and from this particular Project.[49]

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[42] Marshall DEIR Comments, pg. 4.
[43] Cal. Code Regs. Tit. 14, § 15088.
[44] Marshall Comments, pg. 3.
[45] *Id.*
[46] FEIR, pg. 268.
[47] Cal. Code Regs. Tit. 14, § 15384.
[48] DEIR, pg. Appendix B, PDF pg. 76.
[49] Marshall Comments, pg. 3.

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The FEIR still fails to provide any evidence that a default CalEEMod trip length is reflective of the instant Project. The FEIR argues that the trip length need not reflect trips to the Ports of Los Angeles and Long Beach because the proposed warehouses are small, but this argument still does not support reliance on default values.[50] Mr. Marshall explains that the default CalEEMod values are not reflective of local conditions.[51] Thus, the FEIR remains unsupported by substantial evidence.

G. The FEIR Fails to Relocate the Fuel Center Away from Homes

CARE CA commented that the Project's site plan conflicted with General Plan Policy 11.3 by locating a fuel center/gas station across the street from a mobile home community, which would double the Project's health risk impacts at those receptors (increasing the cancer risk impact from 1.5 in one million to 3.3 in one million).[52] Policy 11.3 prohibits "the siting of land uses that adversely impact existing sensitive receptors, including schools, childcare centers, senior housing, and subsidized affordable housing… The minimum distance separating these uses should be 500 feet."[53]

In response, the FEIR argues that "the proposed gas station is not a land use that would adversely impact sensitive receptors" because "[t]he existing mobile home park is not one of listed sensitive receptors in General Plan Policy 11.3."[54] This argument lacks merit because Policy 11.3 does not specifically exclude other types of sensitive receptors. There is no evidence in the record suggesting that residents of the mobile home community are less susceptible to pollution than residents of subsidized affordable housing. Further, residences are identified as examples of sensitive receptors elsewhere in the General Plan.[55]

To emphasize the health risk impacts of locating the fuel center close to the mobile home community, CARE CA explained that the Project would exceed SCAQMD's draft significance thresholds for pollution-burdened communities. In response, the FEIR inconsistently argues that (1) General Plan Policy 11.3 does not stipulate any quantitative metrics related to the evaluation of cancer risk, and (2) the proposed fueling station does not exceed existing SCAQMD thresholds, which "shall be used as the defining criteria for determining significance."[56]

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[50] FEIR, pg. 45, 268.
[51] Marshall Comments, pg. 3.
[52] DEIR, Appendix B, PDF, pg. 80; Clark DEIR Comments, pg. 24.
[53] DEIR, pg. 4.3-14.
[54] FEIR, pg. 269.
[55] General Plan Policies 6.6, 6.14.
[56] FEIR, pg. 269.

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The FEIR's argument is unsupported by substantial evidence. Not only did CARE CA's prior comments demonstrate that the SCAQMD thresholds relied upon by the City are outdated,[57] locating TAC-emitting land uses near homes conflicts with guidance from several regulatory agencies. CARB calls for a 1,000-foot buffer between large industrial projects (such as a distribution center that accommodates more than 100 trucks per day) and residences.[58] This Project would locate an industrial park generating hundreds of daily diesel truck trips.[59] And CARB calls for a 300-foot buffer between residences and large gas stations.[60] Thus, the Project conflicts with Policy 11.3 by locating large TAC-emitting sources nearby residences. The site plan must be revised to reduce impacts, such as by relocating the proposed fuel center further from residences.

H. The FEIR Still Fails to Analyze and Mitigate Significant Cumulative Health Risk Impacts

1. The FEIR's Cumulative Air Emissions Analysis Still Does Not Comply with CEQA

The DEIR asserted that the Project's health risk impacts would not be cumulatively considerable because under 2003 SCAQMD guidance, impacts that fall below applicable project-level thresholds are not considered cumulatively-considerable.[61] CARE CA demonstrated that this approach "improperly focused upon the individual project's relative effects and omitted facts relevant to an analysis of the collective effect this and other sources will have upon air quality."[62]

CARE CA discussed the controlling authority of *Kings County Farm Bureau v. City of Hanford*. The FEIR attempts to distinguish *Kings County* by asserting that the court addressed a different issue (FEIR states: "the Court held that the

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[57] *See Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act* (Updated September 2022), available at https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf; *People of the State of California v. City of Fontana,* Case No. CIVSB2121829, Petition for Writ of Mandate, available at https://climatecasechart.com/wp-content/uploads/case-documents/2021/20210723_docket-CIVSB2121829_petition-for-writ-of-mandate.pdf.

[58] CARB, Air Quality And Land Use Handbook: A Community Health Perspective (April 2005) pg. 4, available at https://ww2.arb.ca.gov/sites/default/files/2023-05/Land%20Use%20Handbook_0.pdf (

[59] Clark Comments, pg. 10 (991 4+-axle trucks, 219 3-axle trucks, and 132 2-axle trucks would be generated daily from the Industrial Park component).

[60] *Id.*

[61] DEIR, pg. 4.3-19; 4.3-30.

[62] *Kings County Farm Bureau v. City of Hanford* ("*Kings County*") (1990) 221 Cal. App. 3d 692, 721; *see also People of the State of California v. City of Fontana,* Case No. CIVSB2121829, Petition for Writ of Mandate.

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City's EIR was deficient in accordance with the List approach because the record did not provide information regarding similar energy developments in the San Joaquin Valley air basin.").[63] This interpretation is incorrect. Section B.3 of the *Kings County* decision ("Scope of Cumulative Impacts Analysis") concerns the inadequate scope of the EIR's cumulative impact analysis.. In *Kings County*, "Appellants contend[ed] under the theory advanced in the EIR whenever an agency determines impacts specific to a particular project are not significant, corresponding cumulative impacts cannot be considered significant because the 'incremental effects' of the individual project cannot be 'considerable.'"[64] The Court agreed with Appellants on this issue.[65] The FEIR thus ignores relevant legal authority and continues to misstate CEQA's standards for the cumulative impacts analysis.

The FEIR also appears to argue, without support, that cumulative effects would be unlikely because "DPM emissions disperse rapidly and cumulative projects would need to be within approximately 2,000 feet of the Project site to provide any quantifiable increase to cancer risk rates."[66] This argument fails because the Project's emissions would combine with mobile sources travelling along roadways near the Project site. Dr. Clark calculated that existing projects within 5 kilometers (km) of the Project site generate 4,000 daily truck trips, producing 5.5 lbs of diesel particulate matter (DPM) per day and 623 lbs of oxides of nitrogen (NO_x) per day.[67] The combined effects of these emissions must be analyzed and mitigated.

The FEIR next argues that the Project would not result in cumulatively significant impacts because "the largest warehouse in the proposed Project is 48,800 square feet, which would be considered a small warehouse in Southern California."[68] This argument fails because the Project proposes a total of 329,100 sf of warehouse uses.[69] And the FEIR's focus on the size of the proposed warehouses ignores the actual source of the Project's emissions: its mobile sources. 991 4+-axle trucks, 219 3-axle trucks, and 132 2-axle trucks would be generated daily from the Industrial Park component.[70] Emissions from these mobile sources would combine with emissions of other mobile sources to result in a cumulative impact. This impact must be analyzed and mitigated.

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[63] FEIR, pg. 270.
[64] *Kings County*, *supra,* at 720
[65] *Id.* at 721 ("We agree with the foregoing assessment of a cumulative impacts analysis")
[66] FEIR, pg. 270.
[67] Clark DEIR Comments, pg. 19.
[68] FEIR, pg. 270.
[69] FEIR, pg. ES-1; Clark Comments, pg. 10.
[70] Clark Comments, pg. 10.

