COUNTY OF RIVERSIDE
ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Project Case Type (s) and Number(s): PPT210015, TPM38113, GPA210003 and CZ2100010
Lead Agency Name: County of Riverside Planning Department
Address: 4080 Lemon Street 12th Floor, Riverside, CA 92501
Contact Person: Evan Langan, Principal Planner
Telephone Number**:** (951) 955-3024
Applicant's Name: HI Bermuda Dunes, LLC
Applicant's Address: 20 North Raymond Avenue, Suite 300, Pasadena, CA 91103

I. PROJECT INFORMATION

Project Description: The project includes the development of approximately 2.44 acres at Assessor Parcel Number (APN) 609-020-024-3 at 42500 Washington Street in the community of Bermuda Dunes, in Riverside County (Figure 1). The project site is surrounded by residential uses to the east, commercial uses to the north and west, and commercial and residential uses to the south (Figure 2). The proposed project includes development of a one-story 9,990 square-foot daycare/pre-school building and a 43-unit four-story apartment building, as well as associated parking, open space (including drought tolerant landscaping areas) and recreation uses and infrastructure (Figure 3 and Figure 4). Proposed parking for the project site would include 118 parking stalls, including four Americans with Disabilities Act (ADA) compliant stalls and five electric vehicle (EV) stalls. The proposed project would also include approximately 5,723 square feet of solar ready rooftop areas. The layout of the proposed daycare/pre-school facility is detailed in Figure 5. The layout of the proposed multifamily housing development is included in Figures 6-10. Figure 11 provides the building elevations of the proposed daycare/pre-school use, while Figures 12-13 illustrate the elevations of the proposed multifamily apartment building. The table below includes the proposed square footage of project components.

Square Footage of Project Components

Proposed Land Use	Building Cover	Open Space/Recreation	Parking	Total
Daycare/Pre-School Facility	9,990	20,607	11,220	41,817
Multifamily Residential Development	26,383	7,357	30,697	64,437

Source: Compiled by LSA (November 2022).

The project also includes an amendment to the Riverside County General Plan, to change the land use designation of the site from High Density Residential and Medium Density Residential to Mixed Use Area and an amendment to the site's zoning from General Residential (R-3-2000) and One-Family Dwelling (R-1-12000) to Mixed-Use (MU).

Construction of the proposed project is anticipated to occur over a period of 13 months. Grading at the project site is expected to be balanced, and no import or export of soil is anticipated.

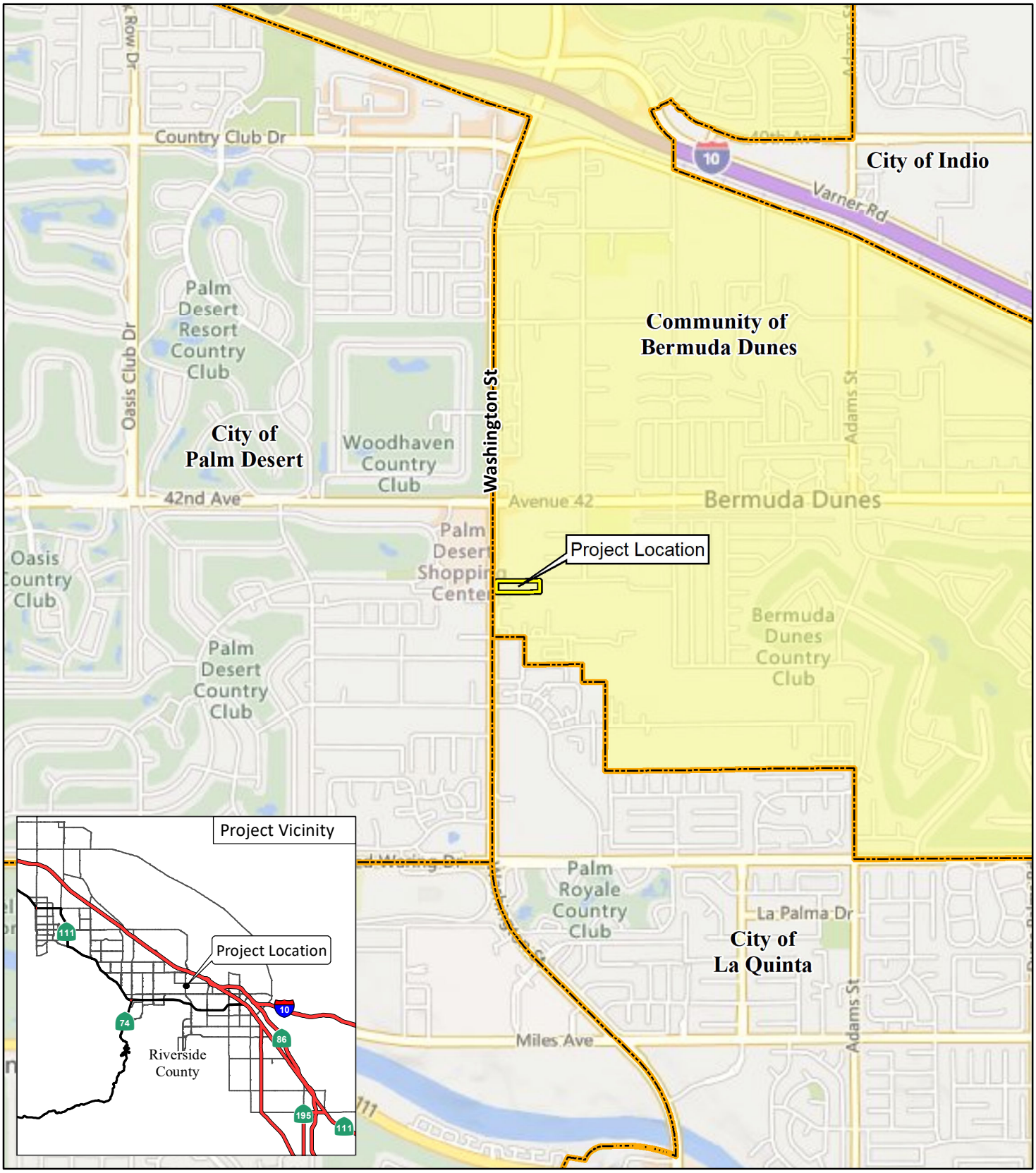
A. Type of Project: Site Specific ☒; Countywide ☐; Community ☐; Policy ☐.

B. Total Project Area: 2.44 acres

Residential Acres: 1.48	**Lots:** 1	**Units:** 43	**Projected No. of Residents:** 102
Commercial Acres: 1.82	**Lots:** 1	**Sq. Ft. of Bldg. Area:** 9,990	**Projected No. of Students:** 166
Industrial Acres: 0	**Lots:** 0	**Sq. Ft. of Bldg. Area:** 0	**Est. No. of Employees:** 24
Other:	**Lots:** 0	**Sq. Ft. of Bldg. Area:** 0	

C. Assessor's Parcel No(s): 609-020-024-3

Street References: South of Hovley Lane East/Avenue 42, north of Hidden River Road, east of Washington Street, and west of Lima Hall Road.



LSA

LEGEND

- Project Location
- City Boundary
- Unincorporated Riverside County

0 1000 2000
FEET

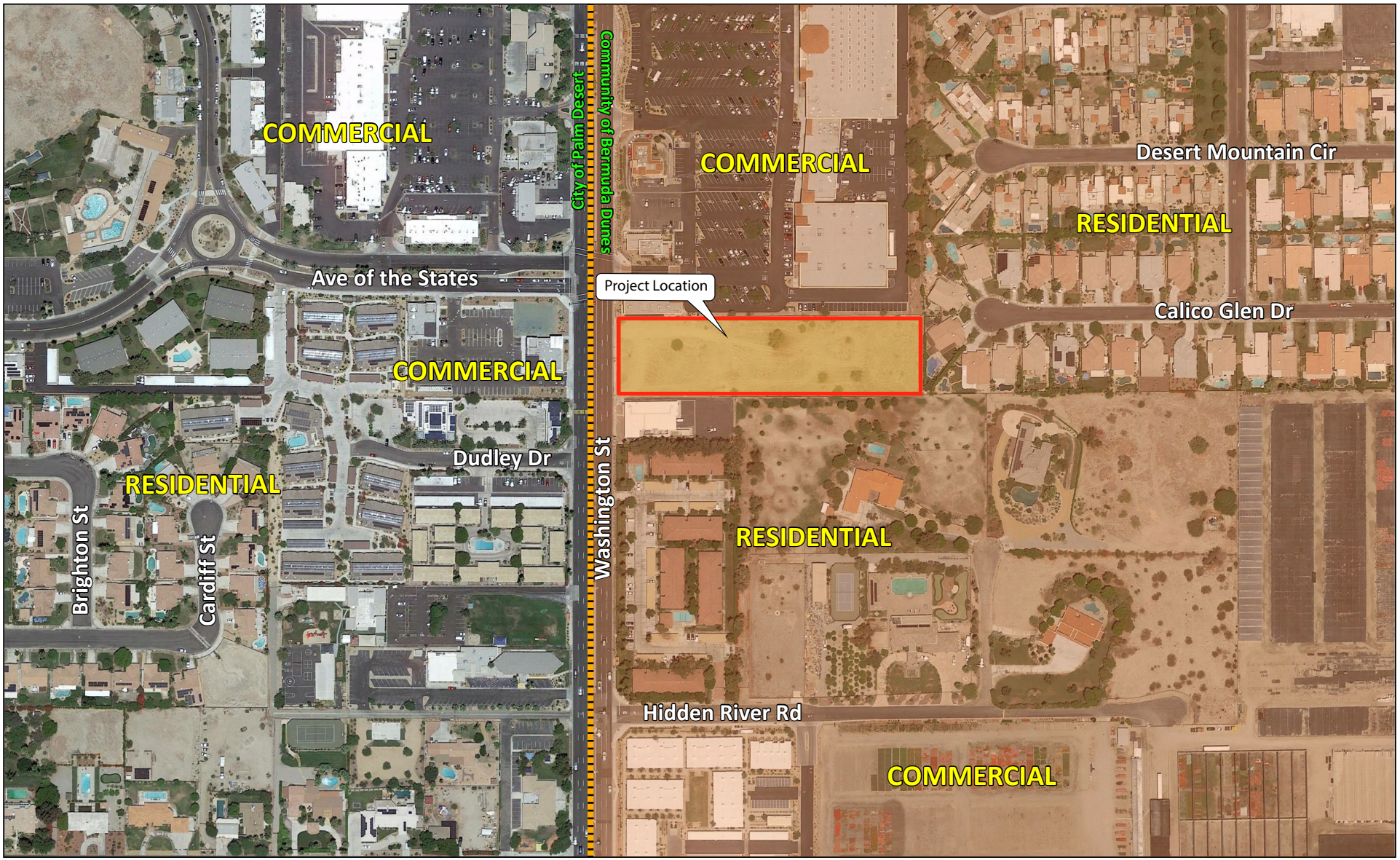
SOURCE: Bing Road Maps (2021)

I:\HRD2001\GIS\MXD\ProjectLocation_USGS.mxd (11/16/2022)

FIGURE 1

42500 Washington Street, Bermuda Dunes Project

Regional and Local Context Map



LSA

LEGEND

Project Location

Unincorporated Riverside County

City Limit

0 100 200

FEET

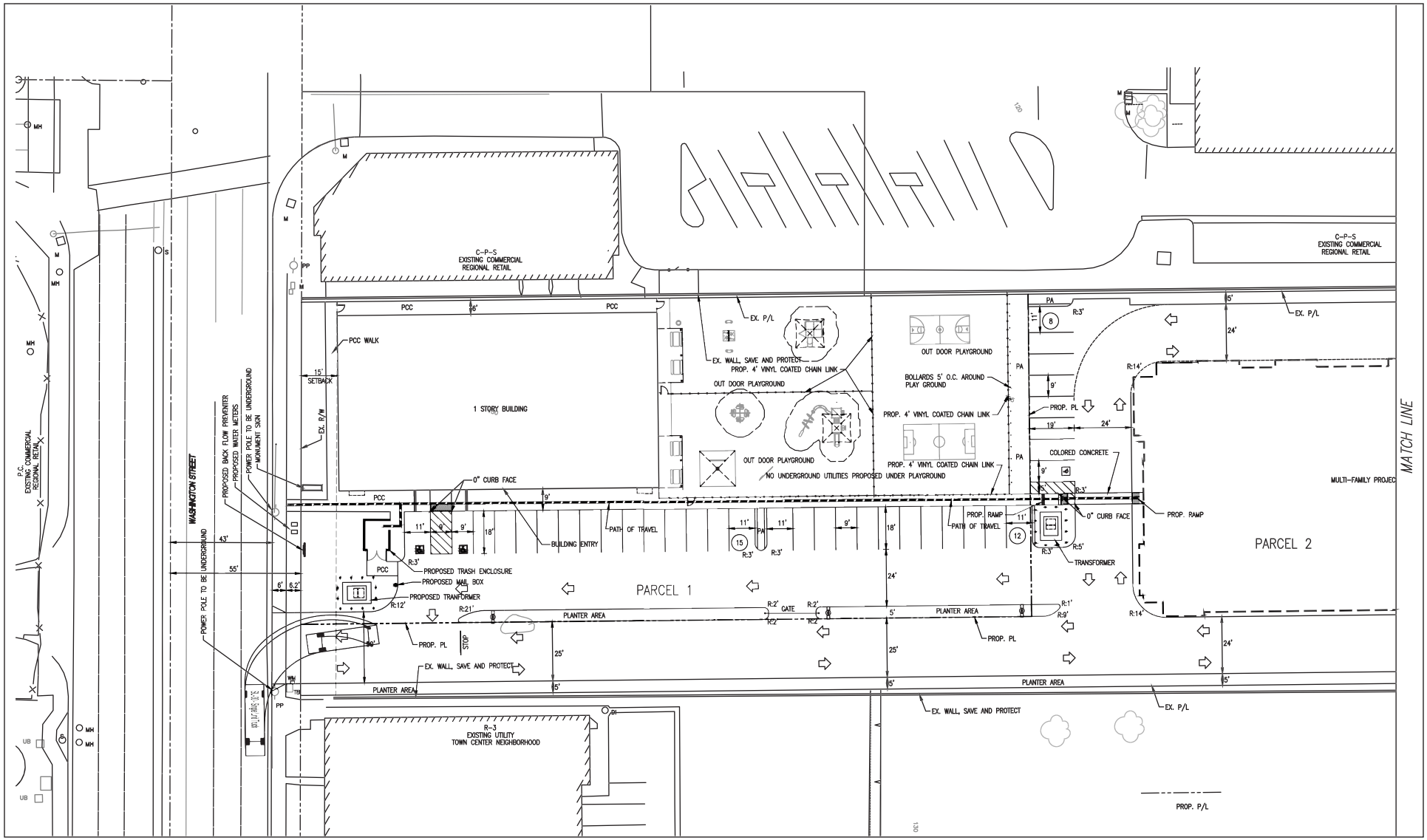
SOURCE: Google Earth 2022

FIGURE 2

42500 Washington Street, Bermuda Dunes Project

Aerial Photograph of Surrounding Land Uses

I:\HRD2001\G\Land_Use.ai (11/16/2022)



LSA

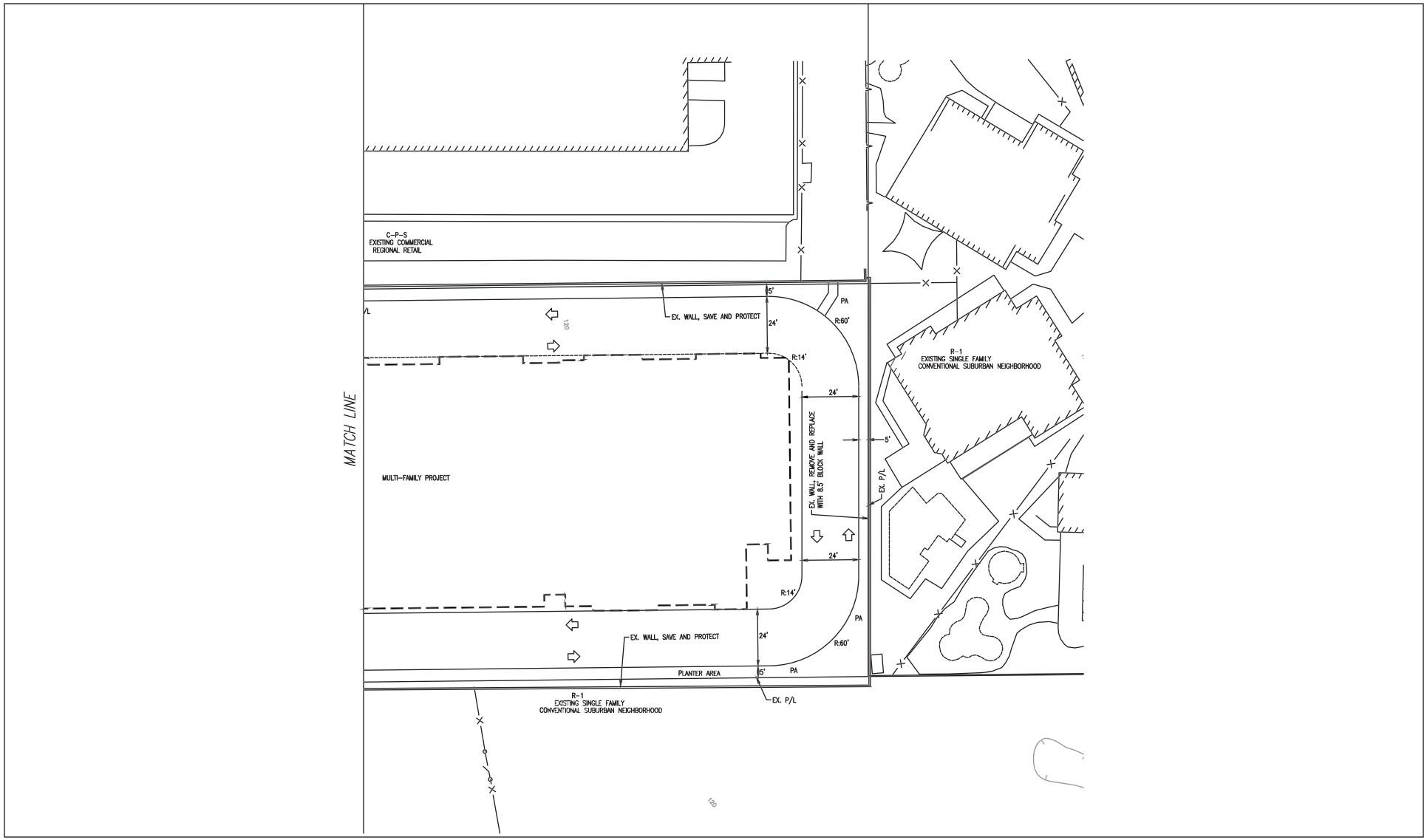
FIGURE 3

0 20 40
FEET

SOURCE: KES Technologies, Inc., 7/1/2023

I:\HRD2001\G\Site_Plan_West.ai (8/11/2023)

42500 Washington Street "Bermuda Dunes" Project
Site Plan - West



LSA

FIGURE 4

N

0 20 40

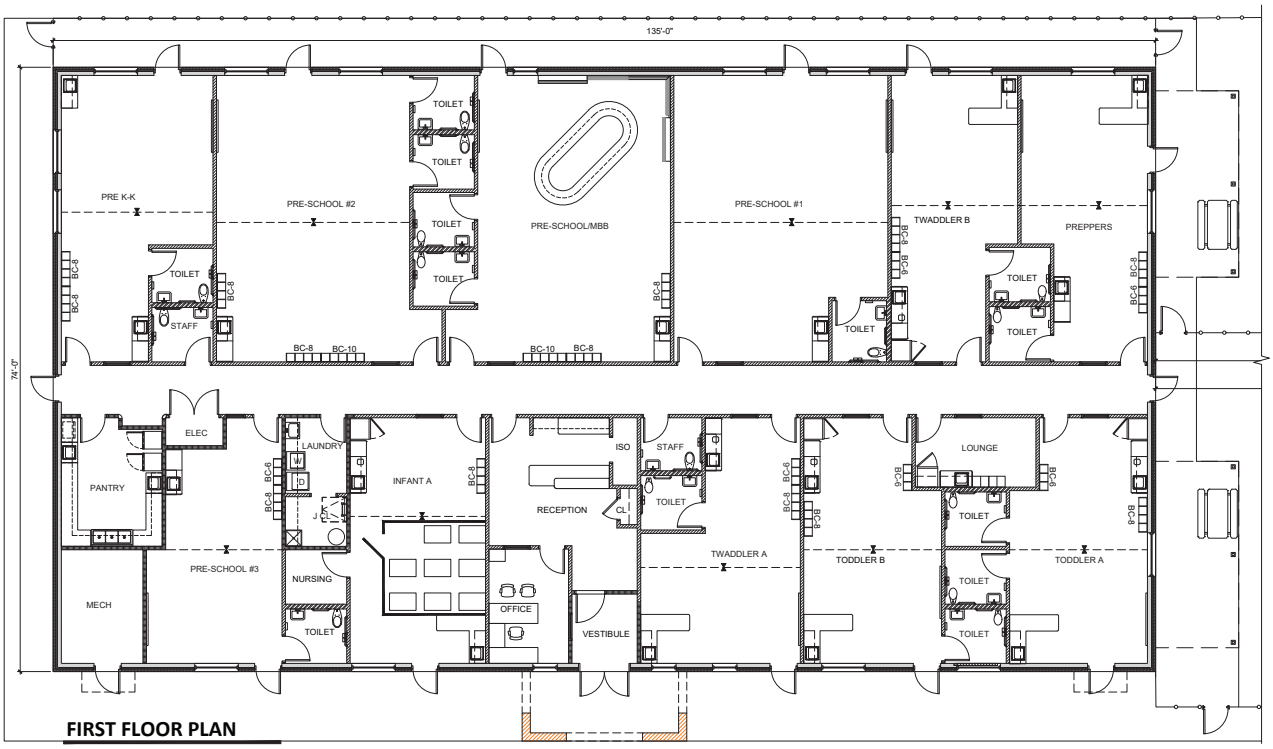
FEET

42500 Washington Street "Bermuda Dunes" Project

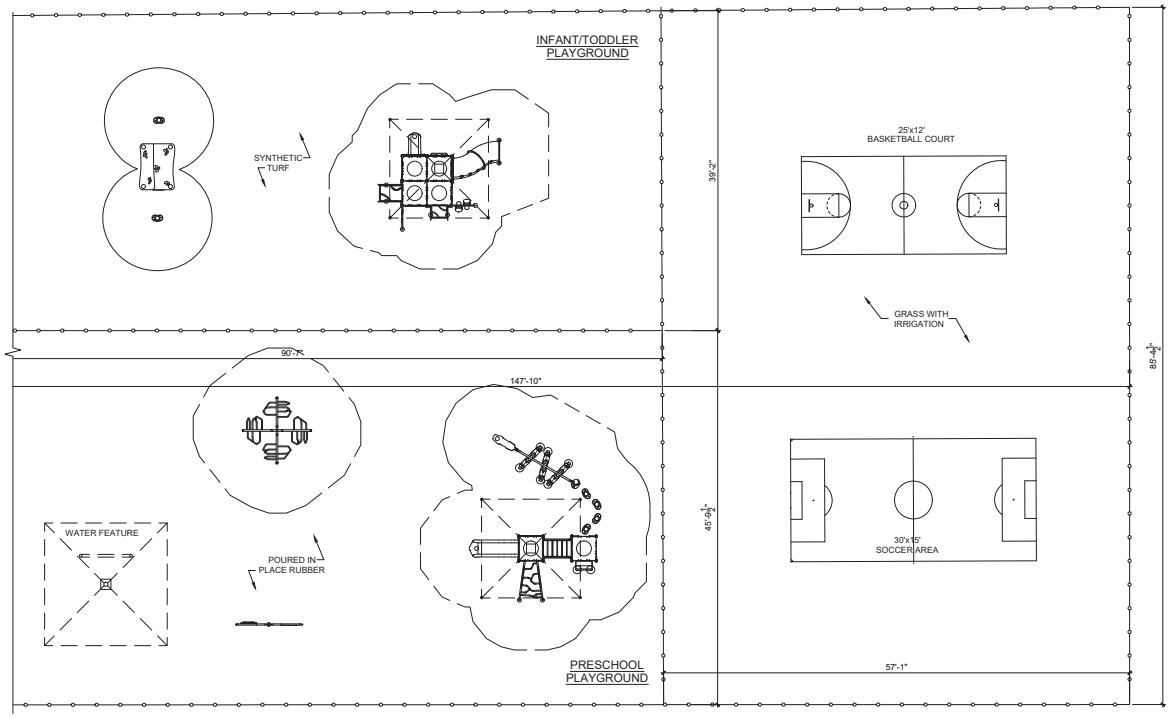
Site Plan - East

SOURCE: KES Technologies, Inc., 7/1/2023

I:\HRD2001\G\Site_Plan_East.ai (8/11/2023)