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To demonstrate that the 2003 SCAQMD thresholds relied upon by the City are outdated, CARE CA's prior comments discussed SCAQMD's draft thresholds.[71] The documents prepared by the SCAQMD Working Group explain that "[o]ur current policy recommends using the same significance thresholds for project-level and cumulative-level impacts, which may underestimate a project's cumulative impact… A project's incremental effect on the environment, though individually limited, may be cumulatively considerable."[72] The FEIR responds that "[t]he threshold changes the commenter cites are being discussed as new regulations for large warehouses that are over 100,000 square feet, which would not apply to the proposed Project."[73] This statement is erroneous and unsupported, as there is no direct or indirect reference to "warehouses over 100,000 square feet" in the draft thresholds.[74]

The FEIR further argues that because SCAQMD's draft thresholds have yet to be adopted, they are speculative and do not constitute substantial evidence.[75] Section 15384 of the CEQA Guidelines provides that "[s]ubstantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts."[76] The SCAQMD Working Group documents contain expert opinion supported by facts showing that the 2003 SCAQMD thresholds do not reflect cumulative effects.[77] The Working Group documents identify several scenarios in which an industrial project may not exceed project-level thresholds but would result in a cumulatively considerable impact.[78] SCAQMD staff have referenced the Working Group documents in comment letters discouraging sole reliance on the 2003 thresholds.[79] This constitutes substantial evidence showing that the City's reliance on the 2003 SCAQMD thresholds is unsupported.

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[71] SCAQMD, Working Group Meeting #6, Cumulative Impacts from Air Toxics for CEQA Projects, November 6, 2024, https://www.aqmd.gov/docs/default-source/ceqa/documents/wgm-6-20241106.pdf?sfvrsn=405a8561_13.
[72] *Id.* at 5.
[73] FEIR, pg. 270.
[74] SCAQMD, Working Group Meeting #6, Cumulative Impacts from Air Toxics for CEQA Projects, November 6, 2024, pg. 21.
[75] FEIR, pg. 271.
[76] Cal. Code Regs. Tit. 14, § 15384(b).
[77] https://www.aqmd.gov/docs/default-source/ceqa/documents/wgm-1-presentation_02172022_final.pdf?sfvrsn=554ea861_6.
[78] *Id.*
[79] *See* SCAQMD, Comments on Draft Environmental Impact Report (DEIR) for the Proposed DJT4 Parcel Delivery Facility Project (Proposed Project) (SCH No. 2023070241) (December 20, 2024), available at https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/december-2024/orc241106-09-deir-djt4-parcel-delivery-facility-project.pdf?sfvrsn=8acd8361_8; SCAQMD, Comments on Notice of Availability of Draft Environmental Impact (EIR) Report for the Northwest Corner of Telegraph and Santa Fe Springs Project (Proposed Project) (SCH: 2024050495) (January

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In sum, the FEIR's analysis of cumulative impacts still violates CEQA.

2. The Project's Health Impacts Would be Cumulatively Considerable Under the Draft SCAQMD Thresholds

The Project's health risk impacts would exceed SCAQMD's draft cumulative impacts significant thresholds. The draft SCAQMD protocols lower the cancer risk significance threshold to one in one million because of the area's MATES excess cancer risk, number of daily heavy-duty truck trips, and designation as a AB 617 community.[80] The Project's cancer risk of 3.3 per million would exceed this threshold. The FEIR must identify the impact as significant and adopt mitigation.

I. The FEIR Still Fails to Address Significant Noise Impacts

1. The FEIR Fails to Mitigate Significant Construction Noise Impacts

The DEIR estimates that the Project's construction would result in construction noise levels of 86 to 89 dBA at the nearest residences.[81] CARE CA demonstrated that these noise impacts would be significant because they would result in a 30 dBA noise increase over ambient levels.[82] A 30 dBA increase would subjectively sound 8 times louder than ambient levels.[83]

The City claims that these impacts would be mitigated by MM-NOI-1, which requires that construction equipment use mufflers that reduce engine noise by 10 dBA, and that construction equipment be staged as far as possible from nearby noise-sensitive land uses, located near the northern boundary of the Project site.[84] CARE CA commented that the noise reductions claimed by this measure are not supported by substantial evidence. Ms. Toncheva explains that the City cannot claim a 10 dBA reduction for mufflers because the reference noise levels already include use of mufflers, and mufflers would only address engine noise.[85] Thus, the

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10, 2025), available at https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/january-2025/lac241204-02-draft-eir-for-the-northwest-corner-of-telegraph-and-santa-fe-springs-project.pdf.
[80] SCAQMD, Working Group Meeting #6, Cumulative Impacts from Air Toxics for CEQA Projects, November 6, 2024.
[81] DEIR, pg. 4.13-19.
[82] DEIR, pg. 4.13-4, Table 4.13-2; 4.13-19.
[83] https://www.merckmanuals.com/home/multimedia/table/measurement-of-loudness (30 dB is 1,000 times the intensity of 0 dB and seems 8 times as loud.).
[84] DEIR, pg. ES-18.
[85] Toncheva Comments, pg. 2.

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Project's significant construction impacts remain unmitigated. The City must require acoustic barriers during construction as mitigation.[86]

2. The FEIR Still Fails to Adequately Analyze Noise from Nighttime Operations

The FEIR's analysis of nighttime noise impacts only includes noise from the gas station minimart (anticipated to operate until midnight) and the proposed substation (anticipated to operate 24 hours per day).[87] The FEIR argues that the Project's other uses would only operate from 7:00 am to 9:00 pm.[88] CARE CA previously explained that this assumption is unsupported because there is no condition of approval or mitigation measure limiting hours of operation. The FEIR responds that nighttime operations are speculative, so need not address CARE CA's comments on this issue.[89] But it is the FEIR's assumption that requires speculation, as there is no evidence that operations would be limited to 7:00 am to 9:00 pm. The FEIR's analysis of nighttime noise impacts remains incomplete and unsupported by substantial evidence.

Nighttime noise impacts would be significant. As CARE CA previously explained, the FEIR calculates that nighttime operational noise impacts would be 44 dBA, barely below the 45 dBA threshold.[90] When noise from increased nighttime operations is considered, the 45 dBA significance threshold would likely be exceeded.[91] The FEIR must be revised to disclose and mitigate this significant impact.

J. The Statement of Overriding Consideration Must Consider Whether the Project Provides Employment Opportunities for Highly Trained Workers

The City concludes in the FEIR that the Project will have significant and unavoidable environmental impacts, and includes a statement of overriding considerations finding that the Project's overriding benefits outweigh its environmental harm.[92] The City's statement of overriding considerations is not supported by substantial evidence.

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[86] Toncheva Comments, pg. 2.
[87] DEIR, pg. 4.13-17.
[88] DEIR, pg. 4.13-17; 4.13-21; Appendix H, pg. 19.
[89] FEIR, pg. 275.
[90] DEIR, pg. 4.13-21.
[91] Toncheva DEIR Comments, pg.5.
[92] CEQA Guidelines, § 15043.

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An agency's determination that a project's benefits outweigh its significant, unavoidable impacts "lies at the core of the lead agency's discretionary responsibility under CEQA."[93] The City must set forth the reasons for its action, pointing to supporting substantial evidence in the administrative record.[94] This requirement reflects the policy that public agencies must weigh a project's benefits against its unavoidable environmental impacts, and may find the adverse impacts acceptable only if the benefits outweigh the impacts.[95] Importantly, a statement of overriding considerations is legally inadequate if it fails to accurately characterize the relative harms and benefits of a project.[96]

In this case, the City must find that the Project's significant, unavoidable impacts are outweighed by the Project's benefits to the community. CEQA specifically references employment opportunities for highly trained workers as a factor to be considered in making the determination of overriding benefits.[97] Currently, there is not substantial evidence in the record showing that the Project's significant, unavoidable impacts are outweighed by benefits to the community. The Applicant has not made any commitments to employ graduates of state approved apprenticeship programs or taken other steps to ensure employment of highly trained and skilled craft workers on Project construction. Therefore, the City would not fulfill its obligations under CEQA if it adopted a statement of overriding considerations and approved the Project.