FIRST FLOOR PLAN



PLAYGROUND PLAN

LSA

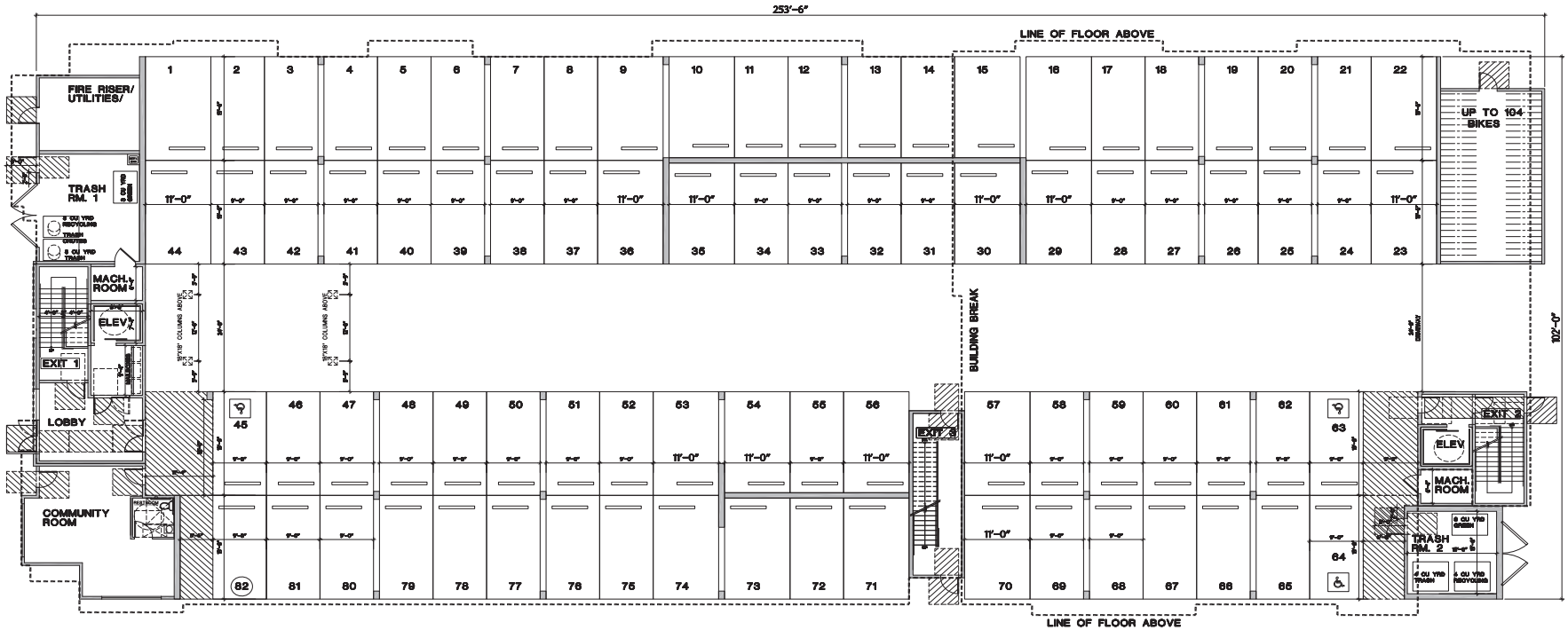
FIGURE 5

NOT TO SCALE

SOURCE: Jarmel Kizel., 7/1/2023

I:\HRD2001\G\Daycare_Preschool.ai (8/11/2023)

42500 Washington Street "Bermuda Dunes" Project
Layout of Daycare/Pre-school Facility



UNIT MIX						
NAME	TYPE	SIZE	POA/DECK	# OF UNITS	PARKING/UNIT	SPACES REQU.
1	1 BED, 1 BATH	768 SF	60 SF	5	1.25 SPACES	6.25
2	1 BED, 1 BATH	864 SF	55 SF	4	1.25 SPACES	5
3	2 BED, 2 BATH	982 SF	52 SF	10	2.25 SPACES	22.5
4	2 BED, 2 BATH	1,062 SF	58 SF	12	2.25 SPACES	27
5	2 BED, 2 BATH	1,176 SF	64/78 SF	11	2.25 SPACES	24.75
6	3 BED, 3 BATH	1,951 SF	112 SF	1	2.75 SPACES	2.75
		UNITS		43 TOTAL		89 TOTAL
						90 PROVIDED
COMMON USE AREA/OPEN SPACE						
	COURTYARD	5,666 SF				
	ROOFDECKS	5,974 SF				
	TOTAL	11,640 SF		= 270 SF PER UNIT		

FIRST FLOOR

WALLS/STRUCTURE

ACCESSIBLE ROUTE

LSA

FIGURE 6

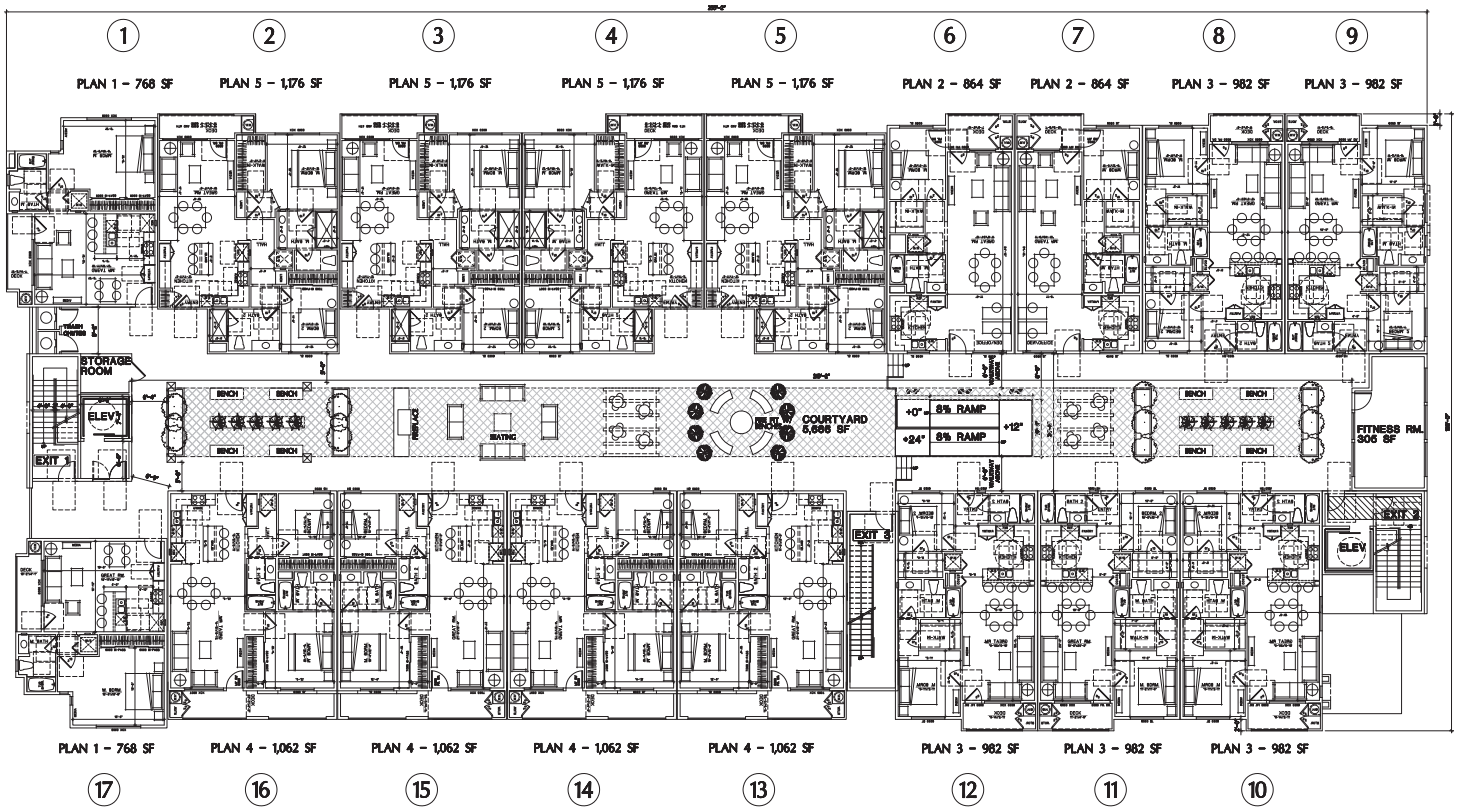
NOT TO SCALE

SOURCES: Daniel Beauchamp, Architect; KES Technologies, Inc., 1/7/2022

I:\HRD2001\G\Multi-Fam_Apt_Bldg_Lvl_1.ai (11/17/2022)

42500 Washington Street "Bermuda Dunes" Project

Layout of Multi-Family Apartment Building - First Level



UNIT MIX						
NAME	TYPE	SIZE	POA/DECK	# OF UNITS	PARKING/UNIT	SPACES REQU.
1	1 BED, 1 BATH	768 SF	60 SF	5	1.25 SPACES	6.25
2	1 BED, 1 BATH	864 SF	55 SF	4	1.25 SPACES	5
3	2 BED, 2 BATH	982 SF	52 SF	10	2.25 SPACES	22.5
4	2 BED, 2 BATH	1,062 SF	58 SF	12	2.25 SPACES	27
5	2 BED, 2 BATH	1,176 SF	64/78 SF	11	2.25 SPACES	24.75
6	3 BED, 3 BATH	1,951 SF	112 SF	1	2.75 SPACES	2.75
		UNITS		43 TOTAL		89 TOTAL
						90 PROVIDED
COMMON USE AREA/OPEN SPACE						
	COURTYARD	5,666 SF				
	ROOFDECKS	5,974 SF				
	TOTAL	11,640 SF		= 270 SF PER UNIT		

SECOND FLOOR
17 UNITS

LSA

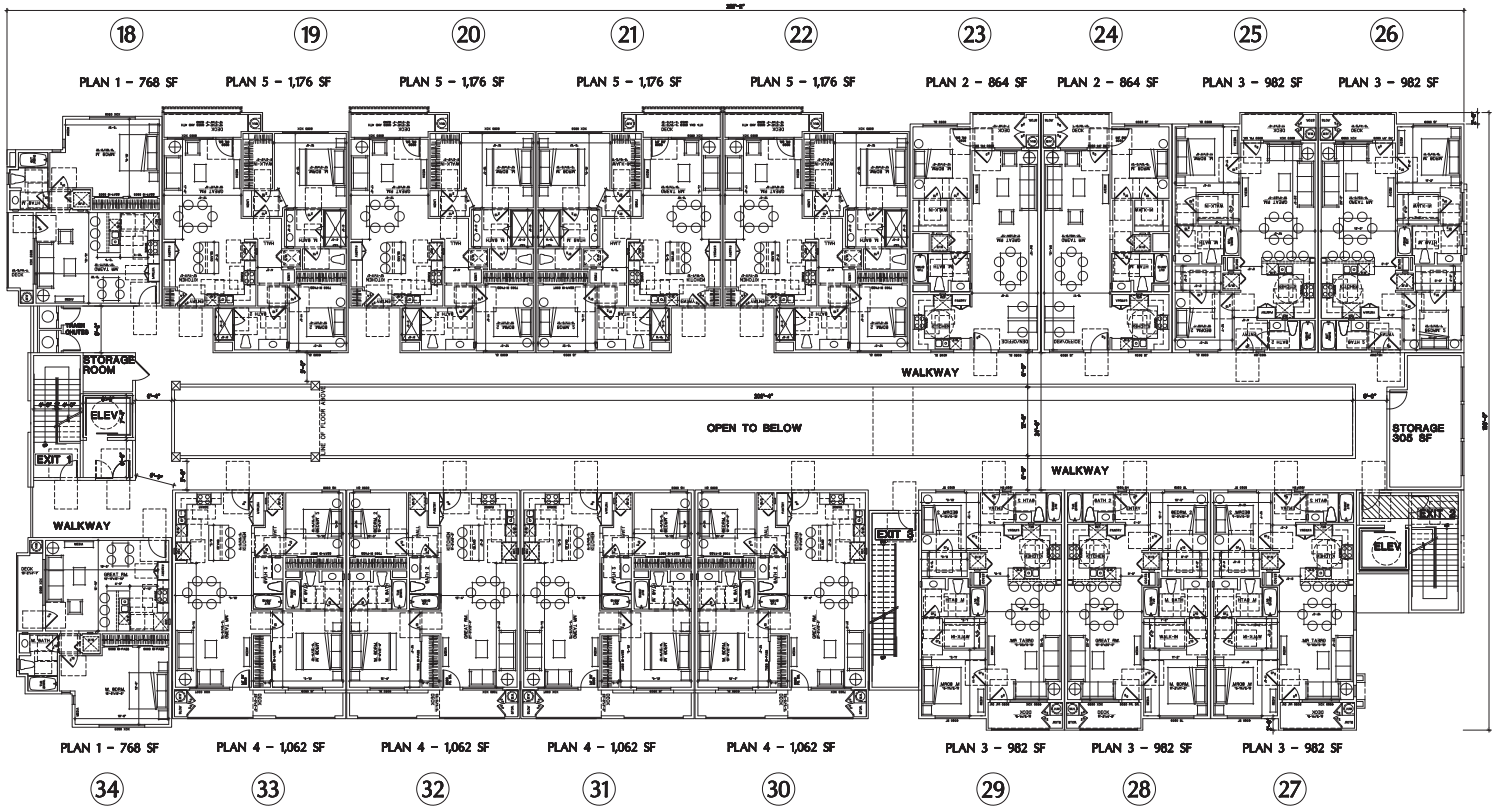
FIGURE 7

NOT TO SCALE

42500 Washington Street "Bermuda Dunes" Project
Layout of Multi-Family Apartment Building - Second Level

SOURCES: Daniel Beauchamp, Architect; KES Technologies, Inc., 1/7/2022

I:\HRD2001\G\Multi-Fam_Apt_Bldg_Lvl_2.ai (11/17/2022)



THIRD FLOOR
17 UNITS

UNIT MIX						
NAME	TYPE	SIZE	POA/DECK	# OF UNITS	PARKING/UNIT	SPACES REQU.
1	1 BED, 1 BATH	768 SF	60 SF	5	1.25 SPACES	6.25
2	1 BED, 1 BATH	864 SF	55 SF	4	1.25 SPACES	5
3	2 BED, 2 BATH	982 SF	52 SF	10	2.25 SPACES	22.5
4	2 BED, 2 BATH	1,062 SF	58 SF	12	2.25 SPACES	27
5	2 BED, 2 BATH	1,176 SF	64/78 SF	11	2.25 SPACES	24.75
6	3 BED, 3 BATH	1,951 SF	112 SF	1	2.75 SPACES	2.75
		UNITS		43 TOTAL		89 TOTAL
						90 PROVIDED
COMMON USE AREA/OPEN SPACE						
	COURTYARD	5,666 SF				
	ROOFDECKS	5,974 SF				
	TOTAL	11,640 SF		= 270 SF PER UNIT		

LSA

FIGURE 8

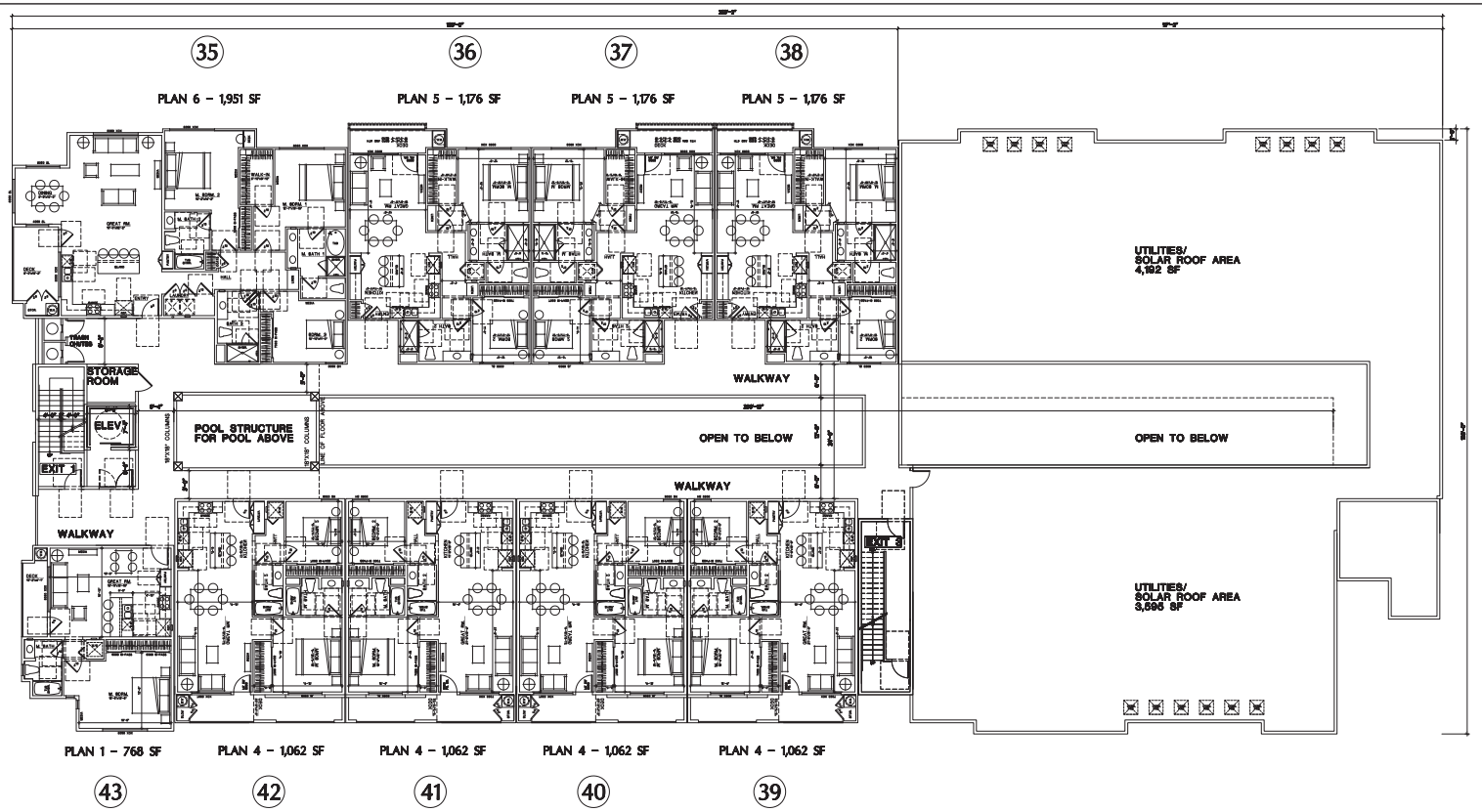
N

NOT TO SCALE

SOURCES: Daniel Beauchamp, Architect; KES Technologies, Inc., 1/7/2022

I:\HRD2001\G\Multi-Fam_Apt_Bldg_Lvl_3.ai (11/17/2022)

42500 Washington Street "Bermuda Dunes" Project
Layout of Multi-Family Apartment Building - Third Level



UNIT MIX						
NAME	TYPE	SIZE	POA/DECK	# OF UNITS	PARKING/UNIT	SPACES REQU.
1	1 BED, 1 BATH	768 SF	60 SF	5	1.25 SPACES	6.25
2	1 BED, 1 BATH	864 SF	55 SF	4	1.25 SPACES	5
3	2 BED, 2 BATH	982 SF	52 SF	10	2.25 SPACES	22.5
4	2 BED, 2 BATH	1,062 SF	58 SF	12	2.25 SPACES	27
5	2 BED, 2 BATH	1,176 SF	64/78 SF	11	2.25 SPACES	24.75
6	3 BED, 3 BATH	1,951 SF	112 SF	1	2.75 SPACES	2.75
		UNITS		43 TOTAL		89 TOTAL
						90 PROVIDED
COMMON USE AREA/OPEN SPACE						
	COURTYARD	5,666 SF				
	ROOFDECKS	5,974 SF				
	TOTAL	11,640 SF		= 270 SF PER UNIT		

FOURTH FLOOR
9 UNITS

LSA

FIGURE 9

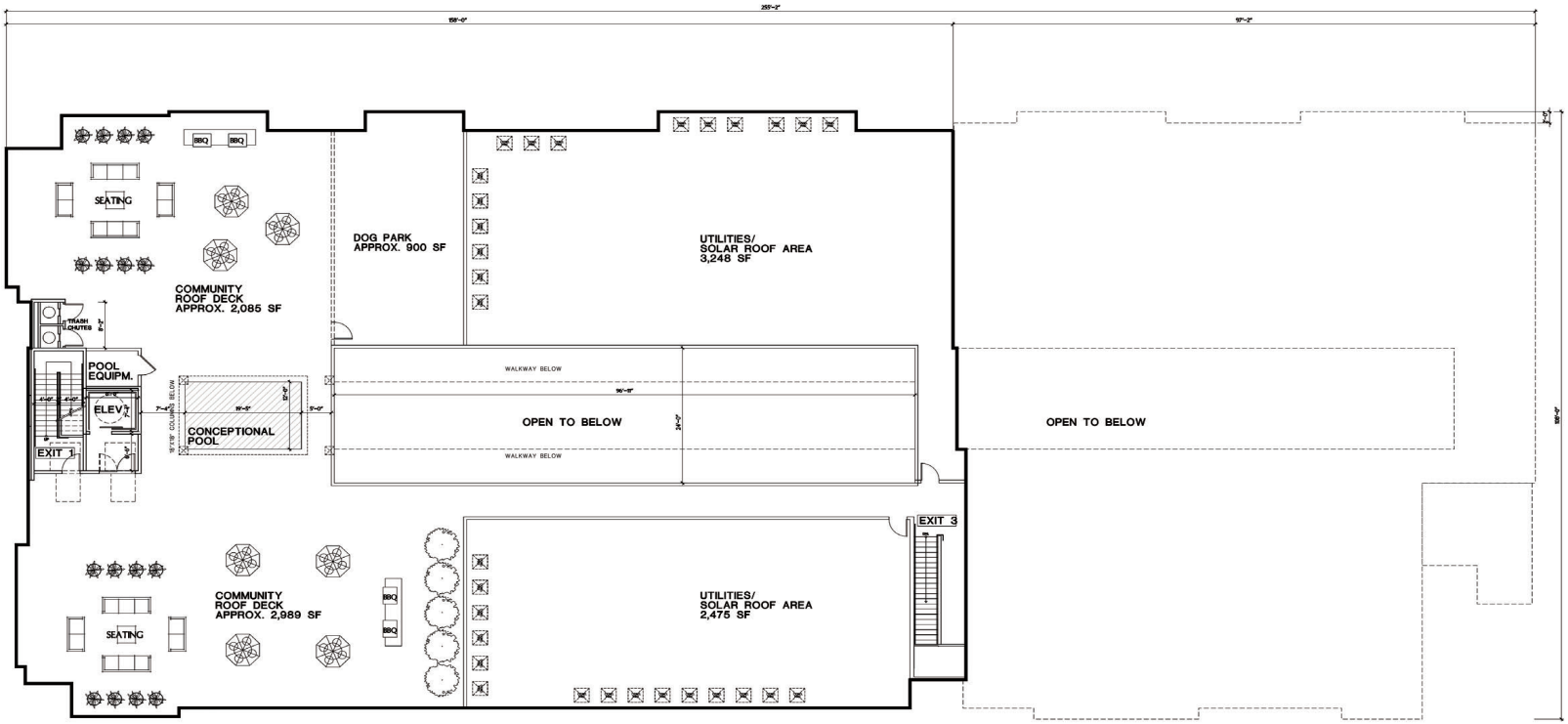
N

NOT TO SCALE

SOURCES: Daniel Beauchamp, Architect; KES Technologies, Inc., 1/7/2022

I:\HRD2001\G\Multi-Fam_Apt_Bldg_Lvl_4.ai (11/17/2022)

42500 Washington Street "Bermuda Dunes" Project
Layout of Multi-Family Apartment Building - Fourth Level



UNIT MIX						
NAME	TYPE	SIZE	POA/DECK	# OF UNITS	PARKING/UNIT	SPACES REQU.
1	1 BED, 1 BATH	768 SF	60 SF	5	1.25 SPACES	6.25
2	1 BED, 1 BATH	864 SF	55 SF	4	1.25 SPACES	5
3	2 BED, 2 BATH	982 SF	52 SF	10	2.25 SPACES	22.5
4	2 BED, 2 BATH	1,062 SF	58 SF	12	2.25 SPACES	27
5	2 BED, 2 BATH	1,176 SF	64/78 SF	11	2.25 SPACES	24.75
6	3 BED, 3 BATH	1,951 SF	112 SF	1	2.75 SPACES	2.75
		UNITS		43 TOTAL		89 TOTAL
						90 PROVIDED

COMMON USE AREA/OPEN SPACE		
COURTYARD	5,666 SF	
ROOFDECKS	5,974 SF	
TOTAL	11,640 SF	= 270 SF PER UNIT

ROOF PLAN

LSA

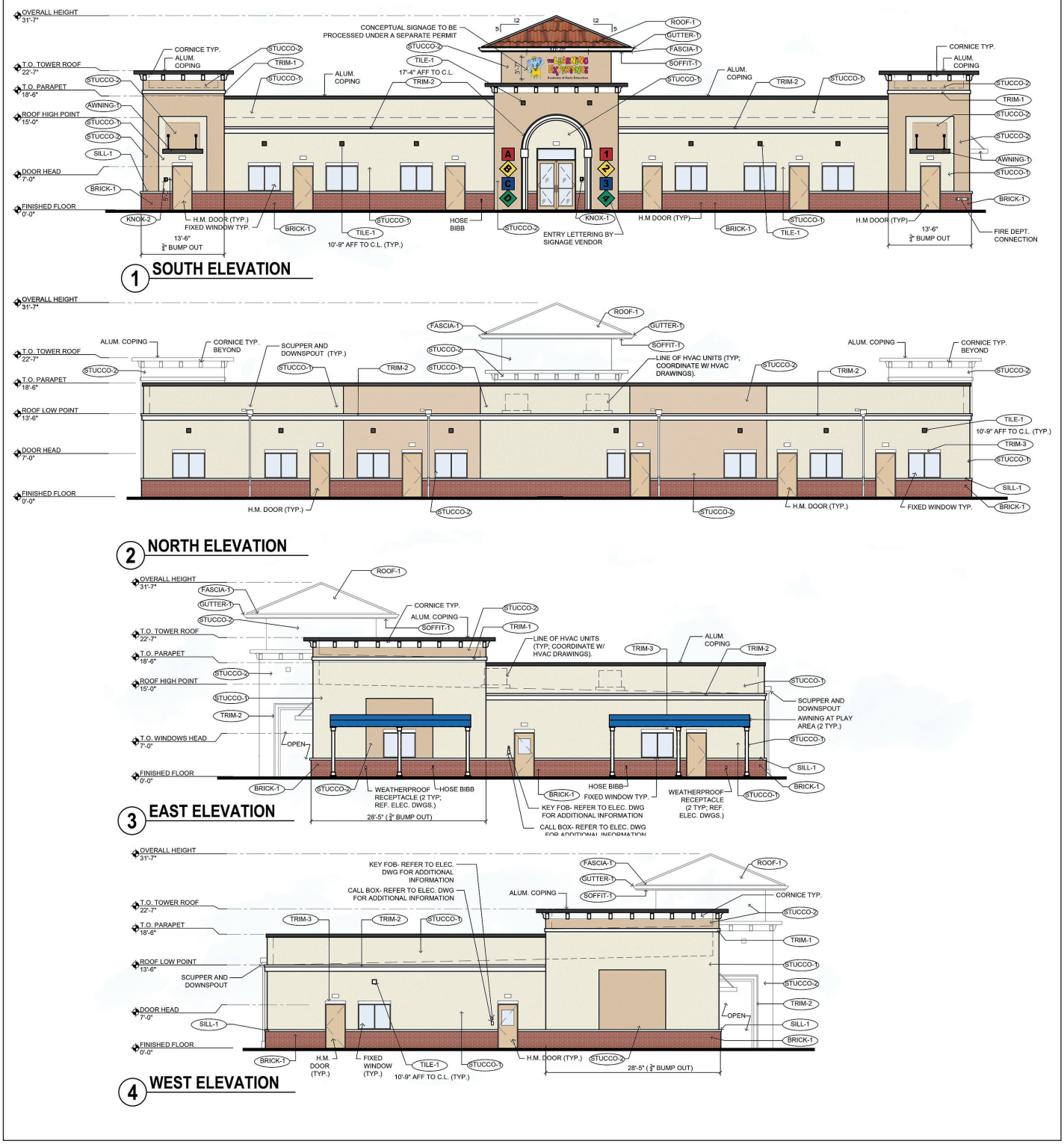
FIGURE 10

NOT TO SCALE

SOURCES: Daniel Beauchamp, Architect; KES Technologies, Inc., 1/7/2022

I:\HRD2001\G\Multi-Fam_Apt_Bldg_Roof.ai (11/17/2022)

42500 Washington Street "Bermuda Dunes" Project
Layout of Multi-Family Apartment Building - Rooftop



LSA

FIGURE 11

NOT TO SCALE

SOURCE: Jarmel Kizel, 7/1/2023

I:\HRD2001\G\Daycare_Preschool_Elev.ai (8/11/2023)

42500 Washington Street "Bermuda Dunes" Project

Daycare/Pre-school Building - Elevations

LSA

FIGURE 12

N

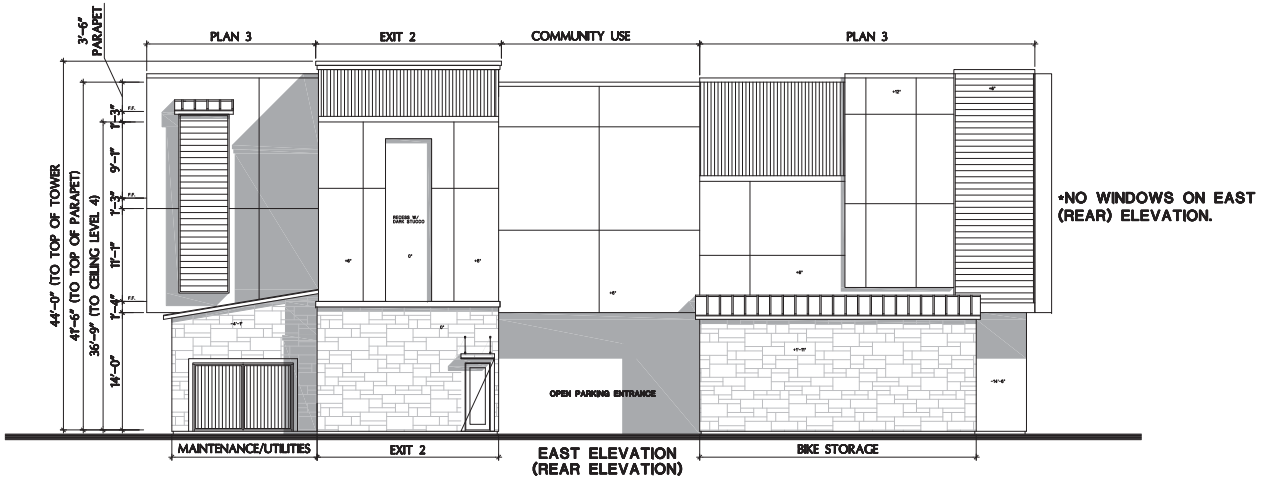
NOT TO SCALE

SOURCES: Daniel Beauchamp, Architect; KES Technologies, Inc., 1/7/2022

I:\HRD2001\G\Multi-Fam_Apt_Bldg_W&S_Elev.ai (11/17/2022)

42500 Washington Street "Bermuda Dunes" Project

Multi-Family Apartment Building - West and South Elevations



EAST ELEVATION
(REAR ELEVATION)

NORTH ELEVATION
(LEFT ELEVATION)

LSA

FIGURE 13

N

NOT TO SCALE

SOURCES: Daniel Beauchamp, Architect; KES Technologies, Inc., 8/31/2022

I:\HRD2001\G\Multi-Fam_Apt_Bldg_E&N_Elev.ai (8/23/2023)

42500 Washington Street "Bermuda Dunes" Project

Multi-Family Apartment Building - East and North Elevations

D. Section, Township & Range Description or reference/attach a Legal Description: The project is depicted on United States Geological Survey (USGS) La Quinta, California 7.5-minute topographic quadrangles in Section 18, Township 5 South, Range 7 East, San Bernardino Meridian.

E. Brief description of the existing environmental setting of the project site and its surroundings: The project site is located in the Community of Bermuda Dunes, an unincorporated community in Riverside County. The project site is vacant and surrounded by commercial and residential uses. Past uses on the project site included two buildings dating to the 1950s that were removed between 1980 and 2012. The City of Palm Desert is located west of the project site, across Washington Street. The project site is located at the northern end of the Peninsular Ranges Geomorphic Province, a 900-mile-long northwest-southeast trending structural block that extends from the Transverse Ranges to the tip of Baja California and includes the Los Angeles Basin. The project site is at an elevation of approximately 130 feet and is within the Lower Sonoran Life Zone of California, which ranges from below sea level to 3,500 feet. Ruderal plant species such as fiddleneck, mustard, prickly pear cactus, puncture vine, Russian thistle, tamarisk, and xeric grasses are present on site. Disturbed habitat occurs throughout the project site from site clearing and maintenance operations.

A commercial shopping center with a large surface parking lot is located to the north of the site; a single-family residential neighborhood is located to the east of the site; a large lot single-family residential unit and a Frontier Communications building is located to the south of the site; and commercial development and Washington Street is located east of the site.

F. Other Public Agency Involvement and Required Permits:

- Riverside County – Rezone and General Plan Amendment, Site Plan Review
- South Coast Air Quality Management District
- State Water Resources Control Board – Colorado Regional Water Quality Control Board Municipal Separate Storm Sewer System (MS4) permit. (with requisite Storm Water Pollution Prevention Plan, and Permanent Control Measures)
- Coachella Valley Water District – Water Service and Wastewater and Sewage Connections

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** The project site is within the Western Coachella Valley Area Plan and is currently designated under the County's General Plan Community Development Foundation Component as High Density Residential and Medium Density Residential land use. The project would require an amendment of the project site's land use designation within the same Foundation Component to a Mixed Use Area designation. This would require an amendment of the project site's existing zoning from General Residential (R-3-2000) and One-Family Dwelling (R -1- 12000) to Mixed-Use (MU).

2. **Circulation:** Access to the project site would be provided by one ingress and egress driveway located along Washington Street on the west side of the site. This driveway would

provide access to the approximately 25-foot-wide internal roads that would allow internal vehicle circulation on site.

3. **Multipurpose Open Space:** The proposed project would not conflict with areas identified for conservation, preservation, or reservation within the Multipurpose Open Space Element. The proposed project is not located within a Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) conservation area. The nearest conservation area (Thousand Palms Conservation Area) is located to the north, across Interstate 10 Highway (I-10), approximately 2 miles from the project site. No riparian or other sensitive vegetation is located on the site, the site is not a wildlife corridor, and it is not located in a floodway or floodway fringe area. The site also does not contain agricultural resources, mineral resources, or any known significant cultural or paleontological resources, and is not located in a designated scenic corridor. Accordingly, the proposed project would not conflict with any General Plan Multipurpose Open Space policies.

4. **Safety:** The proposed project is not located within a mapped fault zone but is within an area that has been identified in the Western Coachella Valley Area Plan as having a moderate susceptibility to liquefaction and susceptibility to subsidence. In accordance with General Plan Policy S 2.2, a preliminary geotechnical report was prepared that provided a number of required recommendations, as well as the project's mandatory compliance with the California Building Code, to ensure on-site structures would be designed and constructed to withstand geotechnical hazards such as liquefaction and subsidence.

   The project site is not located within the Special Flood Hazard Area for the 100-year floodplain or within a high fire hazard area. Access to the project site would be designed in accordance with the California Fire Code, Riverside County Ordinance 787, and Riverside County Fire Department Standards to allow adequate access for emergency response services to the project site. Additionally, the project shall incorporate automatic sprinkler systems. Plans must be submitted to the Riverside County Fire Department/Cal Fire Riverside for review and approval prior to building permit issuance.

   The proposed project is required to comply with applicable provisions of the California Building Code, California Fire Code, and other regulations pertaining to human health and safety (through the grading and building plan check process) to ensure consistency with the Safety Element of the County General Plan.

5. **Noise:** A Noise and Vibration Impact Analysis (Appendix F), prepared by LSA, concluded the project would generate short-term noise from construction and long-term noise from operation of the project. However, based on the nature of the surrounding land uses and with implementation of applicable mitigation measures during project construction, the proposed project would not generate noise that would exceed thresholds adopted by the County. Therefore, the project would not conflict with any policies of the County's General Plan Noise Element or the County's Ordinance No. 847, *Regulating Noise*.

6. **Housing:** The proposed project would include the development of a 43-unit multifamily housing development and associated open space uses and infrastructure over a 64,437 square-foot area on the 2.44-acre project site. The project site is currently designated Medium Density Residential and High Density Residential and would require a General Plan Amendment to change the designation of the project site to Mixed Use Area. The project site is currently vacant, and as such, construction of the proposed project would not displace people or housing.

7. **Air Quality:** The proposed project includes site preparation, grading, and other construction-related activities that would emit emissions during project construction. Additionally, operation of the project would generate emissions from use of consumer products, energy usage, emissions from vehicle use, and the generation/disposal of solid waste. The project-specific Air Quality and Greenhouse Gas Report (Appendix A) indicates that construction and operation of the proposed project would not generate emissions in excess of significance thresholds established for pollutants of concern. The proposed project is also required to comply with all applicable regulatory requirements (Rules) of the South Coast Air Quality Management District (SCAQMD) to control fugitive dust during construction, and emissions from stationary and mobile sources during construction and operation of the project. Through compliance with SCAGMD Rules, the project would not conflict with any policies of the County General Plan Air Quality Element.

8. **Healthy Communities:** The project-specific Air Quality and Greenhouse Gas Report (Appendix A) indicates that construction and operation of the project site as proposed would not generate emissions in excess of localized significance thresholds established by the SCAQMD for uses in proximity to the project site. Therefore, the proposed project would not conflict with any policies of the County General Plan Healthy Communities Element.

   a) Environmental Justice Summary: Not Applicable to Project.

B. General Plan Area Plan(s): Western Coachella Valley Area Plan

C. Foundation Component(s): Community Development

D. Land Use Designation(s): Medium Density Residential; High Density Residential

E. Overlay(s), if any: None

F. Policy Area(s), if any: None

G. Adjacent and Surrounding:

1. **General Plan Area Plan(s):** Western Coachella Valley Area Plan

2. **Foundation Component(s):** Community Development

3. **Land Use Designation(s):**

   North: Commercial Retail

   South: High Density Residential/ Medium Density Residential

   East: Medium Density Residential

   West: Suburban Retail Center (City of Palm Desert General Plan)

4. **Overlay(s), if any:** None

5. **Policy Area(s), if any:** None

H. Adopted Specific Plan Information

1. **Name and Number of Specific Plan, if any:** None

2. **Specific Plan Planning Area, and Policies, if any:** None

I. **Existing Zoning:** R-3-2000 General Residential and R-1-12000 One-Family Dwelling

J. **Proposed Zoning, if any:** Mixed-Use (MU)

K. **Adjacent and Surrounding Zoning:** Scenic Highway Commercial (C-P-S) to the north, One-Family Dwelling (R-1-8000) to the east and General Residential (R-3-2000) and One-Family Dwelling (R-1-12000) to the south. To the west of the site across Washington Street and within the jurisdiction of City of Palm Desert, Planned Commercial (P.C) zoning occurs.

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (x) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED
☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.
☐ I find that the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED
☐ I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.

☐ I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

☐ I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.

☐ I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and **a SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Evan Langan
Signature

7/17/24
Date

EVAN CANGAN
Printed Name

For: John Hildebrand
Planning Director

V. ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the proposed project to determine any potential significant impacts upon the environment that would result from construction and implementation of the project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the project:				
1. Scenic Resources a) Have a substantial effect upon a scenic highway corridor within which it is located?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐

Source(s): Riverside County General Plan Figure C-8 "Scenic Highways"[1]; Riverside County General Plan Chapter 5: Multipurpose Open Space Element[2]; Riverside County Ordinance No. 348

Findings of Fact:

a) **No Impact.** The proposed project is located approximately 1.4 miles south of Interstate 10 Highway (I-10), a County-eligible scenic highway. The nearest designated State scenic highway is State Route 74 that begins on Highway 111 in Palm Desert, approximately 5.3 miles southwest of the project site. Because the project site is not located within or adjacent to a scenic highway corridor and is not visible

[1] Riverside County. 2020. General Plan, Chapter 4: Circulation Element. Figure C-8: Scenic Highways. Website: https://planning.rctlma.org/Portals/14/genplan/2019/elements/Ch04_Circulation_072720v2.pdf (Accessed November 15, 2022).
[2] Riverside County. 2015. General Plan, Chapter 5: Multipurposed Open Space Element. Website: https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833 (Accessed November 15, 2022).

from a designated or eligible corridor, the proposed project would have **no impact** upon a scenic highway corridor.

b) and c) **Less than Significant Impact**. The County General Plan states scenic resources include natural landmarks and prominent or unusual features of the landscape, as well as mountains or other natural features with high scenic value. Scenic backdrops include hillsides and ridges that rise above urban or rural areas or highways, and scenic vistas include points accessible to the general public that provide a view of the countryside. The project site is a vacant in-fill site that does not contain any trees, rock outcroppings, unique, or landmark features. The nearest scenic resources occur approximately 3 miles southeast of the site along the expanse of Deep Canyon, and approximately 2.5 miles northeast of the site within the Coachella Valley National Wildlife Refuge. The proposed buildings to be constructed on the project site would not exceed 65 feet in height, consistent with design allowances of the proposed Mixed Use (MU) zoning for the site and comparable to buildings heights surrounding the project site. As such, the proposed project would not block views to surrounding natural landmarks or affect scenic vista points in the vicinity, and construction of the project would not result in the loss of any scenic resources.