We urge the City to prepare and circulate a revised EIR which identifies the Project's potentially significant impacts, requires all feasible mitigation measures and analyzes all feasible alternatives to reduce impacts to a less than significant level. We urge the City's Statement of Overriding Considerations to be revised to consider whether the Project will result in employment opportunities for highly trained workers.

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[93] *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 392.
[94] Pub. Resources Code, § 21081, subd. (b); CEQA Guidelines, § 15093, subds. (a) and (b); *Cherry Valley Pass Acres & Neighbors v. City of Beaumont* (2010) 190 Cal.App.4th 316, 357.
[95] Pub. Resources Code, § 21081(b); CEQA Guidelines, § 15093, subds. (a) and (b)
[96] *Woodward Park Homeowners Association v. City of Fresno* (2007) 150 Cal.App.4th 683, 717.
[97] Pub. Resources Code, § 21081, subds. (a)(3) and (b).er

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III. THE CITY LACKS SUBSTANTIAL EVIDENCE TO APPROVE THE ENTITLEMENTS

A. The City Lacks Substantial Evidence to Approve Conditional Use Permit 326

Proposed CUP 326 would allow a convenience store and gas station to occur at the south end of the Project site.[98] The Staff Report claims that the "proposed use will not be in conflict with, but will be in harmony with and in accordance with the objectives of the general plan."[99] The Staff Report reasons that these uses are consistent with the industrial uses of the site. But the Staff Report does not address the incompatibility with the rural residential community next to the Project site.

As discussed above, Policy 11.3 prohibits "the siting of land uses that adversely impact existing sensitive receptors, including schools, childcare centers, senior housing, and subsidized affordable housing… The minimum distance separating these uses should be 500 feet."[100] The Project's site plan conflicts with General Plan Policy 11.3 by locating a gas station across the street from a mobile home community, which would double the Project's health risk impacts at those receptors.[101]

For the same reason, the City cannot find that "[w]here the proposed use may be potentially hazardous or disturbing to existing or reasonably expected neighboring uses, it must be justified by the common public interest as a benefit to the community as a whole."[102] The proposed gas station would be hazardous because it would increase cancer risk at the neighboring residences. The gas station must be relocated at least 500 feet from the residences.

In sum, the City lacks substantial evidence to make the approval findings.

B. The City Lacks Substantial Evidence to Approve Conditional Use Permit 324

CUP 324 would allow for the development of cannabis-related businesses within the site. The Staff Report claims that the "proposed use will not be in conflict

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[98] Staff Report, pg. 14.
[99] *Id.*
[100] DEIR, pg. 4.3-14.
[101] DEIR, Appendix B, PDF, pg. 80; Clark DEIR Comments, pg. 24 (showing that cancer risk would increase from 1.5 in one million to 3.3 in one million).
[102] Staff Report, pg. 15.

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with, but will be in harmony with and in accordance with the objectives of the general plan," reasoning that "Project location is isolated from residential neighborhoods, and surrounded by the SR 86, CVSC and Airport Boulevard, providing separation and distance from residential neighborhoods, as directed in General Plan Land Use policies 7.3 and 7.4."[103] This claim is unsupported by substantial evidence, as the Project is located across the street from a rural residential neighborhood. The Project would conflict with General Plan Land Use policies 7.3 and 7.4 by locating industrial uses near residences.

The Staff Report claims that "[t]he proposed use will be located, designed, constructed, operated and maintained so as to be compatible with the existing or intended character of the general vicinity and shall not change the essential character of the same area."[104] But this claim is unsupported, as the industrial uses proposed by the Project are incompatible with the residences across the street. The Project will result in air quality, transportation, and noise impacts adversely affecting these residents.

Thus, the City lacks substantial evidence to make the findings above.

C. Approval of the Tentative Parcel Map Would Be Unsupported by the Record

The Subdivision Map Act provides guidance as to the findings that the agency must make when approving a tentative map, and requires agencies to deny map approval if the project would result in significant environmental or public health impacts. Government Code, section 66474, provides:

> A legislative body of a city or county shall deny approval of a tentative map, or a parcel map for which a tentative map was not required, if it makes any of the following findings:
>
> (a) That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.
>
> (b) That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
>
> (c) That the site is not physically suitable for the type of development.

[103] Staff Report, pg. 11.
[104] Staff Report, pg. 12.

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(d) That the site is not physically suitable for the proposed density of development.

(e) That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

(f) That the design of the subdivision or type of improvements is likely to cause serious public health problems.

(g) That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.

Here, approval of the vesting tentative tract maps would place the community in a condition dangerous to its health and safety. Emissions from the Project's construction and operational phases would emit TACs resulting in potentially significant cancer risks. The Project may result in significant and unmitigated noise impacts from construction activities and operations. The Planning Commission therefore lacks substantial evidence to make the necessary findings. The City must correct the errors in the EIR and adopt adequate mitigation measures to reduce impacts to less than significant levels before the City can approve the Tentative Parcel Map.

D. The City Lacks Substantial Evidence to Approve Architectural Review 20-04

To approve the Project's Architectural Review, the Planning Commission must make the following findings for the Architectural Review:

1. The proposed project is consistent with the general plan;
2. The proposed project complies with zoning regulations;
3. The proposed project is consistent with the city's design guidelines;

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4. The proposed development will not be detrimental to the public health, safety, or welfare, or materially injurious to properties and improvements in the vicinity;
5. The proposed project is located, designed, constructed, operated and maintained so as to be compatible with the existing or intended character of the general vicinity and shall not change the essential character of the same area.[105]

The Staff Report fails to include substantial evidence necessary to make these findings. The Staff Report completely fails to discuss the Project's air quality, health risk, and noise impacts on the neighboring residences. As shown herein, these impacts would be significant. Thus, as discussed above, the proposed development would be detrimental to the public health, safety, or welfare and would be incompatible with the General Plan.

E. The City Lacks Substantial Evidence to Approve the Development Agreement

Section 17.100.060 of the Municipal Code provides that the Planning Commission must find whether the Development Agreement is:

A. Is consistent with the objectives, policies, general land uses and programs specified in the general plan and any applicable specific plan;
B. Is compatible with the uses authorized in and the regulations prescribed for the land use district in which the real property is located;
C. Is in conformity with the public necessity, public convenience, general welfare and good land use practices;
D. Will be detrimental to the health, safety and general welfare;
E. Will adversely affect the orderly development of property or the preservation of property values;
F. Will have a positive fiscal impact on the city.

Here, the Project would result in significant and yet unmitigated public health and environmental impacts. The Planning Commission therefore lacks substantial evidence to make findings A, C, D, and E above.

Government Code § 65867.5 similarly provides that "[a] development agreement shall not be approved unless the legislative body finds that the provisions of the agreement are consistent with the general plan and any applicable specific plan." CARE CA's comments demonstrate that the Project would conflict

[105] Coachella Municipal Guidelines Chapter 16.12.

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with several General Plan policies.[106] The City must correct the errors in the EIR and adopt adequate mitigation measures to reduce impacts to less than significant levels before the City can approve the development agreement.

The Development Agreement states the Project would provide community benefits including a new substation, road improvements, fuel station, convenience store, restaurant, and billboard.[107] These benefits are illusory. The Development Agreement states that the substation would provide additional capacity to serve future development within the City, but there is no binding requirement specifying how much excess capacity, if any, the Applicant must provide as a community benefit. The other benefits listed in the Development Agreement are merely Project components that are needed for operation of the Project; the City must require additional community benefits, such as work employment opportunities for highly trained workers.

IV. CONCLUSION

As is explained herein, the FEIR's analyses remain substantially inaccurate and incomplete, failing to comply with the requirements of CEQA. As a result, the FEIR still fails to adequately disclose and mitigate the Project's significant impacts. As a consequence of these impacts, the City cannot make the requisite findings under CEQA to certify the FEIR or under the City of Coachella Municipal Code to approve the Project's entitlements.