The site is bounded by residential and commercial uses to the south, residential uses to the east, and commercial uses to the north and west, within Palm Desert city limits. The proposed daycare/pre-school facility and multifamily housing development, as well as associated infrastructure, would be designed pursuant to development standards for Mixed Use (MU) zoning in the County (Refer to Riverside County Ordinance No. 348)[3]. The selection of building materials and colors for the project would be subject to the County plan check and the color scheme and materials mix would be chosen to purposefully blend in with the surrounding natural environment and existing uses. As such, the proposed project would not result in the conflicts with applicable zoning requirements or regulations that govern scenic quality. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

2. Mt. Palomar Observatory a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	☐	☐	☒	☐

[3] Riverside County. 2023. Ordinance No. 348. Website: https://planning.rctlma.org/sites/g/files/aldnop416/files/2023-06/Ord348-04-28-2023-FINAL.pdf (Accessed May 2024).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Source(s): Western Coachella Valley Area Plan Figure 6 "Western Coachella Valley Area Plan Mt Palomar Nighttime Lighting Policy Area"[4]; Riverside County Ordinance. No. 655 (Regulating Light Pollution)[5]

Findings of Fact:

a) **Less Than Significant Impact.** The project site is located approximately 41.8 miles northeast of Mt. Palomar Observatory and within Zone B[6] of Ordinance No. 655. Since the project site is currently vacant, the proposed project would create new sources of light from development and operation of the proposed facilities and must comply with Ordinance No. 655 of the Riverside County Standards and Guidelines as a matter of regulator policy. Ordinance No. 655 restricts new development from incorporating fixtures emitting light which would create undesirable light rays into the night sky and detrimentally affect astronomical observations and research. Additionally, Ordinance No. 655 mandates that all outdoor lighting, aside from street lighting, be low to the ground, shielded, and/or hooded in order to prevent shine onto adjacent properties and streets. Due to the relatively small size and scale of the proposed project and distance from the Mt Palomar Observatory, compliance with Ordinance No. 655 of the Riverside County would ensure the proposed project would not interfere with the nighttime use of the Mt. Palomar Observatory. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

3. Other Lighting Issues a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
b) Expose residential property to unacceptable light levels?	☐	☐	☒	☐

Source(s): Riverside County Ordinance. No. 655 (Regulating Light Pollution); Riverside County Ordinance No. 655

Findings of Fact:

c) and b) **Less Than Significant Impact.** Since the project site is vacant, the proposed project would create new sources of light from development and operation of the proposed facilities. Primary sources of light in the project vicinity come from existing residential and commercial uses surrounding the project site. The amount and intensity of light anticipated from the proposed project would generally be comparable to existing lighting in the project vicinity, and

[4] Riverside County. 2021. Western Coachella Valley Area Plan. Figure 6: Western Coachella Valley Area Plan Mt Palomar Nighttime Lighting Policy Area. Website: https://planning.rctlma.org/Portals/14/genplan/GPA%202022/Compiled%20WCVAP_4-2022%20rev.pdf?ver=2022-06-27-145216-590 (Accessed November 15, 2022).

[5] Riverside County. Ordinance No. 655. Website: https://www.rivcocob.org/ords/600/655.htm (Accessed November 15, 2022).

[6] Zone B means the circular ring area defined by two circles, one forty-five (45) miles in radius centered on Palomar Observatory, and the other the perimeter of Zone A (the circular area 15 miles in radius centered on Palomar Observatory.).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

the project would not expose adjacent residential property to unacceptable light levels. Through compliance with County Ordinance No. 655[7], which mandates that all outdoor lighting, aside from street lighting, be low to the ground, shielded, and/or hooded in order to prevent shine onto adjacent properties and streets. The selection of building materials and colors for the project would be subject to the County plan check, and the selected building materials would have a color schema and mix of materials that would purposefully blend in with the surrounding natural environment and would not result in glare. As such, the proposed project would not generate sources of light and/or glare that would be substantial when compared to the existing condition in the project vicinity.

Additionally, the project would include the installation of a monument sign on the project frontage along Washington Street, which would comply with development standards for the Mixed Use (MU) zoning district to avoid light and glare impacts. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AGRICULTURE & FOREST RESOURCES Would the project:				
4. Agriculture a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	☐	☐	☐	☒
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	☐	☐	☐	☒
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

[7] Riverside County. 1988. Ordinance No. 655. Website: https://rivcocob.org/ordinance-no-655#:~:text=It%20shall%20be%20unlawful%20for,any%20provision%20of%20this%20ordinance. (Accessed May 2024).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Source(s): Riverside County General Plan Figure OS-2 "Agricultural Resources,"[8] Riverside County GIS Database "Map My County"[9], California Department of Conservation Farmland Mapping and Monitoring Program (FMMP)[10]

Findings of Fact:

a) **No Impact.** According to the California Department of Conservation Farmland Mapping and Monitoring Program (MMP), the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Significance (collectively referred to as "Important Farmland"). The FMMP designates the project site as Urban and Built-Up Land. As such, implementation of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (important Farmland) to non-agricultural uses. **No impact** would occur.

b) **No Impact.** The project site is currently zoned as General Residential (R-3-2000) and One-Family Dwelling (R-1-12000) under the Riverside County Zoning Ordinance. The project site is not zoned for agricultural use, is not under a Williamson Act Contract, nor is the site within a Riverside County Agricultural Preserve. As such, implementation of the proposed project would not conflict with existing agricultural zoning, a Williamson Act Contract, or the Riverside County Agricultural Preserve. **No impact** would occur.

c) **No Impact.** The proposed project site is located in an urban setting. Land uses surrounding the project site include residential uses to the east, commercial uses to the north and west, and commercial and residential uses to the south. There are no properties within 300 feet of the project site zoned for agricultural purposes. As such, implementation of the proposed project would not cause development of non-agricultural uses within 300 feet of an agriculturally zoned property. **No impact** would occur.

d) **No Impact.** Development of the proposed project would be confined to Assessor's Parcel Number (APN) 609-020-024-3 at 42500 Washington Street in unincorporated Riverside County. There are no parcels within a one-mile radius of the project site that are under active agricultural production. Development of the project would be site specific and therefore would not involve other changes to the existing environment that could result to conversion of farmland, to non-agricultural use. **No impact** would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5. Forest a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section	☐	☐	☐	☒

[8] Riverside County. 2015. General Plan, Chapter 5: Multipurposed Open Space Element. Figure OS-2: Agricultural Resources. Website: https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833 (Accessed November 15, 2022).
[9] Riverside County Information Technology GIS. Map My County (MMC). Website: https://gis1.countyofriverside.us/Html5Viewer/?viewer=MMC_Public (Accessed November 15, 2022).
[10] California Department of Conservation (DOC). Farmland Mapping & Monitoring Program. Website: https://www.conservation.ca.gov/dlrp/fmmp (Accessed November 15, 2022).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?				
b) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in con-version of forest land to non-forest use?	☐	☐	☐	☒

Source(s): Riverside County General Plan Figure OS-3a "Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas,"[11]

Findings of Fact:

a) through c) **No Impact.** The project site is currently zoned as General Residential (R-3-2000) and One-Family Dwelling (R-1-12000) and is not zoned as forest land or timberland. Parcels surrounding the project site are zoned as: Scenic Highway Commercial Zone (C-P-S), One-Family Dwelling Zone (R-1 and R-1-12000), Planned Commercial (P.C.) (City of Palm Desert) and General Residential Zone (R-3-2000). Implementation of the project would be site specific and therefore would not conflict with existing zoning for forest land/timberland uses or result in the conversion of forest land to non-forest land uses. **No impact** would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AIR QUALITY Would the project:				
6. Air Quality Impacts a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

[11] Riverside County. 2015. General Plan, Chapter 5: Multipurposed Open Space Element. Figure OS-3a: Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas. Website: https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833 (Accessed November 15, 2022).

Source(s): SCAQMD CEQA Air Quality Handbook, SCAQMD 2016 Air Quality Management Plan (AQMP)[12], Air Quality and Greenhouse Gas Technical Memorandum for the 42500 Washington Street Project in Riverside County, California (Appendix A)[13]

Findings of Fact:

a) **Less Than Significant Impact.** The proposed project is in unincorporated Riverside County and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD), which regulates air quality in the Salton Sea Air Basin (Basin), including the Coachella Valley Planning Area. The SCAQMD adopted the 2016 Air Quality Management Plan (AQMP), the current regional air quality plan, on March 10, 2017. The AQMP proposes policies and measures currently contemplated by responsible agencies to achieve federal standards for healthful air quality in the Basin.

The southern California Association of Governments (SCAG) prepares long-range transportation plans for the Southern California region, including the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the 2008 Regional Comprehensive Plan (RCP).[14] Overall, the SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets and land use strategies to achieve the region's planning targets.

A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the air quality plans. A consistency determination fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plan strategy being based on projections from local General Plans.

The proposed project would include a 43-unit multifamily housing development and a 9,990 square-foot daycare/pre-school facility. The proposed project would not be considered a project of Statewide, regional, or area-wide significance (e.g., large-scale projects such as airports, electrical generating facilities, petroleum and gas refineries, residential development of more than 500 dwelling units, shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 sf of floor space) as defined in the California Code of Regulations (Title 14, Division 6, Chapter 3, Article 13, §15206(b)). Because the proposed project would not be defined as a regionally significant project under CEQA, it does not meet the SCAG Intergovernmental Review criteria.

The County's General Plan is consistent with the SCAG Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. Pursuant to the methodology provided in the SCAQMD CEQA Air Quality Handbook, consistency with the Basin's 2016 AQMP is affirmed when a project (1) would not increase

[12] South Coast Air Quality Management District. 2017. Final 2016 AQMP and Related SIP Submittals. Website: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp (Accessed November 15, 2022).
[13] LSA. 2023. Air Quality and Greenhouse Gas Technical Memorandum for the 42500 Washington Street Project in Riverside County, California. October 27.
[14] Southern California Association of Governments (SCAG). 2020. Connect SoCal: The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments. Website: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176 (Accessed November 15, 2022).

the frequency or severity of an air quality standards violation or cause a new violation, and (2) is consistent with the growth assumptions in the AQMP. Consistency review is presented as follows:

1. The project would result in short-term construction and long-term operational pollutant emissions that are all less than the CEQA significance emissions thresholds established by SCAQMD, as demonstrated in Checklist Question 6.b below; therefore, the project would not result in an increase in the frequency or severity of an air quality standards violation or cause a new air quality standard violation.

2. The *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities; therefore, the proposed project is not defined as significant. However, the project site is currently designated High Density Residential and Medium Density Residential and zoned General Residential (R-3-2000) and One-Family Dwelling (R-1-12000). The project site would require a rezoning to Mixed-Use (MU) and a General Plan Amendment (GPA) to change land use designation to Mixed Use Area.

   The proposed multifamily housing development would include 43 dwelling units, which would introduce up to 102 residents to the project site[15]. This number is a conservative estimate, and the actual number of residents at the project site is expected to be lower based on the unit mix and floor plans of the proposed apartment units, as well as the limited parking space proposed for the facility. An increase of 102 residents would represent a negligible population increase of approximately 0.004 percent in Riverside County based on existing population (2,458,395 individuals)[16], and would also represent a negligible increase of approximately 0.003 percent in the County's projected 2040 population as presented in the jurisdictional growth forecasts in SCAG's 2020-2045 RTP/SCS (estimated to be 3,252,200 individuals).

   In addition, the employment-to-housing ratio of the SCAG region was forecast to be approximately 1.33 jobs for every household in 2020 in SCAG's 2020-2045 RTP/SCS. This standard is used because most residents of the region are employed somewhere in the SCAG region. A City or sub-region with a jobs-to-housing ratio lower than the overall standard of 1.33 jobs for every household would be considered a "jobs poor" area, indicating that many of the residents must commute to places of employment outside the sub-region and additional jobs would be needed to balance the ratio. Appendix F-1, "Population and Employment Forecasts" of the Riverside County General Plan forecasts that the employment-to-housing ratio in the incorporated and unincorporated Western Coachella Valley area for 2020 is 0.84 and 0.59 respectively, indicating a "jobs poor" condition in Western Coachella Valley. These employment-to-housing ratios indicate that Western Coachella Valley trends towards a "jobs poor" scenario compared to the SCAG region, and that there is more housing than jobs in this area. Since the project would provide employment opportunities in a sub-region of SCAG that is considered "jobs poor," the project would contribute towards the balance of the jobs-to-housing ratio and would not create the need for new housing.

   Because the project falls within the previously assumed growth projections for the County, the additional units from the proposed project would not interfere with SCAQMD's goals for improving

[15] Based on United States Census Bureau "persons per household" ratio of 2.37 for Bermuda Dunes CDP, California [2016-2020].
[16] Based on United States Census Bureau "Population Estimates" for Riverside County [July 1, 2021 (V2021)].

air quality in the region because they would house growth that SCAQMD already projected for the County. Therefore, the proposed project would not conflict with the 2016 AQMP and, as such, would not jeopardize attainment of the CAAQS and NAAQS in the area under the jurisdiction of the SCAQMD.

Based on the consistency analysis presented above, the proposed project would be consistent with the regional AQMP. Impacts would be **less than significant**.

b) **Less Than Significant Impact.** The Basin is currently designated nonattainment for the federal and State standards for the 8-hour O3 and PM_{10}. The Basin is also nonattainment for the State 1-hour O3. The Basin's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of an ambient air quality standard. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, SCAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is not necessary. The following analysis assesses the potential project-level air quality impacts associated with construction and operation of the proposed project.

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by grading, building construction, paving, and other activities. Emissions from construction equipment are also anticipated and would include CO, nitrogen oxides (NO_x), VOC, directly emitted $PM_{2.5}$ or PM_{10}, and toxic air contaminants such as diesel exhaust particulate matter.

Project construction activities would include grading, site preparation, building construction, architectural coating, and paving activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and amount of operating equipment. Larger dust particles would settle near the source, whereas fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. SCAQMD has established Rule 403: Fugitive Dust, which would require the applicant to implement measures that would reduce the amount of particulate matter generated during the construction period. The Rule 403 measures that were incorporated in this analysis include:

- Water active sites at least twice daily (locations where grading is to occur shall be thoroughly watered prior to earthmoving).

- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 2 feet (0.6 meter) of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.

- Reduce traffic speeds on all unpaved roads to 15 miles per hour or less.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, sulfur oxides (SO_X), NO_X, VOCs, and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the project using CalEEMod and are summarized in Table A.

Table A: Short-Term Regional Construction Emissions

	Maximum Daily Regional Pollutant Emissions (lbs/day)							
Construction Phase	**VOC**	**NO_X**	**CO**	**SO_X**	**Fugitive PM_{10}**	**Exhaust PM_{10}**	**Fugitive $PM_{2.5}$**	**Exhaust $PM_{2.5}$**
Site Preparation	1.4	13.7	12.5	<0.1	0.7	0.6	0.1	0.6
Grading	1.8	17.6	17.4	<0.1	2.9	0.8	1.4	0.8
Building Construction	1.6	12.2	16.1	<0.1	0.5	0.5	0.1	0.5
Architectural Coating	2.9	1.0	1.9	<0.1	0.1	<0.1	<0.1	<0.1
Paving	1.1	6.5	9.8	<0.1	0.2	0.3	<0.1	0.3
Peak Daily Emissions	**4.5**	**17.6**	**18.0**	**<0.1**	**3.7**		**2.2**	
SCAQMD Threshold	75.0	100.0	550.0	150.0	150.0		55.0	
Significant?	**No**	**No**	**No**	**No**	**No**		**No**	

Source: Compiled by LSA (October 2023).
Note = Maximum emissions of VOC occurred during the overlapping building construction and architectural coating phases.
CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides
VOCs = volatile organic compounds

The results shown in Table D indicate the proposed project would not exceed the significance criteria for daily VOC, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$ emissions. Therefore, construction of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under applicable federal or State ambient air quality standards.

Operational Emissions. Long-term air pollutant emissions associated with operation of the proposed project include emissions from area, energy, and mobile sources. Area-source emissions consist of direct sources of air emissions at the project site, including architectural coatings, consumer products, and use of landscape maintenance equipment. Energy-source emissions result from activities in buildings that use natural gas. The quantity of emissions is the product of usage intensity (i.e., the

amount of natural gas) and the emission factor of the fuel source. The primary sources of energy demand for the proposed project would include building mechanical systems such as water and space heating. Greater building or appliance efficiency reduces the amount of energy for a given activity and thus lowers the resultant emissions. Mobile-source emissions are from vehicle trips associated with operation of the project.

PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Entrainment of PM_{10} occurs when vehicle tires pulverize small rocks and pavement, and the vehicle wakes generate airborne dust. The contribution of tire and brake wear is small compared to the other PM emission processes. Gasoline-powered engines have small rates of particulate matter emissions compared with diesel-powered vehicles.

Long-term operational emissions associated with the proposed project were calculated using CalEEMod. Table B provides the estimated existing emission estimates and the proposed project's estimated operational emissions.

Table B: Project Operational Emissions

Emission Type	Pollutant Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	1.5	<0.1	2.9	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.2	0.1	<0.1	<0.1	<0.1
Mobile Sources	4.1	4.1	37.0	0.1	6.2	1.6
Total Project Emissions	**5.6**	**4.3**	**40.0**	**0.1**	**6.2**	**1.6**
SCAQMD Threshold	55.0	55.0	550.0	150.0	150.0	55.0
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (October 2023).

Note: Some values may not appear to add correctly due to rounding.

CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides
VOCs = volatile organic compounds

The results shown in Table B indicate the proposed project would not exceed the significance criteria for daily VOC, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$ emissions. Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under applicable federal or State ambient air quality standards.

Long-Term Microscale (CO Hot Spot) Analysis. Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the vicinity of the project site. Localized air quality impacts would occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, thereby affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients).

Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate project vicinity are not available. Ambient CO levels monitored at the Palm Springs Monitoring Station located at Fs-590 Racquet Club Avenue (the closest station to the project site monitoring CO), showed a highest recorded 1-hour concentration of 1.3 ppm (the State standard is 20 ppm) and a highest 8-hour concentration of 0.7 ppm (the State standard is 9 ppm) from 2019 to 2021. The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis. Reduced speeds and vehicular congestion at intersections result in increased CO emissions.

The proposed project is expected to generate 969 average daily trips, with 157 trips occurring in the a.m. peak hour and 153 trips occurring in the p.m. peak hour. Therefore, given the extremely low level of CO concentrations in the project area and the lack of traffic impacts at any intersections, project-related vehicles are not expected to result in CO concentrations exceeding the State or federal CO standards. No CO hot spots would occur, and the project would not result in any project-related impacts on CO concentrations. Impacts would be **less than significant**.

c) **Less Than Significant Impact.** Sensitive receptors are defined as people who have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential dwelling units. The closest sensitive receptors to the project site include single-family residences immediately adjacent to the east boundary of the project site. A Localized Significance Threshold (LST) analysis was completed to show the construction and operational impacts at 25 meters (82 feet) to the nearest sensitive receptors to the project site in SRA 30, based on a 15-acre daily disturbance area for construction and 2.44 acres for operation. Table C shows the results of the LST analysis during project construction and operation.

Table C: Project Localized Construction and Operational Emissions

Source	Pollutant Emissions (lbs/day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Construction Emissions				
On-Site Emissions	17.5	16.3	3.6	2.1
Localized Significance Threshold	**162.0**	**1,089**	**5.5**	**4.0**
Significant?	**No**	**No**	**No**	**No**
Operational Emissions				
On-Site Emissions	<1.0	4.9	<1.0	<1.0
Localized Significance Threshold	**208.0**	**1,445.0**	**2.3**	**2.0**
Significant?	**No**	**No**	**No**	**No**

Source: Compiled by LSA (October 2023).

Note: Source Receptor Area 30, based on a 1.5-acre construction disturbance daily area and a 2.44 acre disturbance area for operation, at a distance of 25 meters from the project boundary.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Table C: Project Localized Construction and Operational Emissions

CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

As detailed on Table C, the emission levels indicate that the project would not exceed SCAQMD LSTs during project construction or operation. During construction, construction contractors would be required to implement measures to reduce or eliminate emissions by implementing SCAQMD Rule 403 dust control measures. In addition, the maximum daily emissions associated with project construction emissions are identified in Table A and indicate the project would not exceed the significance criteria for VOCs, NO, CO, SO_x, PM_{10}, or $PM_{2.5}$ emissions. Therefore, the emissions associated with construction of the proposed project would not be expected to exceed the most stringent applicable federal or State ambient air quality standards. It should be noted that the ambient air quality standards are developed and represent levels at which the most susceptible persons (children and the elderly) are protected. In other words, the ambient air quality standards are purposefully set low to protect children, the elderly, and those with existing respiratory problems. Therefore, given the temporary nature of short-term construction impacts, and the absence of any exceeded threshold of significance related to construction impacts, construction of the proposed project would not exceed SCAQMD thresholds and would not expose nearby sensitive receptors to substantial pollutant concentrations. No significant health risk would occur from project construction emissions.

Similarly, as indicated in Table B, operation of the proposed project would not exceed the significance criteria for VOCs, NO, CO, SO_x, PM_{10}, or $PM_{2.5}$ emissions.

The SCAQMD's numeric regional mass daily emissions thresholds are based in part on Section 180 (e) of the federal Clean Air Act. It should be noted that the numeric regional mass daily emissions thresholds have not changed since their adoption of part of the SCAQMD's *CEQA Air Quality Handbook* published in 1993. The numeric regional mass daily emission thresholds are also intended to provide a means of consistency in significance determination within the environmental review process.

As noted in the Brief of Amicus Curiae by the SCAQMD1, the SCAQMD has acknowledged that for criteria pollutants, it would be extremely difficult, if not impossible, to quantify health impacts for various reasons, including modeling limitations as well as where in the atmosphere air pollutants interact and form.

Additionally, the SCAQMD acknowledges that health effects quantification from O_3, as an example, is correlated with the increases in ambient levels of O_3 in the air (concentration) that an individual person breathes. The SCAQMD goes on to state that it would take a large amount of additional emissions to result in a modeled increase in ambient O_3 levels over the entire region. The SCAQMD states that based on its own modeling in its 2012 AQMP, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce O_3 levels at the highest monitored site by only 9 parts per billion (ppb). As such, the SCAQMD concludes that it is not currently possible to accurately quantify O_3-related health impacts caused by NOX or VOC emissions from relatively small projects (defined as projects that are not regional in scope) due to photochemistry and regional model limitations (see page 11 of the SCAQMD Brief of Amicus Curiae).

To underscore this point, the SCAQMD goes on to state that it has only been able to correlate

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

potential health outcomes for very large emissions sources. As part of its rulemaking activity, specifically, 6,620 pounds per day (lbs/day) of NO_X and 89,180 lbs/day of VOCs were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O_3. As identified in Tables A and B, NO_X and VOC emissions during project construction and operation would be well below 6,620 lbs/day of NO_X and 89,180 lbs/day of VOCs.

The project's peak operational on-site NO_X emissions are less than one pound per day (lb/day). Due to the small size of the proposed project in relation to the overall Basin, the level of emissions is not sufficiently high to use a regional modeling program to correlate health effects on a Basin-wide level. On a regional scale, the quantity of emissions from the project is incrementally minor. Because the SCAQMD has not identified any other methods to quantify health impacts from small projects and due to the size of the project, it is speculative to assign any specific health effects to small project-related emissions. However, based on this localized analysis, the proposed project would not expose sensitive receptors to substantial pollutant concentrations. As such, impacts would be **less than significant**.

d) **Less Than Significant Impact.** Heavy-duty equipment on the project site during construction would emit odors, primarily from equipment exhaust. However, the construction activity would cease after individual construction is completed. No other sources of objectionable odors have been identified for the proposed project.

SCAQMD Rule 402 regarding nuisances states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property." The proposed uses are not anticipated to emit any objectionable odors. Therefore, the proposed project would not result in other emissions (e.g., those leading to odors) adversely affecting a substantial number of people. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

BIOLOGICAL RESOURCES Would the project:				
7. Wildlife & Vegetation a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	☐	☒	☐	☐
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	☐	☒	☐	☐
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	☐	☒	☐	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	☐	☐	☐	☒
f) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐

Source(s): Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)[17], Biological Resources Assessment and CVMSHCP Consistency Analysis, September 2022 (Appendix B)[18]; Riverside County Ordinance No. 559 (Regulating the Removal of Trees)[19]; Riverside County Oak Tree Management Guidelines.[20]

Findings of Fact:

a) **Less than Significant with Mitigation Incorporated.** The Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) requires that a habitat assessment be conducted for individual projects to address potential impacts to habitat for 27 sensitive plant and wildlife species (covered species) as well as 27 natural communities, and streambed resources. If potential habitat for a covered species or resources is present, focused surveys are required. Accordingly, the project was subject to a site-specific biological resources assessment, including a CVMSHCP Consistency Analysis.

The project site does not lie within any conservation areas of the CVMSHCP. However, the entire project site is within the CVMSHCP Local Development Mitigation Fee (LDMF) area and is required to pay category fees, as applicable, for the development of the proposed multifamily housing development and daycare/pre-school facility. Low-quality marginally suitable habitat for Coachella Valley milk-vetch (*Astragalus lentiginosus var. coachellae* [CVMV]) and flat-tailed horned lizard (*Phrynosoma mcalli*) was found to be present within the study area. Through participation in the CVMSHCP via payment of development fees, the project would mitigate for any impacts to CVMV and flat-tailed horned lizard, if present.

[17] Coachella Valley Conservation Commission. 2007. Coachella Valley Multiple Species Habitat Conservation Plan. Website: https://cvmshcp.org/plan-documents/ (Accessed November 15, 2022).
[18] LSA. 2022. Biological Resources Assessment and CVMSHCP Consistency Analysis 42500 Washington Street Project, Community of Bermuda Dunes, Riverside County, California. September 2022.
[19] Riverside County. Ordinance No. 559. Website: https://www.rivcocob.org/ords/500/559.7.pdf (Accessed November 15, 2022).
[20] Riverside County. 1993. Riverside County Oak Tree Management Guidelines. Website: https://planning.rctlma.org/Portals/14/devproc/guidelines/oak_trees/oak_trees.html (Accessed November 15, 2022).

The biological resources assessment identified suitable habitat for burrowing owl (*Athene cunicularia hypugaea*) on the project site. Therefore, **Mitigation Measure (MM) BIO-1** is required to ensure consistency with the provisions of the MSHCP.

MM BIO-1: A pre-construction survey for burrowing owl shall be conducted by a qualified biologist prior to beginning of ground disturbing activities, including grubbing, site clearing, and/or grading, to determine if the site is occupied by burrowing owl. The survey shall include 100 percent coverage of the project site, comprised of Assessor's Parcel Number [APN] 609-020-024-3, as well as any off-site areas up to a 500-foot buffer outside the project limits, and shall include inspection of all burrows that could be used by burrowing owls.

If the survey reveals the project site is not occupied by burrowing owl, no additional actions related to this measure are required. If active burrowing owl burrows are determined to be present, the burrow(s) shall be flagged and a 160-foot diameter buffer will be established during the non-breeding season or a 250-foot diameter buffer during the breeding season in accordance with CVMSHCP Species Conservation Guidelines. The buffer area around burrows will be staked and flagged. No development activities will be permitted within the buffer area until the biologist has determined the burrows are longer no longer active. This measure shall be implemented to the satisfaction of the County of Riverside.

Through payment of the LDMF in accordance with the MSHCP and implementation of Mitigation Measure BIO-1, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan. Impacts would be reduced to **less-than-significant levels**.

b) **Less than Significant.** As previously discussed, the project site has low-quality marginally suitable habitat for Coachella Valley milk-vetch (*Astragalus lentiginosus var. coachellae* [CVMV]), a federally listed endangered species. As described above, through participation in the CVMSHCP via payment of development fees, the project would mitigate for any impacts to CVMV. Additionally, the project site has no suitable habitat for Casey's June beetle (*Dinacoma caseyi*), and Coachella Valley fringe-toed lizard (*Uma inornata*), two federal- and State-listed threatened/endangered species that were identified as potentially present in the project area. Therefore, the project would not have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12). Impacts would be **less than significant.**

c) **Less than Significant with Mitigation Incorporated.** Due to the presence of low-quality marginally suitable habitat, the following four special-status species have a low probability to occur within the project site: Chaparral sand-verbena (*Abronia villosa var. aurita*); Flat-tailed horned lizard (*Phrynosoma mcalli*); Burrowing owl (*Athene cunicularia*); and Loggerhead shrike (*Lanius ludovicianus*).

Mitigation Measures BIO-1 and BIO-2 would address potential impacts to State and local species of concern such as the burrowing owl and to nesting birds, including the Loggerhead shrike. As such, potential impacts to these special-status bird species would be less than significant. Additionally, as described above, through participation in the CVMSHCP via payment of development fees, the project would mitigate for any impacts to the flat-tailed horned lizard to a less than significant level.

Due to the relatively small project footprint, historic uses, and continued maintenance of the project site, surrounding development, and isolated location, the project site does not provide long term conservation value for any of the identified special-status species. Therefore, impacts from the project are anticipated to have a **less than significant impact** on these special-status species.

d) **Less than Significant with Mitigation Incorporated.** Wildlife movement and habitat fragmentation are important issues in assessing effects to wildlife. Habitat fragmentation occurs when a proposed action results in a single, unified habitat area being divided into two or more areas such that the division isolates the two new areas from each other. The project site does not lie within a CVMSHCP-designated wildlife corridor and is isolated from other undeveloped lands with substantial wildlife habitat as it is an infill site surrounded by commercial and residential development. As such, the proposed project is not anticipated to have significant impacts related to habitat fragmentation and regional wildlife movement.

Additionally, there is potential for the project site to support nesting bird species protected by the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. The MBTA implements an international treaty and makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in Title 50 Code of Federal Regulations Part 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The MBTA requires that project-related disturbance at active nesting territories be reduced or eliminated during critical phases of the nesting cycle (January 15 through August 31, annually). Disturbance that causes nest abandonment and/or loss of reproductive effort (e.g., killing or abandonment of eggs or young) or the loss of habitat upon which the birds depend could be considered “take” and constitute a violation of the MBTA. Additionally, Sections 3503, 3503.5, and 3800 of the California Fish & Game Code prohibit the take, possession, or destruction of birds, their nests or eggs. Mitigation Measure BIO-1 described above includes measures to protect burrowing owls, a species protected by California Fish and Game Code Sections 3503, 3503.5, and 3800, and by the MBTA (16 USC 703–711). Additionally, Mitigation Measure BIO-2 would be required to ensure impacts to endangered or threatened species listed under State and federal regulations would be less than significant.

MM BIO-2: If grubbing, grading or construction activities are planned during the bird nesting season (January 15 through August 31), a pre-construction nesting bird survey shall be conducted prior to any ground-disturbing activities, including, but not limited to clearing, grubbing, and/or rough grading, to ensure birds protected under the Migratory Bird Treaty Act are not disturbed by on-site activities. Any such survey(s) shall be conducted by a qualified biologist. If no active nests are found, no additional actions related to this measure are required.

If active nests are found, a no-disturbance buffer shall be established around each active nest. The buffer shall be identified by a qualified biologist dependent on the location of the nest and species and confirmed by the County of Riverside; non-raptor bird species nests shall be buffered between 100 to 300 feet, while raptor nests shall be buffered up to 500 feet. The buffer area will be staked or flagged for avoidance. No construction or ground disturbance activities shall be conducted within the buffer until the biologist has determined the nest is no longer active and has informed the County of Riverside and construction supervisor that activities may resume. This measure shall be implemented to the satisfaction of the County of Riverside.

Through implementation of Mitigation Measure BIO-2, which would protect migratory and nesting birds during construction activities, the project would not impede the use of native wildlife nursery sites. As such, impacts would be **less than significant.**

e and f) **No Impact.** No riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service has been identified on the project site. Additionally, no potential jurisdictional waters regulated pursuant to the Federal Clean Water Act (CWA) by the U.S. Army Corps of Engineers (USACE), or the Regional Water Quality Control Board (RWQCB) are present within the project site. Furthermore, no waters of the State regulated pursuant to the Porter-Cologne Water Quality Control Act are present within the project site. No lake, rivers, or streambeds regulated pursuant to the California Fish and Game Code by the California Department of Fish and Wildlife (CDFW) are present within the project site. As such, the proposed project would not result in substantial adverse effects on sensitive natural communities identified in local or regional plans, policies, and regulations or federally protected wetlands as defined by Section 404 of the Clean Water Act, and there would be **no impact**.

g) **Less than Significant with Mitigation Incorporated.** In accordance with the CVMSHCP, the project site was subject to site-specific biological resources assessment, including a CVMSHCP Consistency Analysis. Participation in the CVMSHCP via payment of development fees, as well as implementation of Mitigation Measures BIO-1 and BIO-2 would address potential impacts to special-interest species in the project site. Additionally, the only other local policies or ordinances protecting biological resources such as trees are the Riverside County Ordinance No. 559 (Regulating the Removal of Trees) and the County's Oak Tree Management Guidelines. Because the project site does not contain any trees, the proposed project would not conflict with any applicable local policies or ordinances protecting biological resources, and impacts would be **less than significant**.

Mitigation:

MM BIO-1: A pre-construction survey for burrowing owl shall be conducted by a qualified biologist prior to beginning of ground disturbing activities, including grubbing, site clearing, and/or grading, to determine if the site is occupied by burrowing owl. The survey shall include 100 percent coverage of the project site, comprised of Assessor's Parcel Number [APN] 609-020-024-3, as well as any off-site areas up to a 500-foot buffer outside the project limits, and shall include inspection of all burrows that could be used by burrowing owls.

If the survey reveals the project site is not occupied by burrowing owl, no additional actions related to this measure are required. If active burrowing owl burrows are determined to be present, the burrow(s) shall be flagged and a 160-foot diameter buffer will be established during the non-breeding season or a 250-foot diameter buffer during the breeding season in accordance with CVMSHCP Species Conservation Guidelines. The buffer area around burrows will be staked and flagged. No development activities will be permitted within the buffer area until the biologist has determined the burrows are longer no longer active. This measure shall be implemented to the satisfaction of the County of Riverside.

MM BIO-2: If grubbing, grading or construction activities are planned during the bird nesting season (January 15 through August 31), a pre-construction nesting bird survey shall be conducted prior to any ground-disturbing activities, including, but not

limited to clearing, grubbing, and/or rough grading, to ensure birds protected under the Migratory Bird Treaty Act are not disturbed by on-site activities. Any such survey(s) shall be conducted by a qualified biologist. If no active nests are found, no additional actions related to this measure are required.

If active nests are found, a no-disturbance buffer shall be established around each active nest. The buffer shall be identified by a qualified biologist dependent on the location of the nest and species and confirmed by the County of Riverside; non-raptor bird species nests shall be buffered between 100 to 300 feet, while raptor nests shall be buffered up to 500 feet. The buffer area will be staked or flagged for avoidance. No construction or ground disturbance activities shall be conducted within the buffer until the biologist has determined the nest is no longer active and has informed the County of Riverside and construction supervisor that activities may resume. This measure shall be implemented to the satisfaction of the County of Riverside.

Monitoring: Monitoring for Mitigation Measures BIO-1 and BIO-2 shall be subject to the timing detailed in the project-specific Conditions of Approval established by Riverside County.

CULTURAL RESOURCES Would the project:				
8. Historic Resources a) Alter or destroy a historic site?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?	☐	☒	☐	☐

Source(s): Phase I Cultural Resources Assessment "42500 Washington Street Project, APN 609-020-024/Numbers: GPA210003, TPM38113, PPT210015, and CUP 210010". November 2022.[21]

Findings of Fact:

a and b) **Less Than Significant Impact with Mitigation Incorporated.** CEQA defines a "historical resource" as a cultural resource that meets one or more of the following criteria:

(1) Is listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register);

(2) Is listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k);

(3) Is identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or

(4) Is determined to be a historical resource by a project's Lead Agency (PRC Section 21084.1 and State CEQA Guidelines Section 15064.5[a]).

[21] LSA. 2022. Phase I Cultural Resources Assessment for 42500 Washington Street Project, APN 609-020-024/Numbers: GPA210003, TPM38113, PPT210015, and CUP 210010, Riverside County, California. November 2022.

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

A resource may be listed as a historical resource in the California Register if it meets any of the following National Register of Historic Places criteria as defined in PRC §5024.1(C):

> A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
>
> B. Is associated with the lives of persons important in our past.
>
> C. 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.
>
> D. Has yielded, or may be likely to yield, information important in prehistory or history.

The project site is currently vacant and has been subject to disturbance in the form of site maintenance and vegetation removal. A cultural resources records search, review of historic period aerials photographs and maps, and an intensive pedestrian field survey were conducted as part of the Phase I Cultural Resources Assessment for the project.

The cultural resources records search was conducted at the Eastern Information Center (EIC) on November 4, 2020. Data from the EIC indicate there have been 66 previous cultural resources studies conducted within a one-mile radius of the project, none of which included the project site. Seven cultural resources have been documented within one mile, including prehistoric resources that included isolated artifacts and scatters, and historic period archaeological resources, as well as built environment resources, including a residence and road segment. The nearest prehistoric resource was documented approximately 1,595 meters (i.e., 0.99 mile) east-south east of the project site. No resources have been documented within the project site or approximately 0.25 mile from the site. Review of historic aerial photographs of the site identified that there were two buildings dating to the 1950s within the project site that were removed between 1980 and 2012.

On November 23, 2020, a pedestrian survey of the project site was conducted by an LSA archaeologist. The survey was conducted by walking parallel transects spaced by approximately 10 meters. Soil profiles were examined for cultural stratigraphy, and rodent back dirt was checked for cultural remains. A modern 15-foot by 10-foot concrete slab was noted on the south-central edge of the project boundary during the survey. Sparse modern refuse was scattered throughout the project site. No cultural resources were identified during the pedestrian survey.

The records search and pedestrian survey yielded negative results for the project site. No historic-era cultural resources were identified on-site; therefore, the proposed project is not expected to alter or destroy a historic site or cause a substantial adverse change in the significance of a historical resource. As such, earth-disturbing activities connected with development of the proposed project have low potential of encountering buried historic-era sites. However, in the event that previously unidentified cultural resources are found on the project site, compliance with California Code of Regulations, Title 14, Chapter 3, Section 15064.5 would be required. Mitigation Measure CUL-1 would ensure compliance with applicable regulations.

MM CUL-1: In the event that potentially significant cultural materials are encountered during project activities, all construction work shall be halted, and a Secretary of Interior (SOI) Standards qualified archaeologist shall be consulted to determine the appropriate treatment of the resources discovered in the project site. The archaeologist shall develop proper mitigation measures required for the discovery per California Code of Regulations, Title 14, Chapter 3, Section

15064.5(f). Additional studies could include, but would not be limited to, collection and documentation of artifacts, documentation of the cultural resources on State of California Department of Parks and Recreation Series 523 forms, or subsurface testing. If determined appropriate by the qualified archaeologist, archaeological monitoring should commence and continue until grading and excavation are complete or until the monitoring archaeologist determines, based on field observations and in consultation with the qualified archaeologist, that there is little likelihood of encountering additional cultural resources. The Project Applicant shall provide evidence to the County for review and approval that the appropriate measures identified by the SOI qualified archeologist for the protection, preservation, recovery, recordation, and/or curation of any significant resources has been satisfied.

Through compliance with Mitigation Measure CUL-1, impacts to historic sites or historical resources as defined by CEQA would be **less than significant**.

Mitigation:

MM CUL-1: In the event that potentially significant cultural materials are encountered during project activities, all construction work shall be halted, and a Secretary of Interior (SOI) Standards qualified archaeologist shall be consulted to determine the appropriate treatment of the resources discovered in the project site. The archaeologist shall develop proper mitigation measures required for the discovery per California Code of Regulations, Title 14, Chapter 3, Section 15064.5(f). Additional studies could include, but would not be limited to, collection and documentation of artifacts, documentation of the cultural resources on State of California Department of Parks and Recreation Series 523 forms, or subsurface testing. If determined appropriate by the qualified archaeologist, archaeological monitoring should commence and continue until grading and excavation are complete or until the monitoring archaeologist determines, based on field observations and in consultation with the qualified archaeologist, that there is little likelihood of encountering additional cultural resources. The Project Applicant shall provide evidence to the County for review and approval that the appropriate measures identified by the SOI qualified archeologist for the protection, preservation, recovery, recordation, and/or curation of any significant resources has been satisfied.

Monitoring: Monitoring for Mitigation Measure CUL-1 shall be subject to the timing detailed in the project-specific Conditions of Approval established by Riverside County.

9. Archaeological Resources a) Alter or destroy an archaeological site?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Source(s): Phase I Cultural Resources Assessment "42500 Washington Street Project, APN 609-020-024/Numbers: GPA210003, TPM38113, PPT210015, and CUP 210010" November 2022.

Findings of Fact:

a and b) **Less Than Significant Impact with Mitigation Incorporated.** As stated above, the project site is currently vacant and has been subject to disturbance in the form of site maintenance and vegetation removal. A cultural resources records search, review of historic period aerials and maps, search of the Sacred Lands File through the Native American Heritage Commission (NAHC), inquiry with Native Americans listed on the NAHC list, and a pedestrian field survey were conducted as part of the Phase I Cultural Resources Assessment for this project, and no archeological resources were founded on the project site. Therefore, the proposed project is not expected to alter or destroy an archaeological site or cause a substantial adverse change in the significance of an archaeological resource. However, implementation of Mitigation Measure CUL-1 would reduce potential impacts to undiscovered archeological resources by halting construction in the event of encountering a previously unidentified archeological resource and requiring consultation with a qualified archeologist. As such, impacts to archaeological resources as defined by CEQA would be **less than significant.**

c) **Less Than Significant Impact with Mitigation Incorporated.** There have been no human remains or any resources that may contain human remains identified on the project site. However, Mitigation Measure CUL-2 would be implemented to ensure compliance with state law in the event of encountering previously unidentified human remains.

MM CUL-2: If human remains are encountered in the project site, the project would comply with State Health and Safety Code Section 7050.5, which states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner would notify the Native American Heritage Commission (NAHC), which would determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment.

Compliance with state law under Mitigation Measure CUL-2 would ensure that any potential impacts to unknown buried human remains would be **less than significant.**

Mitigation:

MM CUL-2: If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner would

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

notify the Native American Heritage Commission (NAHC), which would determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment.

Monitoring: Monitoring for Mitigation Measure CUL-2 shall be subject to the timing detailed in the project-specific Conditions of Approval established by Riverside County.

ENERGY Would the project:				
10. Energy Impacts a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Source(s): Air Quality and Greenhouse Gas Technical Memorandum for the 42500 Washington Street Project in Riverside County, California (Appendix A)[22], U.S. Department of Transportation (DOT) Table 4-23: "Average Fuel Efficiency of U.S. Light Duty Vehicles"[23], California Energy Commission (CEC) Energy Consumption Data Management Service - Electricity Consumption by County[24], CEC Energy Consumption Data Management Service - Gas Consumption by County[25], CEC California Gasoline Data, Facts, and Statistics[26]

Findings of Fact:

a) **Less Than Significant Impact.** The proposed project would increase the demand for electricity, natural gas, and gasoline. The discussion and analysis provided below is based on data included in the CalEEMod output, which is included in Appendix A.

[22] LSA. 2023. Air Quality and Greenhouse Gas Technical Memorandum for the 42500 Washington Street Project in Riverside County, California. October 27.
[23] U.S. Department of Transportation (DOT). "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: https://www.bts.dot.gov/bts/bts/content/average-fuel-efficiency-us-light-duty-vehicles (Accessed November 15, 2022).
[24] California Energy Commission (CEC). 2021. Energy Consumption Data Management Service. Electricity Consumption by County. Website: www.ecdms.energy.ca.gov/elecbycounty.aspx (Accessed November 15, 2022).
[25] CEC. 2021. Energy Consumption Data Management Service. Gas Consumption by County. Website: www.ecdms.energy.ca.gov/gasbycounty.aspx (Accessed October 2023).
[26] CEC. 2017. California Gasoline Data, Facts, and Statistics. Website: www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics (Accessed October 2023)

Construction-Period Energy Use. The anticipated construction schedule assumes that the proposed project would be built over approximately 13 months. The proposed project would require grading, site preparation, and building activities during construction.

Construction of the proposed project would require energy for the manufacture and transportation of construction materials, preparation of the site, grading activities, and construction of the residences and child daycare/preschool building. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. Construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Therefore, construction energy impacts would be **less than significant**.

Operational Energy Use. Energy use consumed by the proposed project would be associated with natural gas use, electricity consumption, and fuel used for vehicle and truck trips associated with the project. Energy and natural gas consumption was estimated for the project using default energy intensities by land use type in CalEEMod. In addition, the proposed building would be constructed to 2022 Title 24 standards, which was included in CalEEMod inputs. Electricity and natural gas usage estimates associated with the proposed project are shown in Table D.

In addition, the proposed project would result in energy usage associated with gasoline to fuel project-related trips. Based on the CalEEMod analysis, the proposed project would result in approximately 2,439,620 vehicle miles traveled (VMT) per year. The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from approximately 14.9 miles per gallon (mpg) in 1980 to 22.9 mpg in 2020. The average fuel economy for heavy-duty trucks in the United States has also steadily increased, from 5.7 mpg in 2013 to a projected 8.0 mpg in 2021. Therefore, based on the EPA gasoline fuel economy estimates for 2020, California diesel fuel economy estimates for 2021, and the project-specific traffic data, the proposed project would result in the annual consumption of 84,349 gallons of gasoline and 63,512 gallons of diesel fuel. Table D, below, shows the estimated potential increased electricity and natural gas demand, and fuel consumption associated with the proposed project.

Table D: Estimated Annual Energy Use of Proposed Project

Land Use	Electricity Use (kWh per year)	Natural Gas Use (therms per year)	Gasoline Consumption (gallons per year)	Diesel Consumption (gallons per year)
Multi-Family Apartments	243,344	5,544	28,314	21,320
Child-Care/ Preschool	187,407	1,487	56,035	42,192
Parking Lot	41,974	0	0	0
Total	**472,725**	**7,031**	**84,349**	**63,512**

Source: LSA (October2023).
kWh = kilowatt-hours

As shown in Table D, the estimated potential increased electricity demand associated with the proposed project is 472,725 kilowatt-hours (kWh) per year. In 2022, California consumed approximately 287,220

gigawatt-hours (GWh). Of this total, Riverside County consumed 17,780.6 GWh or 17,780,573,271 kWh. Therefore, electricity demand associated with the proposed project would only be approximately less than 0.01 percent of Riverside County's total electricity demand.

The estimated potential increased natural gas demand associated with the proposed project is 7,031 therms per year, as shown in Table D. In 2022, California consumed approximately 11,710.6 million therms or 11,710,641,194 therms, while Riverside County consumed 431.1 million therms (431,052,392 therms). Therefore, natural gas demand associated with the proposed project would only be approximately less than 0.01 percent of Riverside County's total natural gas demand.