CARE CA urges the Commission to continue the hearing and require the City revise and recirculate the EIR before any further action is taken on the Project.

Sincerely,



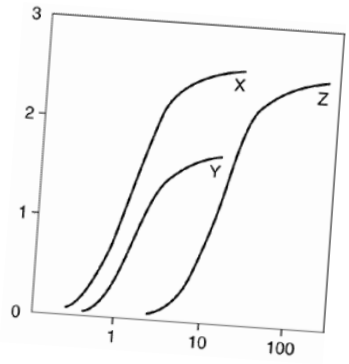
Aidan P. Marshall

Attachments
APM:acp

[106] General Plan Land Use Policies 7.3, 7.4, Sustainability and Natural Resources Policy 11.3
[107] Development Agreement, pg. 21-22.

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EXHIBIT A



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March 30, 2026

Adams Broadwell Joseph & Cardozo
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Attn: Mr. Aidan Marshall

Subject: Comment Letter on Final Environmental Impact Report (FEIR) Coachella Airport Business Park Development, City of Coachella, Riverside County, California, State Clearinghouse Number (SCH No. 2023040106)

Dear Mr. Marshall:

At the request of Adams Broadwell Joseph & Cardozo (ABJC), Clark and Associates (Clark) has reviewed materials related to the March 2026 City of Coachella (City) FEIR for the above-referenced project, including the January 6, 2026 Responses To Air, GHG and HRA Public Comments from Vista Environmental.

Clark's review of the materials in no way constitutes a validation of the conclusions or materials contained within the plan. If we do not comment on a specific item this does not constitute acceptance of the item.

As noted in my previous comments on the Draft Environmental Impact Report (DEIR), the proposed project would result in the emission of criteria pollutants (ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulates less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$), and toxic air contaminants (TACs), such as diesel particulate matter, during the construction phase and operational phase of the Project. The FEIR's conclusion that the emissions will not result in significant impacts is not supported by the information within the FEIR.

Specific Comments

1. Response To Comments 16-2/16-14 From Vista Environmental: The FEIR Fails To Address The Potentially Significant Health Impacts From Exposure to Valley Fever Spores Present In The Soils Of Riverside County.

The response from Vista claims that "CEQA Guidelines do not recommend analyzing Valley Fever in CEQA documents. However, the SCAQMD does provide the most stringent dust suppressant rules in the State, which is the primary means of transmission of Valley Fever. For these reasons, Valley Fever is not likely to be transmitted from construction activities associated with the proposed project." [1]

Valley Fever continues to be on the rise in Riverside County and in Coachella in particular. In 2024, for example, fourteen people became infected with Valley Fever while at the Coachella Music Festival, "highlighting the fungus' growing threat."[2] The City's response fails to address the threshold health risk issue related to Valley Fever which we identified, which is that construction workers, local residents, and other people in the vicinity of the Project site may be exposed to and infected by Valley Fever if **any** cocci spores are disturbed during Project construction. There is evidence before the City that Valley Fever spores exist in Riverside County soils,[3] may be released during the Project's soil disturbing activities (i.e. Project construction),[4] and there is no established safe level of exposure to Valley Fever spores.[5] The Mayo Clinic confirms that "anyone who breaths in the spores that cause valley fever is at risk of infection," and neither the Air District nor the City provide any significance threshold for safe exposure to Valley Fever spores.[6] There is therefore a significant risk that people

[1] DEIR. Pg ES-2

[2] https://www.nbcnews.com/health/health-news/valley-fever-california-music-festival-fungus-rcna165388

[3] Clark. 2025. Comment Letter On DEIR.

[4] Ibid.

[5] SCAQMD CEQA Guidelines do not contain a significance threshold for Valley Fever exposure, below which exposure would be acceptable. The FEIR contains no significance threshold for Valley Fever exposure which would support a "safe" exposure level.

[6] *Id*.; see Mayo Clinic, Valley Fever Overview, available at https://www.mayoclinic.org/diseases-conditions/valley-fever/symptoms-causes/syc-20378761.

on or near the Project site may be exposed to Valley Fever spores during Project construction, which will disturb soils on 40 acres in an area with known presence of Valley Fever.

This is a significant health risk that is specific to the Project regardless of whether Countywide incidence rates have increased or decreased. Incidence rates are not zero, leaving a likelihood of Valley Fever exposure which may lead to significant health effects for all exposed individuals. The FEIR does not disclose this potentially significant impact.

Moreover, the County Public Health summaries of Coccidiodomycosis[7] (Valley Fever) state that "Outbreaks of Valley Fever do occasionally occur, particularly *after events that disturb large amounts of soil. Past outbreaks have occurred among military trainees, archeological workers, and in people exposed to earthquakes and dust storms*. There have been several outbreaks of Valley Fever in California in recent years."

In a 2004 paper regarding the fate of viruses and bacteria, including spores, in the air, Utrup and Frey[8] noted that smaller particles like spores require significantly longer to settle out of air. For particles 10 um in diameter the settling time is measured in minutes. For particles less than 10 um in diameter, the settling time is measured in hours. This would allow the spores to travel significantly longer distances impacting receptors at greater distances.

Particle settling time in still air

Particle size (μm)	Time required to settle 8 ft
100	8 secs
10	13 mins
1	19 hrs
0.1	79 days
0.01	Infinite

Characteristics of Aerosols and Particle Settling Time in Still Air

[7] San Bernardino County Public Health Environmental Health Services. 2017. https://www.sbcounty.gov/uploads/dph/dehs/Depts/EnvironmentalHealth/EHSDocuments/Coccidioidomycosis.pdf

[8] Utrup, L. and A. Frey. 2004. Fate of Bioterrorism-Relevant Viruses and Bacteria, Including Spores, Aerosolized into an Indoor Air Environment. *Experimental Biology and Medicine* 229(4):345-50

Clearly, based on the particle size and setting rate, Valley Fever spores are capable of travel many miles following their disturbance in soils.

Windblown dust from Project-disturbed soils is a particular concern at this site due to desert winds, which occur in the area. Desert winds can raise significant amounts of dust, even when conventional dust control methods are used, often prompting alerts from air pollution control districts. If these winds occurred during grading, cut and fill, or soil movement, or from bare graded soil surfaces (even if periodically wetted), significant amounts of PM_{10}, $PM_{2.5}$, and associated Valley Fever spores as well as silica dust would be released. In Coachella, California, wind gusts can vary significantly from the average wind speed (8 to 11 miles per hour), with gusts often exceeding 49 miles per hour [9]

The impact of VF impacted soils is not fully mitigated. The City's own evidence demonstrates that the FEIR's proposed dust mitigation will not control 100% of fugitive dust. My comments on the DEIR further explained that standard dust control measures, like those required for the Project, are inadequate to control the very small cocci spores, approximately 0.002–0.005 millimeters ("mm") in size, and that the spores may remain airborne longer, potentially exposing large non-Project-related populations.[10,11] The City ignores this evidence and continues to rely on standard dust control to assume that the health risk is less than significant.

Based on the Mitigation Measures outlined in the CalEEMOD model (utilized in the DEIR) watering exposed areas three times a day would reduce PM_{10} and $PM_{2.5}$ emissions by 74 percent (74%). The conventional dust control measures primarily focus on visible dust or larger dust particles—the PM_{10} fraction—and fail to address the very fine particles that transport Valley Fever spores, which are approximately 5 times smaller than typical PM_{10} particles and remain airborne much longer.[12] These fine particles, when disturbed by soil-disturbing activities, spread widely beyond site, posing a significant risk to both onsite workers and nearby communities.