In addition, the proposed project would result in energy usage associated with gasoline and diesel to fuel project-related trips. As shown above in Table D, vehicle trips associated with the proposed project would consume approximately 84,349 gallons of gasoline and 63,512 gallons of diesel fuel per year. Based on fuel consumption obtained from CARB's California Emissions Factor Model, Version 2021 (EMFAC2021), approximately 755 million gallons of gasoline and approximately 299 million gallons of diesel will be consumed from vehicle trips in Riverside County in 2023. Therefore, vehicle and truck trips associated with the proposed project would increase the annual fuel use in Riverside County by approximately 0.01 percent for gasoline fuel usage and approximately 0.02 percent for diesel fuel usage. Fuel consumption associated with vehicle trips generated by project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

In addition, proposed new development would be constructed using energy efficient modern building materials and construction practices, and the proposed project also would use new modern appliances and equipment, in accordance with the Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608). The expected energy consumption during construction and operation of the proposed project would be consistent with typical usage rates for industrial uses; however, energy consumption is largely a function of personal choice and the physical structure and layout of buildings. Implementation of the proposed project would result in additional energy demand in County; however, since the proposed project would be located in a developed urban area of Unincorporated Riverside County, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Impacts would be **less than significant**.

b) **Less Than Significant Impact.** In 2002, the Legislature passed Senate Bill (SB) 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission (ZE) vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC's 2023 Integrated Energy Policy Report[27] provide the results of the CEC's assessments of a variety of energy issues facing California. As indicated above, energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the overall use in the County. In addition, energy usage associated with operation of the proposed project would

[27] CEC. 2023. Draft 2023 Integrated Energy Policy Report. Website: https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2023-integrated-energy-policy-report (Accessed October 2023).

be relatively small in comparison to the overall use in San Bernardino County, and the State's available energy resources. Therefore, energy impacts at the regional level would be negligible. Because California's energy conservation planning actions are conducted at a regional level, and because the proposed project's total impact on regional energy supplies would be minor, the proposed project would not conflict with or obstruct California's energy conservation plans as described in the CEC's Integrated Energy Policy Report. Additionally, as demonstrated above, the proposed project would not result in the inefficient, wasteful, and unnecessary consumption of energy. Potential impacts related to conflict with or obstruction of a State or local plan for renewable energy or energy efficiency would be **less than significant**, and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project directly or indirectly:				
11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones a) Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☒	☐

Source(s): Riverside County General Plan Safety Element Figure 1 "Fault Lines"[28], Department of Conservation California Earthquake Hazards Zone Application (EQ Zapp)[29], Geotechnical Engineering Investigation for the Proposed Multi-Use Retail Center 42500 Washington Street, Bermuda Dunes, California (Appendix C) [30][31][32]

Findings of Fact:

a) **Less Than Significant Impact.** The Alquist-Priolo Geologic Hazards Zones Act became effective in March 1973 and has been amended 11 times. The purpose of the Act, as provided in California Geologic Survey Special Publication 42, is to prohibit the location of most structures for human occupancy across the traces of active faults and to thereby mitigate the hazard of fault rupture. According to the Department of Conservation's California Earthquake Hazards Zone Application, the project site is not located on an Alquist-Priolo Earthquake Fault Zone. The nearest active faults to the site are the San Andreas, Burnt Mountain, and Eureka Peak Fault Zones, located approximately 4.4, 14.4, and 15.4

[28] Riverside County. 2021. General Plan, Chapter 6: Safety Element. Figure 1: Fault Lines. Website: https://planning.rctlma.org/Portals/14/genplan/2021/elements/Ch06_Safety_092821.pdf (Accessed November 15, 2022).
[29] DOC. 2021. EQ Zapp: California Earthquake Hazards Zone Application. Website: https://www.conservation.ca.gov/cgs/geohazards/eq-zapp#:~:text=%E2%80%8B%E2%80%8B%E2%80%8BThe%20California,in%20an%20earthquake%20hazard%20zone. (Accessed November 15, 2022).
[30] Krazan &Associates, Inc. 2020. Geotechnical Engineering Investigation for the Proposed Multi-Use Retail Center 42500 Washington Street, Bermuda Dunes, California. December 30.
[31] Krazan &Associates, Inc. 2022. Addendum Letter: Geotechnical Engineering Investigation, Proposed Mixed-Use Center, 42500 Washington Street, Bermuda Dunes, California. March 28.
[32] Krazan &Associates, Inc. 2022. Update to Geotechnical Engineering Investigation Report, Proposed Day Care Facility and Apartment Complex, 42500 Washington Street Bermuda Dunes, California. November 11.

miles from the project site respectively. Additionally, the project site is not located within any known fault in the County mapped on Figure 1 of the General Plan's Safety Element. As such , the proposed project would not be subject to substantial adverse effects related to ground rupture of a known earthquake fault, and impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

12. Liquefaction Potential Zone a) Be subject to seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

Source(s): Riverside County General Plan Safety Element Figure 2 "Liquefaction Zones[33]," Western Coachella Valley Area Plan Figure 14 " Western Coachella Valley Area Plan Seismic Hazards,[34]" Addendum Letter: Geotechnical Engineering Investigation, Proposed Mixed-Use Center, 42500 Washington Street, Bermuda Dunes, California. March 28, 2022. (Appendix C)

Findings of Fact:

a) **Less Than Significant Impact**. Soil liquefaction is a state of soil particle suspension caused by a complete loss of strength when the effective stress drops to zero. Liquefaction normally occurs under saturated conditions in soil such as sand in which the strength is purely frictional. However, liquefaction has occurred in soils other than clean sand. Liquefaction usually occurs under vibratory conditions such as those induced by a seismic event. The Western Coachella Valley Area Plan's Seismic Hazards Map identifies that the community of Bermuda Dunes, including the project site, is located in an area with moderate liquefaction susceptibility. The predominant soils encountered within the project site generally consist of medium dense to dense silty sand. Groundwater was not encountered below the site within a depth of 30 feet during exploratory drilling. Available groundwater depth mapping indicates that groundwater elevations measured in the vicinity of the project site were typically encountered at depths greater than 50 feet below site grade. Based on analysis conducted as part of the Geotechnical Engineering Investigation, the potential for soil liquefaction within the project site is very low due to depth of groundwater and the dense nature of the subsurface soils that were encountered; therefore, the site is not located in a potential liquefaction zone and no mitigation is required. Additionally, the proposed project could comply with Compliance Measure GEO-1 to ensure that project construction and design would follow recommendations of the Geotechnical Engineering Investigation. As the proposed project would not be subject seismic-related ground failure, including liquefaction, impacts would be **less than significant.**

Compliance Measure GEO-1: Construction and design of the proposed project would conform with the site-specific recommendations detailed in the Geotechnical Engineering Investigation, which have

[33] Riverside County. 2021. General Plan, Chapter 6: Safety Element. Figure 2: Liquefaction Zones. Website: https://planning.rctlma.org/Portals/14/genplan/2021/elements/Ch06_Safety_092821.pdf (Accessed November 15, 2022).

[34] Riverside County. 2021. Western Coachella Valley Area Plan. Figure 14: Western Coachella Valley Area Plan Seismic Hazards. Website: https://planning.rctlma.org/Portals/14/genplan/GPA%202022/Compiled%20WCVAP_4-2022%20rev.pdf?ver=2022-06-27-145216-590 (Accessed November 15, 2022).

been reviewed and approved by the Riverside County staff and fulfill the County's construction standards and design guidelines for commercial and residential uses.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

13. Ground-shaking Zone a) Be subject to strong seismic ground shaking?	☐	☐	☒	☐

Source(s): Western Coachella Valley Area Plan Figure 16 "Western Coachella Valley Area Plan Slope Instability,[35]" Geotechnical Engineering Investigation for the Proposed Multi-Use Retail Center 42500 Washington Street, Bermuda Dunes, California (Appendix C)

Findings of Fact:

a) **Less Than Significant Impact**. The project site is located in an area of southern California susceptible to strong seismic generated ground shaking. The nearest active faults are the San Andreas, Burnt Mountain, and Eureka Peak Fault Zones, located approximately 4.4, 14.4, and 15.4 miles from the Project site, respectively. The proposed project would be designed to California Building Code (CBC) standards, which would reduce potential building damage and collapse during a seismic event. The Geotechnical Engineering Investigation prepared for the proposed project did not provide additional design requirements to reduce impacts to the proposed project from strong seismic ground shaking. Proper engineering design and construction in conformance with the 2019 CBC standards[36] would ensure potential impacts from strong seismic ground shaking would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

14. Landslide Risk a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?	☐	☐	☒	☐

Source(s): Western Coachella Valley Area Plan Figure 15 "Western Coachella Valley Area Plan Steep Slope Map,[37]" Western Coachella Valley Area Plan Figure 16 "Western Coachella Valley Area Plan

[35] Riverside County. 2021. Western Coachella Valley Area Plan. Figure 16: Western Coachella Valley Area Plan Slope Instability. Website: https://planning.rctlma.org/Portals/14/genplan/GPA%202022/Compiled%20WCVAP_4-2022%20rev.pdf?ver=2022-06-27-145216-590 (Accessed November 15, 2022).

[36] Krazan &Associates, Inc. 2022. Update to Geotechnical Engineering Investigation Report, Proposed Day Care Facility and Apartment Complex, 42500 Washington Street Bermuda Dunes, California. November 11.

[37] Riverside County. 2021. Western Coachella Valley Area Plan. Figure 15: Western Coachella Valley Area Plan Steep Slope Map. Website:

Slope Instability," Geotechnical Engineering Investigation for the Proposed Multi-Use Retail Center 42500 Washington Street, Bermuda Dunes, California (Appendix C)

Findings of Fact:

a) **Less Than Significant Impact**. A landslide generally occurs on relatively steep slopes and/or on slopes underlain by weak materials. The project would be located on a relatively flat site with elevations ranging from 130 feet above mean sea level on the western portion of the site to 119 feet above mean sea level on the eastern portion. There are no slopes on the site nor are there any slopes adjacent to or within the vicinity of the proposed project site. Additionally, review of the Western Coachella Valley's Steep Slope Map and Slope Instability Map indicates that the proposed project is not located in an area susceptible to landslides. As such, the proposed project would not result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards, and impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

15. Ground Subsidence a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?	☐	☐	☒	☐

Source(s): Riverside County General Plan Safety Element; Riverside County General Plan Appendix H; Geotechnical Engineering Investigation for the Proposed Multi-Use Retail Center 42500 Washington Street, Bermuda Dunes, California (Appendix C)[38][39]

Findings of Fact:

a) **Less Than Significant Impact.** Land subsidence is a gradual settling or sudden sinking of the Earth's surface due to removal or displacement of subsurface earth materials. The principal causes include: aquifer-system compaction associated with groundwater withdrawals, drainage of organic soils, underground mining, natural compaction or collapse, such as with sinkholes or thawing permafrost.

Appendix H of the County General Plan (i.e., Geotechnical Report, Part 1) identifies that the project site is located in an area of the County with documented subsidence. Policy S 2.15 of the County's General Plan requires projects within subsidence zones to prepare geotechnical studies that provide adequate mitigation measures that address hydroconsolidation of soils. The Geotechnical Engineering Investigation prepared for the project has provided construction and design recommendations that would be implemented to reduce potential issues associated with subsidence. Additionally, the proposed project would be designed to California Building Code (CBC) standards, which would reduce potential building damage and collapse from subsidence. Compliance with project-specific geotechnical

https://planning.rctlma.org/Portals/14/genplan/GPA%202022/Compiled%20WCVAP_4-2022%20rev.pdf?ver=2022-06-27-145216-590 (Accessed November 15, 2022).

[38] Krazan &Associates, Inc. 2020. Geotechnical Engineering Investigation for the Proposed Multi-Use Retail Center 42500 Washington Street, Bermuda Dunes, California. December 30.

[39] Krazan &Associates, Inc. 2022. Update to Geotechnical Engineering Investigation Report, Proposed Day Care Facility and Apartment Complex, 42500 Washington Street Bermuda Dunes, California. November 11.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

construction and design recommendations from the Geotechnical Engineering Investigation and CBC Standards would reduce impacts related to ground subsidence to **less than significant.**

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

16. Other Geologic Hazards a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	☐	☐	☒	☐

Source(s): Western Coachella Valley Area Plan Figure 14 " Western Coachella Valley Area Plan Seismic Hazards;" Volcano Hazard Program, Salton Buttes, United States Geological Survey[40]; Geotechnical Engineering Investigation for the Proposed Multi-Use Retail Center 42500 Washington Street, Bermuda Dunes, California (Appendix C)

Findings of Fact:

a) **Less Than Significant Impact**. Seiches are oscillations in enclosed bodies of water that are caused by a number of factors, most often wind or seismic activity. The nearest major water feature is Lake Cahuilla (Veterans Regional Park), located approximately 7.2 miles south and down slope of the project site. Therefore, seiche-related flooding is not anticipated to occur on the project site. The project site is generally level and is not susceptible to mudslides.

The Salton Buttes is a group of fumarolic[41] volcanoes on the southeast side of the Salton Sea approximately 55 miles southeast of the project site. The last eruption of the Salton Buttes occurred approximately 1,800 years ago, and future eruptions are possible due to the high heat from the area and relatively young age (approximately 400,000 years old) of this geothermal system. However, due to the distance between the project site and the Salton Buttes (55 miles), impacts from potential future eruptions would be less than significant. Therefore, impacts from seiche, mudflows, or volcanic hazards would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

17. Slopes a) Change topography or ground surface relief features?	☐	☐	☒	☐
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	☐	☐	☒	☐
c) Result in grading that affects or negates subsurface sewage disposal systems?	☐	☐	☐	☒

[40] United States Geological Survey. Salton Buttes. Website: https://www.usgs.gov/volcanoes/salton-buttes (Accessed November 15, 2022).
[41] A fumarole is an opening in Earth's crust, often in areas surrounding volcanoes, which emits steam and gases.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Source(s): Slope Stability Report; Riverside County General Plan Figure 15 "Western Coachella Valley Area Plan Steep Slope Map," Riverside County General Plan Figure 16 "Western Coachella Valley Area Plan Slope Instability," Geotechnical Engineering Investigation for the Proposed Multi-Use Retail Center 42500 Washington Street, Bermuda Dunes, California (Appendix C)

Findings of Fact:

a) **Less Than Significant Impact**. The project site is flat and relatively level. Development of the project site would require rough grading and finished pad construction for the buildings in accordance with the 2019 CBC and recommendations in the Geotechnical Engineering Investigation prepared for the proposed project. The project site topography and surface relief features would be generally maintained, and impacts would be **less than significant.**

b) **Less Than Significant Impact**. All of the earthwork proposed as part of the project would be in accordance with the 2019 California Building Code Chapters 16, 17, 18, and Appendix J (Grading) as amended by County Ordinance 457. The project is required to submit detailed grading plans to the County for review and approval prior to issuance of grading permits in order to minimize the potential for unstable slopes. Any cut and fill slopes over 10 feet in vertical height, or cut slopes steeper than 2:1, shall be verified with a factor of safety of at least 1.5. Furthermore, any slopes steeper than 2:1 shall be planted with approved drought-tolerant ground cover, shrubs, trees, or combination thereof as approved by the Engineer of record or the Registered Landscape Architect pursuant to County Ordinance 457. Through compliance with applicable 2019 CBC regulations pursuant to County Ordinance 457, impacts would be **less than significant**.

c) **No Impact.** The proposed project would not result in grading that affects or negates subsurface sewage disposal systems. Sewage would be disposed of through on-site infrastructure that connects to existing sewage lines within Washington Street. As such, grading of the project site would not affect or negate subsurface sewage disposal systems as none currently exist on the site nor are any planned for the project site. **No impact** would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

18. Soils				
a) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
b) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2022), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Source(s): Natural Resources Conservation Service Web Soil Survey[42]; Geotechnical Engineering Investigation for the Proposed Multi-Use Retail Center 42500 Washington Street, Bermuda Dunes, California (Appendix C)

Findings of Fact:

a) **Less Than Significant Impact.** The United States Department of Agriculture Web Soil Survey indicated that the project site is occupied by Myoma fine sand 0 to 5 percent slopes (MaB) soil. Runoff is very slow with this soil type and erosion hazard is slight. On-site soils exhibit substantial disturbance from prior grading, earthwork, and past development. Nevertheless, on-site construction would disturb vegetation and surface soils, making them susceptible to erosion from wind and water. The County is a co-permittee under Colorado Regional Water Quality Control Board Order number R7-2013-0011, National Pollutant Discharge Elimination System (NPDES) Permit, also known as the Municipal Separate Storm Sewer System or MS4 permit. In order to address the potential for erosion pursuant to the MS4 Permit, the project is required to implement Best Management Practices (BMPs) during the construction phase that would reduce erosion in accordance with NPDES regulations. These BMPs would be selected as part of the Storm Water Pollution Prevention Plan (SWPPP) that is required to address erosion and discharge impacts associated with the proposed on-site grading. The project must also comply with the County's grading permit requirements, which would ensure that construction practices include BMPs to protect exposed soils such as covering stockpiled soils, and use of straw bales and silt fences to minimize off-site sedimentation. In addition, the site would be covered with asphalt, concrete, and landscaping materials during operations; therefore, soil erosion would be minimal. Compliance with State and federal requirements, as well as with County's grading permit requirements, would ensure that the proposed project would have a **less-than-significant** impact related to soil erosion or loss of topsoil.

b) **Less Than Significant Impact.** Expansive soils have the potential to undergo volume change, or shrinkage and swelling, with changes in soil moisture. As expansive soils dry, the soil shrinks; when moisture is reintroduced into the soil, the soil swells. Laboratory testing conducted on the project site soils determined that the on-site soils have a low expansion potential. The proposed project would be designed to current CBC standards, which would reduce potential building damage and collapse from expansive soils. Impacts would be **less than significant.**

c) **No Impact.** The proposed project does not include the use of septic tanks or other alternative waste water disposal systems. The proposed project would include the development of an onsite wastewater conveyance system that would connect to the existing wastewater infrastructure located in Washington Street. **No impact** would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

[42] Natural Resources Conservation Service. Web Soil Survey. Website: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm (Accessed November 15, 2022).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
19. Wind Erosion and Blowsand from project either on or off site.	☐	☐	☒	☐
a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?				

Source(s): Riverside County Ordinance No. 460, Article XV " Soil Erosion Control Due to Wind"[43] & Ordinance. No. 484[44]; SCAQMD Rule 403 "Dust Control Information"[45]

Findings of Fact:

a) **Less Than Significant Impact.** The project site is an infill site surrounded by developed properties. These conditions minimize the potential for impacts to the project site from off-site blow sand. The project is required to comply with SCAQMD Rule 403 to suppress fugitive dust during construction activities. Among the requirements under SCAQMD Rule 403, fugitive dust must be controlled so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Upon completion of construction, the site would be covered with asphalt, concrete, and landscaping materials, which would collectively suppress blow sand generation from the Project site. Therefore, impacts from wind erosion and/or blow sand would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GREENHOUSE GAS EMISSIONS Would the project:				
20. Greenhouse Gas Emissions				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Source(s): Riverside County Climate Action Plan ("CAP")[46]; Air Quality and Greenhouse Gas Technical Memorandum for the 42500 Washington Street Project in Riverside County, California (Appendix A)

Findings of Fact:

a) **Less Than Significant Impact.** This section describes the proposed project's construction- and operation-related GHG emissions and contribution to global climate change. Section 15064.4 of the State CEQA Guidelines states "A lead agency should make a good-faith effort, based to the extent

[43] Riverside County. Ordinance No. 460. Website: https://www.rivcocob.org/wp-content/uploads/2009/10/Final-Ordinance-No.-460.pdf (Accessed November 15, 2022).
[44] Riverside County. Ordinance No. 484. Website: https://www.rivcocob.org/ords/400/484.2.pdf (Accessed November 15, 2022).
[45] SCAQMD. Rule 403 Dust Control Information. Website: https://www.aqmd.gov/home/rules-compliance/compliance/rule-403-dust-control-information (Accessed November 15, 2022).
[46] Riverside County. 2019. County of Riverside Climate Action Plan Update. Website: https://planning.rctlma.org/Portals/14/CAP/2019/2019_CAP_Update_Full.pdf (Accessed November 15, 2022).

possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project." In performing that analysis, the lead agency has discretion to determine whether to use a model or methodology to quantify GHG emissions, or to rely on a qualitative analysis or performance-based standards. In making a determination as to the significance of potential impacts, the lead agency then considers the extent to which the project may increase or reduce GHG emissions compared to the existing environmental setting, whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project, and the extent to which the project complies with regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Therefore, consistent with the State CEQA Guidelines, Section 15183.5, if a project is consistent with an adopted qualified Greenhouse Gas Reduction Strategy that meets the standards, it can be presumed that the project would not have significant GHG emission impacts. The County of Riverside CAP meets the requirements of State CEQA Guidelines, Section 15183.5; therefore, the proposed project is evaluated for consistency with the County's CAP.

Construction Greenhouse Gas Emissions. The SCAQMD has not addressed emission thresholds for construction in its CEQA Air Quality Handbook; however, SCAQMD requires quantification and disclosure. Thus, this section discusses construction emissions. Construction activities associated with the proposed project would produce combustion emissions from various sources. Construction would emit GHGs through the operation of construction equipment and from worker and builder supply vendor vehicles for the duration of the approximately 6-month construction period. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, the fueling of heavy equipment emits CH_4. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

As indicated above, SCAQMD does not have an adopted threshold of significance for construction related GHG emissions. However, lead agencies are required to quantify and disclose GHG emissions that would occur during construction. The SCAQMD then requires the construction GHG emissions to be amortized over the life of the project, which is defined as 30 years, added to the operational emissions, and compared to the applicable interim GHG significance threshold tier. Based on CalEEMod (refer to Appendix A), it is estimated that the project would generate 400.3 metric tons (MT) of CO_2e during construction of the project. When amortized over the 30-year life of the project, annual emissions would be 13.3 MT CO_2e.

Operational Greenhouse Gas Emissions. Long-term operation of the proposed project would generate GHG emissions from area, mobile, waste, and water sources as well as indirect emissions from sources associated with energy consumption. Mobile-source GHG emissions would include project-generated vehicle trips associated with trips to the proposed project. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site and other sources. Waste source emissions generated by the proposed project include energy generated by landfilling and other methods of disposal related to transporting and managing project-generated waste. In addition, water source emissions associated with the proposed project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

GHG emissions were estimated using CalEEMod. Table E shows the estimated operational GHG emissions for the proposed project. Motor vehicle emissions are the largest source of GHG emissions for the project at approximately 86 percent of the project total. Energy sources are the next largest category at approximately 12 percent. Waste and water sources are about 1 percent and less than 1

percent of the total emissions respectively. Area source emissions are also about less than 1 percent of the total emissions.

Table E: Greenhouse Gas Emissions

Emission Type	Operational Emissions (MT/yr)				
	CO_2	**CH_4**	**N_2O**	**CO_2e**	**Percentage of Total**
Area Source	0.7	<1.0	<1.0	0.7	<1
Energy Source	135.2	<1.0	<1.0	135.7	12
Mobile Source	959.3	<1.0	0.1	977.0	86
Waste Source	4.0	0.4	0.0	14.0	1
Water Source	3.0	0.1	<1.0	5.3	<1
Total Operational Emissions				**1,132.7**	**100.0**
Amortized Construction Emissions				13.3	—
Total Annual Emissions				**1,146.0**	—
Riverside County CAP Update GHG Numerical Screening Threshold				**3,000**	
Exceedance?				**No**	

Source: Compiled by LSA (October 2022).

CAP = Climate Action Plan
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
GHG = greenhouse gas
MT/CO_2e = metric tons of carbon dioxide equivalent
MT/yr = metric tons per year
N_2O = nitrous oxide

As discussed above, a project would have less than significant GHG emissions if it would result in operational-related GHG emissions of less than the County's CAP threshold of 3,000 MT CO_2e per year. Based on the analysis results, the proposed project would generate approximately 1,146.0 CO_2e per year. Therefore, operation of the proposed project would not generate significant GHG emissions that would have a significant effect on the environment. Impacts would be **less than significant**.

b) **Less Than Significant Impact.**

Riverside County CAP Update. As demonstrated above, the proposed project would not exceed the GHG numerical screening threshold of 3,000 MT CO_2e established by the County's CAP. The proposed project would also be required to meet the latest Title 24 standards, regarding energy conservation and green building standards and reduction of wastewater and water use. As such, the proposed project would be consistent with the CAP measures and would not be required to use the Screening Tables or alternative GHG mitigation analysis. Therefore, the proposed project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. The following discussion evaluates the proposed project according to the goals of the 2022 Scoping Plan, Executive Order (EO) B-30-15, Senate Bill (SB) 32, Assembly Bill (AB) 197, and SCAG's 2020–2045 RTP/SCS.

2022 Scoping Plan. EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reduction target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. The CARB released the 2017 Scoping Plan to reflect the 2030 target set by

EO B-30-15 and codified by SB 32.[47] SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels. AB 197, the companion bill to SB 32, provides additional direction to the CARB that is related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 that is intended to provide easier public access to air emission data collected by the CARB was posted in December 2016.
The 2022 Scoping Plan[48] assesses progress toward the statutory 2030 target, while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan Update focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The 2022 Scoping Plan focuses on building clean energy production and distribution infrastructure for a carbon-neutral future, including transitioning existing energy production and transmission infrastructure to produce zero-carbon electricity and hydrogen, and utilizing biogas resulting from wildfire management or landfill and dairy operations, among other substitutes. The 2022 Scoping Plan states that in almost all sectors, electrification will play an important role. The 2022 Scoping Plan evaluates clean energy and technology options and the transition away from fossil fuels, including adding four times the solar and wind capacity by 2045 and about 1,700 times the amount of current hydrogen supply. As discussed in the 2022 Scoping Plan, EO N-79-20 requires that all new passenger vehicles sold in California will be zero-emission by 2035, and all other fleets will have transitioned to zero-emission as fully possible by 2045, which will reduce the percentage of fossil fuel combustion vehicles. The 2022 Scoping Plan reduction measures applicable to the proposed project include energy efficient measures, water conservation and efficiency measures, and transportation and motor vehicle measures, as discussed below.

- **Energy-efficient measures** are intended to maximize energy-efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. As identified above, the proposed project would comply with the 2022 CALGreen Code standards regarding energy conservation and green building standards. The project would also include solar roof areas. Therefore, the proposed project would comply with applicable energy measures.

- **Water conservation and efficiency measures** are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. As noted above, the project would be required to comply with the 2022 CALGreen Code standards, which includes a variety of different measures, including reduction of wastewater and water use. In addition, the proposed project would be required to comply with the California Model Water Efficient Landscape Ordinance. The project would include drought-tolerant landscape plants and efficient irrigation systems. Therefore, the proposed project would not conflict with any of the water conservation and efficiency measures.

[47] California Air Resources Board (CARB). 2017. California's 2017 Climate Change Scoping Plan. Website: https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf (Accessed November 15, 2022).
[48] CARB. 2022. *2022 Scoping Plan for Achieving Carbon Neutrality.* December.
Website: https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf (accessed October 2023).

- The goal of **transportation and motor vehicle measures** is to develop regional GHG emission reduction targets for passenger vehicles. Specific regional emission targets for transportation emissions would not directly apply to the proposed project. However, vehicles traveling to the project site would comply with the Pavley II (LEV III) Advanced Clean Cars Program. The second phase of Pavley standards will reduce GHG emissions from new cars by 34 percent from 2016 levels by 2025, resulting in a 3 percent decrease in average vehicle emissions for all vehicles by 2020. Therefore, the proposed project would not conflict with the identified transportation and motor vehicle measures.

The proposed project would comply with existing State regulations adopted to achieve the overall GHG emission reduction goals identified in the 2022 Scoping Plan, EO B-30-15, SB 32, and AB 197.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy. SCAG's 2020–2045 RTP/SCS, which was adopted September 3, 2020, identifies land use strategies that focus on new housing and job growth in areas served by high-quality transit and other opportunity areas, and would be consistent with a land use development pattern that supports and complements the proposed transportation network. The core vision in the 2020–2045 RTP/SCS is to better manage the existing transportation system through design management strategies, integrate land use decisions and technological advancements, create complete streets that are safe to all roadway users, preserve the transportation system, and expand transit and foster development in transit-oriented communities. The 2020–2045 RTP/SCS contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as a forecasted development pattern that is generally consistent with regional-level General Plan data. The forecasted development pattern, when integrated with the financially constrained transportation investments identified in the 2020–2045 RTP/SCS, would reach the regional target of reducing GHG emissions from autos and light-duty trucks by 8 percent per capita by 2020 and 19 percent by 2035 (compared to 2005 levels). The 2020–2045 RTP/SCS does not require that local General Plans, Specific Plans, or zoning be consistent with the 2020–2045 RTP/SCS but provides incentives for consistency for governments and developers.
Implementing SCAG's RTP/SCS will greatly reduce the regional GHG emissions from transportation, helping to achieve statewide emission reduction targets. The proposed project would be consistent with following strategies from the SCAG RTP/SCS intended to support the implementation of the Sustainable Communities Strategies section:

- Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.

- Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets.

- Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.

- Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space.

The proposed project is located near commercial and residential uses facilitating the access to potential job sites in the area. In addition, the proposed project would develop a day care facility adjacent to residential areas. Therefore, the proposed project would be consistent with the multimodal goal for

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

facilitating access to work, educational, and other destinations, as well as the goal of reducing commute distances by providing housing near commercial areas. The proposed project would also include approximately 5,723 sf of solar ready rooftop and drought tolerant landscape areas. As such, the proposed project would also be consistent with policies that support renewable energy production and reduce the heat island effect. Furthermore, the proposed project would support and promote low emission technologies by including electric charging vehicle spaces. As such, the proposed project would not conflict with the stated goals of the RTP/SCS; therefore, the proposed project would not interfere with SCAG's ability to achieve the region's GHG reduction targets at 8 percent below 2005 per capita emissions levels by 2020 and 19 percent below 2005 per capita emissions levels by 2035, and it can be assumed that regional mobile emissions will decrease in line with the goals of the RTP/SCS. Furthermore, the proposed project is not regionally significant per State CEQA Guidelines Section 15206, and, as such, it would not conflict with the SCAG RTP/SCS targets because those targets were established and are applicable on a regional level.

The proposed project would include a 43-unit multifamily housing development and a 9,990 square-foot daycare/preschool facility. Based on the nature of the proposed project, it is anticipated that implementation of the proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the RTP/SCS. Therefore, the proposed project would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Impacts would be **less than significant.**

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HAZARDS AND HAZARDOUS MATERIALS Would the project:				
21. Hazards and Hazardous Materials a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	☐	☐	☒	☐
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?	☐	☐	☒	☐
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

Source(s): Krazan and Associates, Inc. Phase I Environmental Site Assessment for Vacant Property at 42500 Washing Street, Bermuda Dunes, California (Appendix D)[49]; State Water Resources Control Board GeoTracker Database[50]; Department of Toxic Substances Control's (DTSC) EnviroStor database[51]; DTSC Hazardous Waste and Substances Site List (Cortese)[52]; Riverside County Ordinance No. 787

Findings of Fact:

a) **Less Than Significant Impact.** Potential hazardous materials such as fuel, paint products, lubricants, solvents, and cleaning products may be used and/or stored on-site during construction of the project. However, due to the limited quantities of these materials to be used during construction, they are not considered hazardous to the public at large. The transport, use, and storage of hazardous materials during the construction and operation of the site would be conducted pursuant to all applicable local, state and federal laws, and in cooperation with the Riverside County Fire Department, Riverside County Department of Environmental Health, Hazardous Materials Division (DEH), Environmental Protection and Oversight Division, and California Occupational Safety and Health Administration. Additionally, the United States Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials by truck and rail on State highways and rail lines, as described in Title 49 of the Code of Federal Regulations and implemented by Title 13 of the California Code of Regulations.

Once operational, the tenants of the proposed project would be a multifamily housing development, and a child daycare/pre-school facility. The proposed project would be required to implement health and safety policies and procedures regarding hazardous materials used where employees would be expected to handle or work around hazardous materials. Pursuant to the Federal Hazard Communication Standard (29 CFR 1910.1200) and the Laboratory Standard (29 CFR 1910.1450), Safety Data Sheets (SDS) outlining procedures to address spills and leaks for individual chemicals will be used to conduct chemical safety training for all employees who work with chemicals in order to minimize the occurrence of accidental chemical releases and ensure that, when one does occur, it is handled in a safe manner.

These regulations inherently safeguard life and property from the hazards of fire/explosion arising from the storage, handling, and use of hazardous substances, materials, and devices, as well as hazardous conditions due to the use or occupancy of buildings. Through compliance with all applicable federal, State, and local laws, impacts to the public or environment from the routine transportation, use and disposal of hazardous materials would be **less than significant**.

b) **Less Than Significant Impact.** A Phase I Environmental Site Assessment (Phase I ESA) was prepared for the proposed project in September 2020. The project site and parcels within 1,760 feet of the project site were evaluated via the State Water Resources Control Board (SWRCB) GeoTracker database, the Department of Toxic Substances Control's (DTSC) EnviroStor database, and the

[49] Krazan and Associates, Inc. 2020. Phase I Environmental Site Assessment for Vacant Property at 42500 Washing Street, Bermuda Dunes, California. September 29.
[50] State Water Resources Control Board. GeoTracker. Website: https://geotracker.waterboards.ca.gov/ (Accessed November 15, 2022).
[51] California Department of Toxic Substances Control (DTSC) . 2007. EnviroStor. Website: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=bermudadunes (Accessed November 15, 2022)
[52] DTSC. DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List). Website: https://dtsc.ca.gov/dtscs-cortese-list/ (Accessed November 15, 2022).

Hazardous Waste and Substances Sites (Cortese) List for the purposes of identifying recognized environmental conditions or historical recognized environmental conditions.

"Recognized environmental condition" means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. The term is not intended to include *de minimis* conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* are not recognized environmental conditions. "Historical Recognized environmental condition" means an environmental condition which in the past would have been considered a recognized environmental condition, but which may or may not be considered a recognized environmental condition currently. If a past release of any hazardous substance or petroleum products has occurred in connection with the property, with such remediation accepted by the responsible regulatory agency (for example, as evidenced by the issuance of a case closed letter or equivalent), this condition shall be considered a *historical recognized environmental condition*.

No "recognized environmental conditions" or "historical recognized environmental condition" were identified in the GeoTracker database, EnviroStor database, or the Cortese List within 1,760 feet of the project site, which is vacant and has no evidence of previous development with the exception of a small concrete pad (10 feet square) formerly used to store a truck-mounted camper. Therefore, there are no indications of activities or materials that would represent a significant risk to public health or safety (e.g., on-site storage, leaking tanks, approaching groundwater contamination plume) on the project site or vicinity.

Asbestos is a group of naturally occurring mineral fibers that have been used commonly in a variety of building construction materials for insulation and as a fire-retardant. When asbestos-containing materials (ACMs) are damaged or disturbed by repair, remodeling, or demolition activities, microscopic asbestos fibers may become airborne and can be inhaled into the lungs, where they can cause significant health problems. However, no structures that may contain asbestos are located on the project site. As such, the proposed project would not result in the release of ACMs.

Compliance with local, State, and federal laws detailed in response to Checklist Question 21.a would ensure impacts from reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment remain **less than significant**.

c) **Less Than Significant Impact.** Construction of the proposed project would be limited to the project site and would not obstruct access to the project vicinity through road closures or other project actions that could impact evacuation routes or otherwise impair evacuation during emergencies. The project would implement the California Fire Code and Riverside County Fire Department Standards, as well as comply with the Riverside County Sheriff's evacuation plans, as applicable, to ensure adequate emergency evacuation and compliance with emergency plans.

The project is proposed with one ingress and egress driveway along Washington Street that would provide adequate emergency access to emergency response vehicles. All internal circulation roadways in the project site, as well as the primary ingress and egress driveway would be designed to meet Riverside County Fire Code (Ordinance 787) requirements addressing access for fire apparatus. As such, impacts would be **less than significant**.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

d) **Less Than Significant Impact.** The nearest schools to the project include Palm Desert Learning Tree Center, an elementary school located approximately 0.1 miles southwest of the project site, Top Stop Inc., a pre-school located approximately 0.2 miles southwest of the project site, and James Monroe Elementary School, located approximately 0.25 miles northeast of the project site. As discussed in Checklist Question 21.a and 21.b, the project site does not include a "recognized environmental condition" from previous uses that could represent a significant risk to public health or safety from construction and operation of the project site. Development of the project site for the proposed multifamily housing development and daycare/pre-school center would include the use of materials that are substantially similar to household chemicals and solvents already in wide use throughout the vicinity of the project site. Compliance with all applicable federal, State, and local laws for construction and operation of the proposed project, as described in Checklist Question 21.a, would ensure that potential impacts related to the emission of hazardous materials within one-quarter mile of an existing or proposed school would remain **less than significant**.

e) **No Impact.** Pursuant to Government Code Section 65962.5, the Hazardous Waste and Substances Sites List has been compiled by the California Environmental Protection Agency Hazardous Materials Data Management Program. The DTSC compiles information from subsets of the following databases to make up the Cortese List:

1. The DTSC list of contaminated or potentially contaminated hazardous waste sites listed in the California Sites database, formerly known as ASPIS, is included;

2. The California State Water Resources Control Board listing of leaking underground storage tanks is included; and

3. The California Integrated Waste Management Board list of sanitary landfills that have evidence of groundwater contamination or known migration of hazardous materials (formerly WB-LF, now AB 3750).

The Phase I ESA review of the State of California Department of Toxic Substances Control (DTSC) Envirostor database available via the DTSC's Internet Website determined that no State response sites, voluntary cleanup sites, school cleanup sites, or military or school evaluation sites are listed for the project site, the adjacent properties, or properties located within 500 feet of the project site. Additionally, no Federal Superfund – National Priorities List (NPL) sites were determined to be located within a one-mile radius of the project site. As such, **no impact** related to the Cortese List or other governmental databases would occur. No mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

22. Airports a) Result in an inconsistency with an Airport Master Plan?	☐	☐	☐	☒
b) Require review by the Airport Land Use Commission?	☐	☐	☐	☒
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2)	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				
d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

Source(s): Western Coachella Valley Area Plan Table 4 "Airport Land Use Compatibility Criteria for Riverside County (Applicable to Bermuda Dunes Airport),[53]" Western Coachella Valley Area Plan Figure 5 "Western Coachella Valley Area Plan Palm Springs International and Bermuda Dunes Airport Influence Area"[54]

Findings of Fact:

a) **No Impact.** The Riverside County Airport Land Use Commission establishes more stringent land use regulations for areas adjacent to airports that lie within Airport Influence Areas as result of the influence of airport operations on the environment. The Bermuda Dunes Airport (also known as Crown Aero) is a privately owned public use general aviation airport located in the community of Bermuda Dunes, approximately two miles northeast of the project site. Figure 5 of the County's Western Coachella Valley Area Plan shows the Bermuda Dunes Airport Influence Area and indicates that the project site is within Compatibility Zone E of the airport.

According to Airport Land Use Compatibility Criteria for Riverside County of the Western Coachella Valley Area Plan, there are no density/open space requirements or standards for developments in Zone E. Prohibited uses in Zone E includes developments that would result in hazards to flight; that is, developments that would include structures over 100 feet tall, include elements that could introduce visual and electronic forms of interference with the safety of aircraft operations (e.g., spectator-oriented, sports stadiums, amphitheaters, concert halls, etc.), as well developments that would increase the attraction of birds to the area. The proposed project would result in the development of a daycare/pre-school facility and a multifamily housing development in the project site.

The proposed daycare/preschool building would have a maximum elevation of approximately 32 feet, and the proposed multifamily apartment building would have a maximum elevation of 60 feet, which falls below the height threshold for structures in Zone E. Additionally, although the proposed multifamily apartment building would include a pool in the roof deck area, the proposed approximately 20 by 12 feet pool would be similar to existing pools in the project vicinity, and is not expected to attract significant volumes of birds to the project area that would disrupt operations of the Bermuda Dunes Airport. As such, the project would not introduce structures that would create interference with aircraft operations, attract birds, or introduce oversized structures in the project site. As such, the proposed project would

[53] Riverside County. 2021. Western Coachella Valley Area Plan. Table 4: Airport Land Use Compatibility Criteria for Riverside County (Applicable to Bermuda Dunes Airport). Website: https://planning.rctlma.org/Portals/14/genplan/GPA%202022/Compiled%20WCVAP_4-2022%20rev.pdf?ver=2022-06-27-145216-590 (Accessed November 15, 2022).

[54] Riverside County. 2021. Western Coachella Valley Area Plan. Figure 5: Western Coachella Valley Area Plan Palm Springs International and Bermuda Dunes Airport Influence Area. Website: https://planning.rctlma.org/Portals/14/genplan/GPA%202022/Compiled%20WCVAP_4-2022%20rev.pdf?ver=2022-06-27-145216-590 (Accessed November 15, 2022).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

be consistent with requirements of the Western Coachella Valley Area Plan's Airport Land Use Compatibility Criteria and no impact would occur.

b) **No Impact.** As described above, the proposed would be consistent with requirements of the Western Coachella Valley Area Plan's Airport Land Use Compatibility Criteria, and as such, would not require further review from the Riverside County Airport Land Use Commission. As such, no impact would occur. No mitigation is required.

c) **No Impact.** Refer to discussions above. The proposed would be consistent with requirements of the Western Coachella Valley Area Plan's Airport Land Use Compatibility Criteria and would not introduce uses in the project site that would conflict with airport operations and result in safety hazards for people residing or working in the project area. As such, no impact would occur. No mitigation is required.

d) **No Impact.** Refer to discussions above. The proposed would be consistent with requirements of the Western Coachella Valley Area Plan's Airport Land Use Compatibility Criteria and would not result in safety hazards for people residing or working in the project area. As such, no impact would occur. No mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HYDROLOGY AND WATER QUALITY Would the project:				
23. Water Quality Impacts a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	☐	☐	☒	☐
d) Result in substantial erosion or siltation on-site or off-site?	☐	☐	☒	☐
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	☐	☐	☒	☐
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
g) Impede or redirect flood flows?	☐	☐	☒	☐
h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Source(s): Riverside County Ordinance No. 754 (Riverside County Stormwater/Urban Runoff Management and Discharge Controls Ordinance)[55]; Western Coachella Valley Area Plan Figure 11 "Western Coachella Valley Area Plan Special Flood Hazard Areas Map;[56]" Riverside County General Plan Safety Element Figure 5 "Dam Hazard Inundation;[57]" Water Quality Management Plan For: TTM 38113, County of Riverside, December 2022 (Appendix E)[58]; Preliminary Hydrology and Hydraulics Study for Tentative Tract Map 38113, Bermuda Dunes, California (Appendix H)[59]; Geotechnical Engineering Investigation for the Proposed Multi-Use Retail Center 42500 Washington Street, Bermuda Dunes, California (Appendix C); 2020 Coachella Valley Regional Urban Water Management Plan[60]; 2022 Indio Subbasin Water Management Plan Update, Sustainable Groundwater Management Act Alternative Plan[61]

a) **Less Than Significant Impact**. The County is a co-permittee under Colorado Regional Water Quality Control Board Order number R7-2013-0011,[62] National Pollutant Discharge Elimination System (NPDES) Permit, also known as the Municipal Separate Storm Sewer System or MS4 permit. Projects resulting in the disturbance of 1.0 acre or more, which includes the proposed project, require compliance with the NPDES permit. Coverage under an NPDES permit includes the submittal of a Notice of Intent (NOI) application to the State Water Resources Control Board (SWRCB), the receipt of a Waste Discharge Identification Number (WDIN) from SWRCB, and preparation of a Storm Water Pollution Prevention Plan (SWPPP).

In order to address the potential for erosion pursuant to the MS4 Permit, the project is required to implement Best Management Practices (BMPs) during the construction phase that would reduce

[55] Riverside County. Ordinance No. 754. Website: https://www.rivcocob.org/ords/700/754.2.pdf (Accessed November 15, 2022).
[56] Riverside County. 2021. Western Coachella Valley Area Plan. Figure 11: Western Coachella Valley Area Plan Special Flood Hazard Areas Map. Website: https://planning.rctlma.org/Portals/14/genplan/GPA%202022/Compiled%20WCVAP_4-2022%20rev.pdf?ver=2022-06-27-145216-590 (Accessed November 15, 2022).
[57] Riverside County. 2021. General Plan, Chapter 6: Safety Element. Figure 5: Dam Hazard Inundation. Website: https://planning.rctlma.org/Portals/14/genplan/2021/elements/Ch06_Safety_092821.pdf (Accessed November 15, 2022).
[58] KES Technologies Inc. 2022. Water Quality Management Plan For: TTM 38113, County of Riverside. December 2022.
[59] KES Technologies, Inc. 2024. Preliminary Hydrology & Hydraulics Study, TLE, Tentative Tract Map 38113, Bermuda Dunes, California. January.
[60] Coachella Valley Water District, Coachella Water Authority, Desert Water Agency, Indio Water Authority, Mission Springs Water District, and Myoma Dunes Mutual Water Company. 2021. 2020 Coachella Valley Regional Urban Water Management Plan. Website: http://www.cvwd.org/DocumentCenter/View/5482/Coachella-Valley-RUWMP (Accessed November 15, 2022).
[61] Coachella Valley Water District, Coachella Water Authority, Desert Water Agency and Indio Water Authority. 2021. 2022 Indio Subbasin Water Management Plan Update, Sustainable Groundwater Management Act Alternative Plan. Website: http://www.indiosubbasinsgma.org/alternative-plan-update/ (Accessed November 15, 2022).
[62] Colorado River Basin Regional Water Quality Control Board. Order No. R7-2013-0011. Website: https://www.waterboards.ca.gov/coloradoriver/board_decisions/adopted_orders/boardorders2013.shtml (Accessed November 15, 2022)

erosion in accordance with NPDES regulations. These BMPs would be selected as part of the SWPPP that is required to reduce construction-related impacts from erosion and sedimentation as a result of ground and vegetation disturbance, as well as impacts to surface water from contaminated stormwater discharges.