Since there is no safe exposure limit or *cocci* concentration in air, and to ensure the protection

[9] Climate.gov. 2026. Average Wind Speeds

[10] Clark 2025 Comments, citing Schmelzer and Tabershaw, 1968, p. 110; Pappagianis and Einstein, 1978

[11] Clark 2025 Comments, citing Pappagianis and Einstein, 1978, p. 527 ("The northern areas were not directly affected by the ground level windstorm that had struck Kern County but the dust was lifted to several thousand feet elevation and, borne on high currents, the soil and arthrospores along with some moisture were gently deposited on sidewalks and automobiles as 'a mud storm' that vexed the residents of much of California." The storm originating in Kern County, for example, had major impacts in the San Francisco Bay Area and Sacramento).

[12] See, e.g., Cummings and others, 2010, p. 509; Schneider et al., 1997, p. 908 ("Primary prevention strategies (e.g., dust-control measures) for coccidioidomycosis in endemic areas have limited effectiveness.").

of workers or residents, the City is obligated to disclose the potentially significant health risk from Valley Fever exposure and incorporate more stringent mitigation measures to further reduce dust generation and dispersion of airborne cocci spores. As I have previously demonstrated, the City must require active monitoring of dust particle measurements onsite and offsite during soil disturbance activities. This system should require that additional dust suppression (e.g., additional watering of soils (4 times per day)), applying chemical stabilizers at least 24-hours prior to high wind events, etc…) should be initiated when dust measurements at the downwind locations exceed the measure of the upwind locations. This active suppression system would require that the Proponent continually measure onsite during any soil disturbance activities as a health protective measure.

2. Response To Comment 16-19: The FEIR Severely Underestimates The Average Truck Trip Length By Relying On An Average Value Of 8.6 Mile-Length Trips In The Air Quality Analysis.

In response to comments on the underreporting of truck trip distances, Vista Environmental states for the City:

> The trip distances in the CalEEMod model vary for each region of the State and are based on empirical evidence provide in the CalEEMod User Guide and the use of the default trip distances in CalEEMod meets the CEQA requirement of providing substantial evidence of the analysis. The largest warehouse would be 48,800 square feet, which would be considered a small warehouse in Southern California and no warehouses would be designed to be high-cube warehouses, which are the warehouses specifically designed to receive cargo containers. For these reasons, a truck trip directly from the Ports to the project site would likely rarely happen and the default truck trip distances provides a reasonable estimate of the truck trip distances that would occur during operation of the proposed project.

This answer assumes a rare event (driving to the Ports) in a region in which the majority of trucking trips are associated with the Ports. As I pointed out previously, the Ports of Los Angeles and Long Beach alone generate about 35,000 container truck trips every day. A study by the National Center

for Sustainable Transportation (NCST) [13] on Southern California Warehouse and Distribution Center Facilities noted that "Among the six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) that comprise the SCAG region, Los Angeles (31.2%), Riverside (21.2%) and San Bernardino (30.2%) account for the largest share of total miles of primary freight network (SCAG, 2016)… *56% of the facilities receive goods from the Port of Los Angeles and Long Beach, and around 50% deliver to Southern California warehouses, retail stores or manufacturing plants." (Emphasis added)*. Clearly the NCST report validates that the majority of facilities in the SCAG region receive goods from the Ports of Los Angeles and Long Beach. Given the importance of the Ports for trucking in Southern California, it is clear that the City must revise the FEIR's air quality analysis to accurately calculate emissions using fact-based, reasonably foreseeable truck trip lengths.

3. Response to Comment 16-11: The CalEEMod Analysis For The Operational Phase Does Not Include Fire Pumps And Back-Up Generators.

The response from the City that since the Project will not include the use of cold storage there is not a need for permanently installed emergency backup generators is not necessary. Additionally, the City claims that "the use of any emergency backup generator would be covered by Mitigation Measure GHG-1, which requires the Project to be designed to generate a minimum of 50% of the power onsite from renewable sources, which would include the use of solar generation and battery storage systems. In addition, the proposed warehouses are not being designed for cold storage or for 24-hour operations. As a result, the installation of back-up emergency generators are not anticipated to be required for this Project."

This answer creates a new issue, the reliability of battery energy storage systems (BESS). The FEIR fails to include an analysis of the battery energy storage system (BESS) that would be necessary for energy to be stored at the Project Site. The National Fire Protection Association (NFPA)[14] has identified a number of risks associated with BESS that were not addressed in the FEIR and must be addressed in a revised FEIR. Those risks include:

[13] NCST. 2017. Warehousing and Distribution Center Facilities in Southern California: The Use of the Commodity Flow Survey Data to Identify Logistics Sprawl and Freight Generation Patterns: A Research Report from the National Center for Sustainable Transportation. Prepared by Miguel Jaller and Leticia Pineda. Dated July 2017. Pg. 6-7

[14] NFPA, Energy Storage Systems Safety Fact Sheet, June 2020.

- Thermal runaway (rapid uncontrolled release of heat energy, resulting in fire or explosion);
- Shock hazard from stranded energy;
- Release of toxic and flammable gases;
- Deep-seated fires within metal or plastic casing, blocking firefighting agents;
- Mechanical abuse;
- Thermal abuse from exposure to external heat source;
- Electrical abuse from overcharging; and
- Environmental impacts including rodent damage to wiring, extreme heat, and floods.

The FEIR does not disclose the type of lithium-ion battery or battery chemistry, both of which are critically important for worker safety and on-site and off-site impacts in the event of an accident. The FEIR does not contain a Material Safety Data Sheet (MSDS) for the batteries nor does it otherwise disclose the batteries' chemical composition, a necessary step for assessing the fire, explosion, health, and other risks of the battery storage facility.

The most frequently used storage batteries for BESS are lithium ion batteries. Lithium ion batteries may be utilized onsite. The chemical composition of the lithium-ion batteries based on current lithium-ion technology includes cobalt oxide; manganese dioxide; nickel oxide; carbon; unidentified electrolyte; polyvinylidene fluoride; aluminum foil; copper foil; aluminum; and inert materials.[15] The presence of these toxic metals at the Project Site are not considered in the MND.

Further, accidents during handling and transportation of lithium ion batteries could result in injuries to and deaths of workers, motorists, and nearby residents. Lithium-ion batteries are sensitive to damage, especially during handling and transport.[16] They are also sensitive to high ambient temperatures,[17] which occur in Riverside County where the Project will be located. It is well known that battery accidents occur during handling, loading, and

[15] Imperial County Planning and Development Services, Draft Supplemental Environmental Impact Report. Prepared by Burns McDonnell, July 15, 2019, pdf 78, Sec. 2.6.3.9; http://www.icpds.com/?pid=6973.

[16] Kjell-Arne Jonsson, The Dangerous Consequences of Taking Shortcuts When Shipping Lithium Ion Batteries, March 9, 2018; http://info.nefab.com/lib-blog/lithium-ion-batteries-shipping-shortcuts.

[17] Allianz Risk Consulting, Lithium-Ion Batteries, Risk Bulletin, 2017; https://www.agcs.allianz.com/content/dam/onemarketing/agcs/agcs/pdfs-risk-advisory/riskbulletins/ARC-Lithium-Ion-Batteries.pdf.

unloading in warehouses and during transportation.[18] The FEIR fails to discuss the risk of accidents during battery storage, handling, and transportation to the site and thus fails as an informational document under CEQA.

A well-documented history of fires of existing battery storage facilities demonstrates the severe risk that lithium-ion battery fires pose. Fires have occurred at many battery storage facilities around the world, including in the European Union (e.g., Belgium).[19,20] Fires have also occurred at 23 battery storage facilities in South Korea, caused by faulty temperature control, negligence during construction, operational negligence, failure to separate the PCS system and batteries, faulty battery management, system control, or battery protection systems.[21]

It must be noted that fires have not been limited to sites overseas. Several battery fires have occurred in Hawaii[22] and Arizona.[23] These fires resulted in significant impacts that are not addressed in the MND, including significant worker and public health impacts from hazardous air pollutants (HAPs) and damage to the adjacent facilities. First responders and firefighters are a significant at-risk population when batteries rupture after exposure to extreme heat/fire, leaking corrosive materials, and/or emit toxic fumes, regardless of the specific battery technology. Burning batteries may emit acrid smoke, irritating fumes, and toxic fumes of fluoride, resulting in acute and chronic health effects in responding firefighters (and any nearby workers and residents). Acute health hazards include chemical inhalation burns and damage

[18] FAA Office of Security and Hazardous Materials Safety, Lithium Batteries & Lithium Battery-Powered Devices, August 1, 2019; https://www.faa.gov/hazmat/resources/lithium_batteries/ media/Battery_incident_chart.pdf.

[19] Jason Deign, Engie Investigates Source of Belgian Battery Blaze, December 18, 2017; https://www.greentechmedia.com/articles/read/engie-investigates-source-of-belgian-battery-blaze#gs.y25569.

[20] Patrice Nigon and others, Battery Storage, IMIA Working Group Paper 112 (19), pdf 55, 58; https://www.imia.com/wp-content/uploads/2020/01/IMIA-WGP-112-19-Battery-Storage.pdf.

[21] Andy Colthorpe, Korea's ESS Fires: Batteries Not to Blame But Industry Takes Hit Anyway, *PVTech*, June 19, 2019; https://www.energy-storage.news/news/koreas-ess-fires-batteries-not-to-blame-but-industry-takes-hit-anyway.

[22] Two fires occurred at First Wind's 30 MW Kahuku project in Hawaii in 2012. The first fire broke out in March 2011. The second fire, on August 3, 2012.

[23] On April 19, 2019, in Surprise, Arizona at the APS McMicken Energy Storage Facility, equipped with two 2-MW AES Advancion battery arrays. An explosion in the McMicken battery system led to a fire.

to lungs, eyes, and skin. Cobalt, present in lithium-ion batteries, is a suspected human carcinogen.[24]

The following mitigation measures should be incorporated into the Project in order to minimize the risk of battery fires:

- Adequate separation of battery containers and other major equipment;
- Concrete fire walls between containers (not disclosed in the MND);
- Use of noncombustible materials within the insulation of battery containers and the ventilation and suppression systems;
- An adequate on-site water supply for firefighting;
- Fire brigade site visits to identify and plan to prevent any ignition scenarios and thermal runaway;
- Remote and continuous on-line monitoring and early detection sensors;
- Venting to avoid the buildup of gas; and
- Automatic fire suppression system in compliance with NFPA 855.

The FEIR fails to consider the battery composition and the hazards from the rupture of the batteries in its analysis of the Project. The City must prepare a revised FEIR for the Project to address these significant impacts.

The City must provide the supporting documentation regarding the stationary sources in a revised DEIR.

4. Response To Comments 16-23/16-24: The FEIR Fails To Analyze The Project's Health Impacts from Diesel Particulate Matter Emissions Consistent With The Latest SCAQMD Working Group Guidance On The Aggregation Of Warehouses

The City's response that the SCAQMD's Working Group Guidance is not appropriate for the Project since none of the warehouses is larger than 100,000 square feet. This is a misread of the Guidance, since the Project is described in the DEIR as developing a total of 329,100 square feet of warehouses. The focus of the Guidance is on the additional burden placed on communities by warehouses of many sizes. The metrics which have the greatest impact in the analysis is whether the Project is in an AB 617 area (Coachella is a AB-617 community) and the number of trucks associated

[24] Honeywell, Material Safety Data Sheet, Lithium-Ion Battery; https://honeywellaidc.force.com/supportppr/s/article/Lithium-ION-battery-specifications-MSDS-shipping-LI-ION-batteries.

with the facility that increase traffic. The transportation study in the DEIR demonstrates that the project is expected to generate well over 951 truck trips a day on Airport Boulevard.[25] 991 4+-axle trucks, 219 3-axle trucks, and 132 2-axle trucks would be generated daily from the Industrial Park component. This will lower the Cancer Risk Threshold from 5 in one million to 3 in one million. Since the community impacted meets the AB 617 definition, the Cancer Risk Threshold from 3 in one million to 1 in one million. While this is inconvenient for the Project Proponent, it is clear that the City must re-evaluate the health risks against this lower health risk threshold in a revised FEIR.

Conclusion

The facts identified and referenced in this comment letter lead me to reasonably conclude that the Project will result in significant impacts if allowed to proceed.

Sincerely,



[25] DEIR, Coachella Airport Business Park Traffic Impact Analysis, pg. 5.

EXHIBIT B

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Norman Marshall, President
(802) 356-2969

nmarshall@smartmobility.com

April 1, 2026

Aidan P. Marshall
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080

Subject: Coachella Airport Business Park

Dear Mr. Marshall,

In August 2025, I reviewed the vehicle miles traveled (VMT) impacts of the City of Coachella Draft Environmental Impact Report ("DEIR") dated July 2025 for the proposed Coachella Airport Business Park Development (SCH No. 2023040106).

I made the following findings:

1) The project would result in a significant VMT impact.

2) The significant VMT impact is only partially mitigated, and the proposed mitigation is not as strong as the CAPCOA vanpool measure referenced in the DEIR and used to estimate the VMT reduction. The full CAPCOA vanpool measure should be required.

3) The DEIR air quality analysis overestimates reductions from VMT mitigation and should be redone.

4) The DEIR air quality analysis underestimates truck trip lengths and should be redone to calculate emissions based on accurate trip lengths.

5) SR 86 to the north of the project already carries a high truck volume that creates a significant cancer risk. This project is estimated to add another 470 truck trips per day to this section of SR 86. An air toxics analysis should be done.

Now I also have reviewed the responses to these comments in the Final Environmental Impact Report ("FEIR") for the proposed Coachella Airport Business Park Development (SCH No. 2023040106) dated March 2026. I comment on these responses in the sections below.

The Project Would Result in a Significant Undisclosed VMT Impact

The FEIR states that the project would result in a significant VMT impact (DEIR, p. 4.17-31) but that this impact is limited to the large warehouse use. In my August 2025 comments, I explained that all of the non-retail uses would result in significant VMT impacts – not just the warehouse – and the approach used in the DEIR of analyzing these uses separately as part of "mixed-use" development was inappropriate. The FEIR failed to correct this error.

The FEIR continues to assert:

> The project includes multiple non-residential land uses which is considered as a mixed-use project. (FEIR, p 265)

This interpretation is unsupported and contrary to the generally accepted usage of "mixed use," as I documented in my August 2025 comments. My comments explained that the label "mixed-use" is generally applied to walkable, relatively dense mixes of residential with retail and other services.[1] The City's General Plan Land Use Element similarly describes "mixed-use" area as a mix of residential, retail and commercial, not industrial. For example, the General Plan references "mixed-use" as part of Subarea 2 (Downtown),[2] Subarea 4 (Harrison Street Corridor – a "pedestrian-oriented mixed-use corridor with a diverse mix of retail, commercial and residential uses),[3] Subarea 9 (Central Coachella Neighborhoods),[4] Subarea 10 (North Employment District – "multi-family residential is also found on the south of the area, in a mixed-use configuration that supports the Downtown Expansion Subarea with nearby residents"),[5] Subarea 14 (La Entrada – "Regional Commercial and Mixed-Use Development will be located in the western portion…The subarea will contain a diversity of residential neighborhoods").[6] By contrast, Subarea 8, where the Project is located, is designated as an "an employment district that contains a variety of industrial and office use" which "prohibit[s] the conversion of this subarea to residential development".[7] On this point, my August 2025 comments explained:

> This project is not really mixed use, and none of the industrial uses are properly screened from VMT analysis. Even if the definition of "mixed-use" is stretched to cover a project that has no residential use, and is primarily industrial, there is no justification for counting the smaller warehouses in the project as separate small uses that are screened

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[1] https://www.epa.gov/smartgrowth/mixed-use-trip-generation-model ("Neighborhoods that mix land uses and make walking safe and convenient allow residents and workers to drive significantly less, thereby reducing traffic and realizing other benefits. To help give communities better tools to analyze new development, EPA, in cooperation with the Institute of Transportation Engineers (ITE), worked with leading researchers and practitioners to develop new data and methods to estimate the trip-generation impacts of mixed-use developments.").

[2] General Plan, Land Use (LU) Element p. 04-68, available at https://www.coachella.org/home/showpublisheddocument/9429/638402981406830000.

[3] General Plan, LU, p. 04-70.

[4] General Plan, LU, p. 04-75.

[5] General Plan, LU, p. 04-76.

[6] General Plan, LU, p. 04-81.

[7] General Plan, LU, p. 04-74.

from VMT analysis. Only the retail uses are properly screened from VMT analysis, because they are small and locally-serving.

The DEIR estimates that the significant VMT finding applies to only 285 of the estimated 741 employees in the large warehouse category. If this is corrected to include all employees except the retail employees, the significant VMT finding applies to 689 of the estimated 741 employees.

The FEIR continues to rely on the same erroneous interpretation of "mixed-use" development and the County Guidelines. The City's decision to ignore the VMT impacts from the Project's retail and commercial uses, and focus solely on warehouse VMT, results in significant underestimated (and unmitigated) VMT impacts.

The Significant VMT Impact is Only Partially Mitigated

The DEIR acknowledged that the mitigation proposed in the DEIR only partially mitigated the significant VMT impacts based on a potential 3.55% percent reduction. (DEIR, p. 4-17-33) The FEIR discusses various possible reduction estimates and concludes that the reduction would only be 1.6%. (FEIR p. 267) This is inadequate mitigation. As explained in my August 2025 comments, additional mitigation is available:

> The Handbook[8] states that up to 20.4% reduction is possible with vanpooling when the employer covers "… the capital costs of vehicle acquisition and the labor costs of drivers, either through incentives to current employees or the hiring of dedicated drivers." (Handbook, p. 104) The Handbook definition requires substantial payments by employers above wages; but the DEIR condition requires no additional payments, and only paperwork to make the employee costs pre-tax. Therefore, the Handbook formula is not applicable to the DEIR condition.
>
> To achieve the maximum possible VMT reduction, the DEIR vanpool condition should be rewritten to match the Handbook definition.

The FEIR does not include any evidence that this measure would be infeasible for the Project.

The FEIR's Air Quality Analysis Overestimates VMT Mitigation

In my August 2025 comments, I noted that the DEIR air quality analysis assigned a 5% VMT reduction from mitigation and applied it to the entire project (DEIR Appendix B, PDF p. 113, 186-187), and that this is inconsistent with the 3.55% reduction that applied only to the large warehouse. As noted above, the FEIR has substituted an estimate of only a 1.6% VMT reduction, again applied only to the large warehouse. Therefore, the discrepancy in the air quality analysis is even greater than I stated in my August 2025 comments. Nevertheless, the FEIR has not corrected this deficiency. Instead, it argues that correcting this deficiency would not result in significant air quality impacts. (FEIR, p. 268). The FEIR insists on relying on an inaccurate analysis. To the contrary, the air quality analysis should be redone so that the VMT mitigation assumptions are consistent.

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[8] Air Pollution Control Officers Association ("CAPCOA") *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (2021).

The FEIR Underestimates Truck Trip Lengths in the Air Quality Analysis

The FEIR's air quality analysis applies CalEEMod default trip lengths with an average trip length of 8.62 miles for the industrial uses. (DEIR Appendix B, PDF p. 186-187) As referenced in my August 2025 comments, the South Coast Air Quality Management District (SCAQMD) recommends that large truck trip lengths should be set to the distance from the Ports of Long Beach and Los Angeles.

The FEIR argues that CalEEMod default trip distances are appropriate because they "… vary for each region of the State and are based on empirical evidence provided in the CalEEMod User Guide." (FEIR p. 42) In the CalEEMod documentation, the source for these trip distances is "California MP/RTPA. 2021. Excel database of travel demand model data." These numbers are not data, they are numbers extracted from models and entered into CalEEMod. Many of these regional models do not model trucks well, and the distances applied do not differentiate between truck trips and other trips. Therefore, they are not truck trip distances supported by "empirical evidence as claimed in the FEIR.

The Project site is about 150 miles from the Ports of Los Angeles and Long Beach and the SCAQMD recommended heavy truck trip length is 150 miles. The air quality analysis should be redone to account for longer truck trip lengths.

An Air Toxics Analysis Should Be Done

SCAQMD prepared draft significant thresholds for that address cumulative health risk impacts from warehouse and industrial projects.[9] This project would contribute to an existing pollution burden by increasing truck traffic. The DEIR estimates that the project will generate 1,342 truck trips per day (DEIR Appendix I, Table 1-4, p. 5). The DEIR further estimates that 35% of daily trips will travel on SR 86 to the north of Airport Boulevard (DEIR Appendix I, Figure 1-2, PDF p. 20). Therefore, the project is estimated to add 470 truck trips per day to SR 86 north of Airport Boulevard and exacerbate the existing cancer risk problem.

The FEIR argues that the draft SCAQMD protocols are inapplicable:

> . . . the draft SCAQMD protocols are for warehouses that are over 100,000 square feet, which would not apply to the proposed Project. Therefore, the working group thresholds that have not yet been adopted by the SCAQMD are not applicable to the proposed Project. (FEIR, p. 274)

This assertion is false. The FEIR states that the project includes:

Phase I

- Large Warehouse – 110,900 square feet (sf)
- Small Warehouse – 24,000 sf
- Small Business – 31,500 sf
- Personal Vehicle Storage Facilities – 38,400 sf
- Self-storage – 67,300 sf
- Fast Food Restaurant with Drive Through – 4,650 sf

[9] https://www.aqmd.gov/docs/default-source/ceqa/documents/wgm-6-20241106.pdf?sfvrsn=405a8561_13, November 6, 2024.

• Service Station with Convenience Store – 10 vehicle fueling positions and 4,000 sf Convenience Store

Phase II

• Large Warehouse – 48,800 sf
• Small Warehouse – 52,800 sf
• Small Business – 22,500 sf
• Personal Vehicle Storage Facilities – 38,400 sf

Phase III

• Large Warehouse – 73,400 sf
• Small Warehouse – 19,200 sf
• Small Business – 27,000 sf
• Self-storage – 61,300 sf (DEIR, p. 4.17-5)

The first entry in the list is a warehouse greater than 100,000 sq. ft., and the DEIR VMT analysis considers all three "large warehouse" entries as a single 233,100 sq. ft. warehouse. (DEIR, p. 4.17-30) Therefore, the FEIR excerpt reproduced above is clearly wrong. The entire project includes six warehouse phases totaling 307,500 sq. ft. that should be analyzed together because splitting up the warehouse space does not reduce the impacts.

The FEIR's claim that the draft protocols are inapplicable is thus unsupported.

Sincerely,



Norman L. Marshall

EXHIBIT C

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3/31/2026

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Re: Response to Comments on Noise Study
Coachella Airport Business Park Project
RWDI Reference No. 2601901_01

Dear Aidan P. Marshall,

Wilson Ihrig has reviewed the Response to Noise Related Public Comments (RTC) prepared by AMBIENT Air Quality & Noise Consulting, dated October 21, 2025. The RTS is largely unresponsive and does not address potentially significant operational and construction impacts.

POTENTIALLY SIGNIFICANT CONSTRUCTION IMPACTS – RTC 16.4, 16.25, 16.26, 16.27

The RTC is unresponsive to our previous comments about inadequate construction noise criteria. The DEIR shows predicted construction noise levels without mitigation as high as 89 dBA and fails to provide increase-based criteria for construction. These levels are up to 30 dB above the measured ambient during construction hours. The RTC incorrectly claims that such increases would only be of concern during evening and nighttime hours. CEQA requires evaluating "generation of a substantial temporary or permanent increase in ambient noise levels" [DEIR p. 4.13-15] and the FTA Manual states that "project construction noise criteria should account for the existing noise environment" [FTA, p. 179]. Neither specifies only nighttime hours.

The RTC incorrectly claims that Figure 3-6 does not pertain to construction activities because they are "short term." The RTC goes on to compare construction activity to noise from leaf blowers and garbage collection, activities that occur for brief periods of time and not on a daily basis. This comparison is not appropriate. As shown in the DEIR, the City of Coachella Municipal Code allows construction between 6 a.m. and 5:30 p.m. on weekdays (11.5 hours per day) and 8 a.m.-5 p.m. on weekends (9 hours per day) [DEIR, p. 4.13-15]. The air quality analysis assumed 9 hours of operation per day for 3.2 years [DEIR, p. 4.3-16]. Construction levels of 89 dBA for 9 hours a day would raise the measured Ldn from 70 dBA to 85dBA. The FEIR does not address why such an increase in ambient levels would be acceptable.

The RTC is unresponsive to our previous comments regarding the inadequate construction noise mitigation measures. The RTC claims that the RCNM levels used in the DEIR analysis were based on construction equipment measurements in the 70s and 90s and that modern equipment with mufflers would be 10 dB quieter. Firstly, the equipment reference levels in the original RCNM are mostly from the late 90s and 2000s, not the 1970s. The current RCNM 2.0 has updated these libraries with more recent measurements, based on a 2018 NCHRP report. While some equipment levels are up to 10 dB quieter, many are the same or even louder. And, as previously stated, the assumption that mufflers were not used in the 2000s is incorrect and they only reduce engine noise, not other construction activities. Finally, the RTC does not address the lack of noise barriers in Mitigation Measure Noise-1, which would reduce levels of all equipment, as long as they properly block line of sight, by 8-10 dB.

Wilson Ihrig is a consultancy within RWDI, specializing in acoustics, noise, and vibration. This [illegible] intended for the sole use of the party to whom it is addressed and may contain information that is privileged and/or co[illegible]ve received this in error, please notify us immediately. Accessible document formats provided upon request. ® RWDI [illegible] registered trademarks in Canada and the United States of America. © RWDI USA LLC ("RWDI") ALL RIGHTS RESE[illegible]

Aidan P. Marshall
Adams Broadwell Joseph & Cardozo
Job# 260190 1_01
3/31/2026

POTENTIALLY SIGNIFICANT OPERATIONAL IMPACTS – RTC 16.28, 16.29, 16.30

The RTC claims that the warehouse isn't designed for 24 hour operation because it is not a large cube-storage. This contradicts the DEIR which clearly states that the air quality analysis assumed 24 hour operations [DEIR p. 4.3-16]. The RTC does not address this discrepency in the air and noise analysis.

Further, the RTC claims, without evidence, that a single-event analysis is inappropriate for slow truck activity on site. The RTC points to lower speeds of trucks entering the site, which is already addressed in our previous letter. The response does not address the impact nighttime truck activity on site would have on local residences.

Mitigation measures could include operational conditions such as prohibiting line-haul trucks during nighttime hours, or routing nighttime line-haul trucks away from residential areas, or off-site mitigation in the form of new windows and mechanical ventilation for bedrooms affected by the nighttime line-haul operations.

Please feel free to contact me with any questions on this information.

Yours truly,

Wilson Ihrig / RWDI

Ani Toncheva
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March 31, 2026

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Re: Comment on Final Environmental Impact Report, Coachella Airport Business Park (SCH 2023040106) April 1, 2026, Planning Commission Agenda Item 3

Dear Chair Murillo, Vice Chair Fonseca, Honorable Commissioners, Ms. Criste, and Ms. Sepeda:

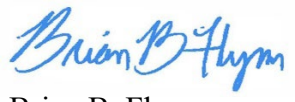
This comment is submitted on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the Final Environmental Impact Report ("FEIR") prepared for the Coachella Airport Business Park (SCH No. 2023040106), which proposes the development of a mixed-use business park with 624,500 square feet for industrial uses located at the northwest corner of the intersection of State Route 86 and Airport Boulevard (APNs 763-330-013, -018, and -029) in the City of Coachella ("Project"), which is scheduled to be heard by the Planning Commission on April 1, 2026 as Agenda Item 3.

SAFER is concerned that the FEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's significant and unavoidable VMT impact. SAFER requests that the Development Services Department address these

shortcomings in a revised environmental impact report ("REIR") and recirculate the REIR prior to considering approvals for the Project.

SAFER reserves the right to supplement these comments during the administrative process. *Galante Vineyards v. Monterey Peninsula Water Management Dist*., 60 Cal. App. 4th 1109, 1121 (1997).

Sincerely,



Brian B. Flynn
Lozeau Drury LLP

USA TODAY CO.

LocaliQ

Order Confirmation

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Contact Phone:	
Contact Email:	afernandez@coachella.org
PO Number:	10/14 com meeting

Date:	09/28/2026
Order Number:	12664592
Prepayment Amount:	$ 0.00

Column Count:	2.0000
Line Count:	88.0000
Height in Inches:	9.1000

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Product	#Insertions	Start - End	Category
PDS Palm Springs Desert Sun	1	10/02/2026 - 10/02/2026	Govt Public Notices
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Ad Preview

NOTICE OF PUBLIC HEARING
CITY OF COACHELLA PLANNING COMMISSION MEETING

NOTICE IS HEREBY GIVEN that the City Council of the City of Coachella will hold a public hearing on Wednesday, October 14, 2026 at 6:00 p.m. at 1515 Sixth Street, Coachella CA 92236 to consider oral and written testimony regarding Change of Zone 20-01, Tentative Parcel Map 37921, Conditional Use Permits 324, 325 and 326, Architectural Review 20-04, Development Agreement 25-02 and the Coachella Airport Business Park Environmental Impact Report (EIR, SCH #2023040106) for 48± acres to be developed for industrial and commercial uses. The Project is located on the northwest corner of State Route 86 and Airport Boulevard in the City of Coachella, California. The site is identified as Assessor's Parcel Numbers (APN) 763-330-013, 763-330-018, and 763-330-029. The applicant proposes the development of 624,500 square feet of building space, consisting of warehouse, business park, self-storage and similar space, a gasoline service station and fast food restaurant with drive-through and an Imperial Irrigation District substation. Applicant: Empire Airport Co. LLC.



Pursuant to CEQA, an Environmental Impact Report (EIR, SCH #2023040106) was prepared for the project. The EIR concluded that the proposed project will not have a significant effect on the environment with the implementation of mitigation measures, with the exception of transportation impacts relating to vehicle miles traveled, which will remain significant and unavoidable.

Copies of the Application materials submitted are available for public inspection at the Coachella Development Services Department 53990 Enterprise Way, Coachella, CA 92236 between the hours of 7:00 am and 6:00 pm, Monday through Thursday. City Hall is closed on Fridays. (Se Habla Español).

In addition to submitting written comments at the address noted above, you may email kreif@coachella.org or call (760) 398-3102 before 4:30 p.m. on the day of the meeting to leave a voice message. You may request to speak via zoom by contacting the Planning Commission Secretary through the above means before 5:30 p.m. on the day of the meeting and requesting a Zoom link to the meeting. Public comments either received via email, telephonically or via Zoom must be limited to a maximum of 250 words written or three minutes spoken.

The live stream of the meeting may be viewed online by accessing the City's website at www.coachella.org, and clicking on the "Agendas/Minutes" tab located on the home page, and finding the Zoom Meetings link to the meeting on the posted agenda.

If any individual or group challenges this action in court, issues raised may be limited to those issues raised at the public hearing described in this notice or in written testimony. Any questions or comments may be directed to:

Kendra Reif, Community Development Director
53-990 Enterprise Way, Coachella, CA 92236
(760) 398-3102

BY ORDER OF THE CITY CLERK
Published: OCTOBER 2, 2026