Additionally, a site-specific Water Quality Management Plan (WQMP) was prepared for the project in compliance with requirements of the Riverside County Ordinance No. 754 and the NPDES permit to reduce potential post-construction water quality impacts.

The proposed project is located east of Washington Street in the community of Bermuda Dunes in the County of Riverside. The proposed project would result in the construction of a daycare/pre-school facility and a multifamily housing development on the 2.44-acre project site. Existing drainage flow patterns would be preserved after development. The entire project is proposed to be cleared and grubbed of existing vegetation. The proposed project would implement BMPs recommended in the WQMP, designed in accordance with the California Stormwater Quality Association's (CSQA) Stormwater Best Management Practice (BMP) Handbook, including on-site landscape and waste management and litter control procedures, maintenance of site's drainage infrastructure, including catch basins and culverts, compliance with State and local water quality ordinances and hazardous waste management requirements, among others.

Proper engineering design and construction in conformance with the requirements of the County, the intent of the NPDES Permit, SWRCB treatment requirements, and the site-specific Water Quality Management Plan would ensure the project would not violate any water quality standards or waste discharge requirements. Impacts would be **less than significant.**

b) **Less Than Significant Impact**. The project site is located on the Coachella Valley Groundwater Basin (CVGB) and within the Indio Subbasin (Subbasin). The Indio Subbasin underlies the major portion of the Coachella Valley floor and encompasses approximately 400 square miles. The Subbasin is divided for management into the West Valley and the East Valley; the community of Bermuda Dunes, including the project site, is located on the East Valley. Much of the East Valley utilizes groundwater and Colorado River water imported through the Coachella Canal. From southeastern Indio to the Salton Sea, the Subbasin contains increasingly thick layers of silt and clay, remnants of ancient lakebed deposits, which impede the percolation of water applied for irrigation and limit groundwater replenishment opportunities in this area of the Subbasin. The project would be served by the Coachella Valley Water District (CVWD). In 2009, CVWD implemented largescale recharge activities in the East Valley at the Thomas E. Levy Groundwater Replenishment Facility (TEL-GRF) that have resulted in increasing groundwater levels.

The project site is a previously disturbed infill site located in the community of Bermuda Dunes. The project does not include direct extraction of groundwater from basins and would be served by the CVWD through existing water entitlements, subject to the payment of appropriate fees. As described in the project's WQMP, the proposed project would implement BMPs in compliance with the NPDES Permit, SWRCB requirements, and the site-specific Water Quality Management Plan to ensure project compliance with water quality control requirements. BMPs included in the WQMP include infiltration BMPs to maximize infiltration capacity of the site through installation of on-site infiltration chambers and basins, and construction of drainage infrastructure. As such, the proposed project would not impede groundwater recharge on the project and would not adversely affect groundwater levels or groundwater quality in the CVGB. Impacts would be **less than significant.**

c) **Less Than Significant Impact**. The project site is a disturbed, 2.44-acre infill site located in the community of Bermuda Dunes. The project site is situated at the base of the San Jacinto Mountains at the northwestern end of the Coachella Valley of Southern California. Near-surface materials consist of alluvial fan deposits of sand, silt, gravel, and cobbles derived from erosion of the Mesozoic granitic and metamorphic rocks of the adjacent San Jacinto Mountains. The project site is relatively flat and level with no major changes in topography. The project site is not located within a Federal Emergency Management Agency (FEMA) Special Flood Hazard Area for a 100-year floodplain as mapped by the Western Coachella Valley Area Plan and the General Plan Safety Element. The project would introduce impervious surfaces into the project site.

Adherence to a site-specific SWPPP would reduce soil erosion and siltation during project construction, which could affect drainage patterns on-site, through implementation of construction BMPs. According to the project-specific WQMP and the Preliminary Hydrology and Hydraulics Study (Hydrology Study) prepared for the project, the proposed project would preserve the existing drainage flow patterns on the site after development. According to the Geotechnical Engineering Investigation[63][64], the project site would be graded to direct runoff away from buildings and paved areas towards drainage infrastructure on and off the project site. In accordance with Section 1804.4 of the 2019 California Building Code, ground surfaces adjacent to building foundations would be sloped a minimum of 5 percent for a minimum distance of 10 feet away from structures, or to an approved alternative means of drainage conveyance. Swales used for conveyance of drainage located within 10 feet of building foundations would be sloped a minimum of 2 percent. Impervious surfaces, such as pavement and exterior concrete flatwork, within 10 feet of building foundations should be sloped a minimum of 2 percent away from the structure. Drainage gradients would be maintained to carry all surface water to collection facilities on- and off-site. Implementation of California Building Code recommendations on the project grading plan and drainage infrastructure design would ensure that drainage flow patterns on the project site remains consistent with historical conditions. As such, the proposed project would not substantially alter the existing drainage flow patterns of the project site. Impacts would be **less than significant**.

d) **Less Than Significant Impact**. Refer to Checklist Question 23.a. Construction of the project would be subject to NPDES permit requirements for the preparation and implementation of a project-specific SWPPP. Adherence to NPDES permit requirements and the measures established in the SWPPP would reduce erosion and saltation potential during project construction to less than significant levels. Additionally, the proposed project would not alter the existing drainage flow patterns within the project site, would implement BMPs according to the CSQA's Stormwater BMP Handbook to ensure long term compliance with water quality requirements of the SWRCB, and would design and construct the project in compliance with California Building Code recommendations. As such, the project would not result in substantial erosion or saltation, and impacts would be **less than significant**.

e) **Less Than Significant Impact**. As described in Checklist Question 23.b, the proposed project would include infiltration BMPs to encourage on-site infiltration of runoff. The proposed project's grading plan and drainage infrastructure would be designed and implemented per recommendations of the California Building Code, ensuring that drainage of the project site would remain consistent with historical drainage conditions, and would not result in flooding on- or off-site. Additionally, as discussed in the Hydrology Study, the project site's drainage area was analyzed for a 100-year storm event according to the County

[63] Krazan & Associates, Inc. 2020. Geotechnical Engineering Investigation for the Proposed Multi-Use Retail Center 42500 Washington Street, Bermuda Dunes, California. December 30.

[64] Krazan &Associates, Inc. 2022. Update to Geotechnical Engineering Investigation Report, Proposed Day Care Facility and Apartment Complex, 42500 Washington Street Bermuda Dunes, California. November 11.

of Riverside's Hydrology Manual, and following design requirements of the County of Riverside's Flood Control Manual, the project's stormwater drainage system would be designed to handle runoff associated with development of the project site for the 1-hour, 3-hour, 6-hour, and 24-hour storm events for the 2-year, 5-year, 10-year, and 100-year return periods. As such, the impacts would be **less than significant**.

f) **Less Than Significant Impact**. As described above, implementation of SWPPP BMPs during project construction would reduce the generation of polluted run-off from the project site. Also, the project's WQMP includes recommended BMPs and measures, consistent with CSQA's Stormwater BMP Handbook, which would be implemented in project design for long term management of runoff generated on-site and reduction of sources of polluted runoff. The proposed project would also comply with all applicable federal, State and local regulations pertaining the use, handling and storage of hazardous substances, and as such, the proposed project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be **less than significant**.

g) **Less Than Significant Impact**. As described in Checklist Question 23.c, the project site is not located in a 100-year flood zone, and the proposed project would be designed in compliance with the CBC to ensure that drainage in the project site remains consistent with the site's historical drainage flow patterns. Additionally, following design requirements of the County of Riverside's Flood Control Manual, the project's stormwater drainage system would be designed to handle runoff associated with development of the project site for the 1-hour, 3-hour, 6-hour, and 24-hour storm events for the 2-year, 5-year, 10-year, and 100-year return periods. As such, the proposed project would not impede or redirect flood flows, and the impact would be **less than significant**.

h) **Less Than Significant Impact**. Based on the elevation of the proposed project site with respect to sea level, and its distance from any large open bodies of water, the potential for seiche and/or tsunami waves is considered to be absent. The project is not mapped in a flood hazard zone as indicated in the Western Coachella Valley Area Plan Figure 11 or in a dam hazard inundation zone as indicated in Riverside County General Plan Safety Element Figure 5. The project site is not located within a FEMA 100-year flood zone. As such, the proposed project would not result in the release of pollutants due to project inundation from a flood hazard, tsunami, or seiche zone. Impacts would be **less than significant**.

i) **Less Than Significant Impact**. The proposed project would result in the construction of a daycare/pre-school facility and a multifamily housing development in the community of Bermuda Dunes, located in Western Coachella Valley. The project site is located on the Coachella Valley Groundwater Basin (CVGB) and within the Indio Subbasin (Subbasin), and it is therefore subject to the Indio Subbasin Water Management Plan (WMP). The WMP utilizes Sustainable Groundwater Management Act (SGMA) sustainability indicators and criteria to reliably meet current and future water demands in the Subbasin in a cost-effective and sustainable manner. The California Department of Water Resources' (DWR's) Sustainable Groundwater Management Act (SGMA) was signed into law on September 16, 2014. The purpose of the SGMA is to achieve the sustainable management of groundwater in a manner that does not cause undesirable results.

The proposed project would not result in the direct extraction of groundwater. The project would be served by the CVWD through existing water entitlements, subject to the payment of appropriate fees. Although the project would introduce impervious surfaces, the proposed project would implement Infiltration BMPs, as recommended by the project-specific WQMP, to allow infiltration of on-site runoff.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

The construction of the proposed project would be subject to requirements of the NPDES permit, which includes the submittal of a Notice of Intent (NOI) application to the State Water Resources Control Board (SWRCB) and the preparation of a site-specific SWPPP that would implement erosion and water quality control measures during project construction. Additionally, as previously discussed, a WQMP was prepared for the project in compliance with Riverside County Ordinance No. 754 to ensure adequate long-term stormwater management and water quality control on the project site. The WQMP includes recommended BMPs and measures, consistent with CSQA's Stormwater BMP Handbook, which would be implemented in project design. As such, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

LAND USE AND PLANNING Would the project:				
24. Land Use a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Source(s): Riverside County General Plan, Western Coachella Valley Area Plan

Findings of Fact:

a) **No Impact**. The physical division of an established community typically refers to the construction of a physical feature (such as an interstate or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying area. For instance, the construction of an interstate highway or railroad track through an existing community may constrain travel from one side of the community to another; similarly, such construction may also impair travel to areas outside the community. The project site is an infill site located in the community of Bermuda Dunes in Western Coachella Valley.

The project site is designated as "Medium Density Residential" and "High Density Residential" in the Riverside County General Plan. The project site is bounded by commercial uses to the north, residential uses to the east, commercial and residential uses to the south, and commercial uses to the west, across Washington Street. The project includes a daycare/pre-school facility, a 43-unit multifamily housing development, and associated infrastructure. The project site is currently vacant. The project would require a General Plan Amendment to change the designation of the project site to Mixed Use Area, as well as rezoning the site to Mixed Use (MU). Given that the project is an infill site and would not impair mobility or remove means of access in the project vicinity, the proposed project would not divide an established community. There would be **no impact**.

b) **Less than Significant Impact**. The project site is located in the community of Bermuda Dunes, an unincorporated community in Riverside County. Bermuda Dunes is categorized as a "Unique Community" within the County of Riverside's Western Coachella Valley Area Plan (Area Plan). The

Area Plan is organized around 28 land use designations and 5 overlays in the western Coachella region. These land uses derive from the five General Plan Foundation Components: Open Space, Agriculture, Rural, Rural Community, and Community Development.[65] These designations were influenced by the Riverside County Vision and Planning Principles, which are focused on preferred patterns of development throughout the County of Riverside, and habitat conservation planning through efforts of the Coachella Valley Association of Governments Multiple Species Habitat Conservation Plan (CVMSHCP). The existing and proposed General Plan designations for the project site are within the same General Plan Foundation Component.

The Riverside County General Plan Certainty System provides clarity regarding the interpretation and use of the General Plan in ongoing decision-making, and seeks to sustain the General Plan's policy direction over time. It recognizes that circumstances will change, imperfections in the General Plan will be discovered, and events will occur that require changes in the General Plan. The Certainty System does not affect a project application that requires a General Plan Amendment (GPA) within the same foundation component, as is the case of the proposed amendment of the project site from “Medium Density Residential” and “High Density Residential” to a “Mixed Use Area” designation. The Project Applicant would be required to comply with applicable County requirements and fees for the GPA. Additionally, the proposed project would require amendment of the project site’s existing zoning from General Residential (R-3-2000) and One-Family Dwelling (R -1- 12000) to Mixed-Use (MU) to eliminate the existing split zoning of the site, pursuant to applicable County requirements and fees. Compliance with County requirements for GPA and rezoning of the project site, as well as compliance with the zoning ordinance for the proposed zoning of the project would reduce impacts related to conflicts with any land use plan, policy, or regulation to **less than significant**.

Additionally, the project-specific Noise and Vibration Impact Analysis (Appendix F) concluded the project would generate short-term noise from construction and long-term noise from operation of the project. However, based on the nature of the surrounding land uses and their proximity to the project site, the proposed project would not generate noise that would exceed levels adopted by the County or that would conflict with applicable policies included in the Noise Element of the General Plan, as shown in Table F below.

[65] County of Riverside Transportation and Land Management Agency. Certainty System & Foundation Components. Website: https://rctlma.org/Portals/0/genplan/content/generalplanconcepts.html (Accessed November 15, 2022).

Table F: Consistency Table for Noise Element Policies

Noise Element		
Policy Number	**Policy**	**Consistency**
Policy N1.1	Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used.	LSA completed a Noise and Vibration Impact Analysis to identify the project's noise impacts on neighboring sensitive receptors. The Noise and Vibration Impact Analysis determined that the proposed multi-family residential and daycare uses associated with the project would not exceed permitted noise levels set by Riverside County for sensitive land uses and as such, would result in less than significant noise impacts and would not require implementation of noise buffers. The project is **consistent** with this policy.
Policy N 1.3	Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL: Schools, hospitals, rest homes, long-term care facilities, mental care facilities, residential uses, libraries, passive recreation uses, and places of worship.	According to the Noise and Vibration Impact Analysis, ambient noise levels in the project area fall below the 65 CNEL threshold established by the County for noise-sensitive land uses. The project is **consistent** with this policy.
Policy N 1.4	Determine if existing land uses will present noise compatibility issues with proposed projects by undertaking site surveys.	According to the Noise and Vibration Impact Analysis, ambient noise levels measured in the project area do not exceed permitted noise level thresholds established by the County for the proposed multi-family residential and daycare uses. As such, there would be no compatibility issues between the proposed project and existing land uses. The project is **consistent** with this policy.
Policy N 1.5	Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.	The Noise and Vibration Impact Analysis determined that construction of the project would be less than significant with implementation of Mitigation Measures NOI-1 and NOI-2, which address potential construction noise and vibration impacts. Additionally, noise generated by long-term operation of the project would not exceed noise thresholds set by Riverside County and would result in less than significant noise impacts, and no mitigation would be required. As such, the project would not expose sensitive receptors to excessive noise levels. The project is **consistent** with this policy.
Policy N 2.3	Mitigate exterior and interior noises to the levels listed in Table H to the extent feasible, for stationary sources.	Noise generated by operation of the proposed project would not exceed interior and exterior noise thresholds set by Riverside County for stationary uses listed in Table H (Refer to Noise and Vibration Impact Analysis). No mitigation measures addressing operational noise generation would be required. The project is **consistent** with this policy.
Policy N 3.5	Require that a noise analysis be conducted by an acoustical specialist for all proposed projects that are noise producers. Include recommendations for design mitigation if the project is to be located either within proximity of a noise-sensitive land use, or land designated for noise-sensitive land uses.	LSA completed a Noise and Vibration Impact Analysis for the project, prepared by acoustical specialists. Analysis determined that noise generated by operation of the project would not exceed noise thresholds set by Riverside County and would result in less than significant noise impacts. As such, the project would not require implementation of design mitigations to address excessive noise levels in the

Table F: Consistency Table for Noise Element Policies

Noise Element		
Policy Number	**Policy**	**Consistency**
		proximity of sensitive land uses. The project is **consistent** with this policy
Policy N 4.1	Prohibit facility-related noise received by any sensitive use from exceeding the following worst-case noise levels: • 45 dBA—10-minute L_{eq} between 10:00 p.m. and 7:00 a.m. • 65 dBA—10-minute L_{eq} between 7:00 a.m. and 10:00 p.m.	According to the Noise and Vibration Impact Analysis, the project would not generate noise in excess of the noise thresholds established by the County for noise-sensitive land uses. The project is **consistent** with this policy.
Policy N 4.2	Develop measures to control non-transportation noise impacts.	Noise generated by operation of the proposed project would not exceed noise thresholds set by Riverside County. No mitigation measures would be required. The project is **consistent** with this policy.
Policy N 4.3	Ensure any use determined to be a potential generator of significant stationary noise impacts be properly analyzed and ensure that the recommended mitigation measures are implemented.	The Noise and Vibration Impact Analysis determined that noise generated by operation of the proposed multi-family residential and day care uses associated with project would not exceed noise thresholds for stationary land uses set by Riverside County and would result in less than significant noise impacts. No mitigation would be required. The project is **consistent** with this policy.
Policy N 4.4	Require that detailed and independent acoustical studies be conducted for any new or renovated land uses or structures determined to be potential major stationary noise sources.	LSA completed a Noise and Vibration Impact Analysis for the project, prepared by acoustical specialists. Analysis determined that noise generated by construction and operation of the project would not exceed noise thresholds set by Riverside County and would result in less than significant noise impacts with implementation of Mitigation Measures NOI-1 and NOI-2. The project is **consistent** with this policy.
Policy N 7.1	New land use development within Airport Influence Areas shall comply with airport land use noise compatibility criteria contained in the corresponding airport land use compatibility plan for the area. Each Area Plan affected by a public-use airport includes one or more Airport Influence Areas, one for each airport. The applicable noise compatibility criteria are fully set forth in Appendix I-1 of the General Plan and summarized in the Policy Area section of the affected Area Plan.	Crown Aero Airport (Bermuda Dunes Airport) is the closest airport to the project site. Based on the Riverside County General Plan and Riverside County Airport Land Use Compatibility Plan, the project is located outside the 55 dBA CNEL noise contour of the airport. The proposed daycare and multi-family residential uses are normally acceptable up to 65 and 70 dBA CNEL, respectively, based on the County's Land Use Compatibility for Community Noise Exposure (see Table I below, included in Section 26, Airport Noise). As such, the project would comply with the Crown Aero Airport's land use noise compatibility criteria. The project is **consistent** with this policy.
Policy N 7.3	Prohibit new residential land uses, except construction of a single-family dwelling on a legal residential lot of record, within the current 60 dB CNEL contours of any currently operating public-use, or military airports. The applicable noise contours are as defined by the Riverside County Airport Land Use Commission and depicted in Appendix I-1 of the General Plan, as well as in the	As previously discussed, the project is located outside the 55 dBA CNEL noise contour of the Crown Aero Airport. The proposed project would not construct residential uses within the current 60 dB CNEL contours of any currently operating public-use, or military airport. Therefore, the project is **consistent** with this policy.

Table F: Consistency Table for Noise Element Policies

Noise Element		
Policy Number	**Policy**	**Consistency**
	applicable Area Plan's Airport Influence Area section.	
Policy N 7.4	Check each development proposal to determine if it is located within an airport noise impact area as depicted in the applicable Area Plan's Policy Area section regarding Airport Influence Areas. Development proposals within a noise impact area shall comply with applicable airport land use noise compatibility criteria.	See response for Policy N 7.1 and N 7.3. The proposed daycare and multi-family residential uses are normally acceptable up to 65 and 70 dBA CNEL, respectively, based on the County's Land Use Compatibility for Community Noise Exposure. Based on the Riverside County General Plan and Riverside County Airport Land Use Compatibility Plan, the project is located outside the 55 dBA CNEL noise contour of the Crown Aero Airport. As such, the proposed project would be compatible with the airport's land use noise compatibility criteria. Therefore, the project is **consistent** with this policy.
Policy N 9.3	Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures.	The Noise and Vibration Impact Analysis determined that traffic noise generated by operation of the proposed project would not exceed noise thresholds set by the Riverside County for noise-sensitive uses. As such, impacts would be less than significant, and no mitigations are required. The project is **consistent** with this policy.
Policy N 13.1	Minimize the impacts of construction on adjacent uses within acceptable practices.	The Noise and Vibration Impact Analysis determined that construction of the project would be less than significant with implementation of Mitigation Measures NOI-1 and NOI-2, which require compliance with the County's hours of construction pursuant to the County's Ordinance No. 847 and implementation of construction Best Management Practices, including requiring the use of noise suppression equipment, and staging construction equipment away from sensitive receptors. Therefore, the project is **consistent** with this policy.
Policy N 13.2	Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.	The project would implement Mitigation Measure NOI-1, which requires compliance with the County's hours of construction pursuant to the County's Ordinance No. 847. As such, the project is **consistent** with this policy.
Policy N 13.3	Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses (see Policy N 1.3) by requiring the developer to submit a construction-related noise mitigation plan to the County for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as: a. Temporary noise attenuation fences; b. Preferential location of equipment; and c. Use of current noise suppression technology and equipment.	Pursuant to requirements of this policy, the Project Applicant would be required to submit a construction-related noise mitigation plan to the County for review and approval use, which would include the requirements established by Mitigation Measures NOI-1 and NOI-2, including the use of noise suppression technology and equipment during project construction, and the location of equipment staging in areas that will create the greatest distance between construction-related noise sources and the noise-sensitive receptors nearest the project site during all project construction. Therefore, the project is **consistent** with this policy.

Table F: Consistency Table for Noise Element Policies

Noise Element		
Policy Number	**Policy**	**Consistency**
Policy N 13.4	Require that all construction equipment utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.	The project would implement Mitigation Measure NOI-1, which requires the use of noise suppression equipment during project construction. Therefore, the project is **consistent** with this policy.

Furthermore, a project-specific Air Quality and Greenhouse Gas Impact Report (Appendix A) indicates construction and operation of the project site as proposed would not generate emissions in excess of localized significance thresholds established by the SCAQMD for sensitive uses in proximity to the project site. A such, the proposed project would not result in significant environmental effects, and impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

MINERAL RESOURCES Would the project:				
25. Mineral Resources a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
c) Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	☐	☐	☐	☒

Source(s): Riverside County General Plan Figure OS-6 "Mineral Resources Area"[66]; Western Coachella Valley Area Plan Figure 3 " Western Coachella Valley Area Plan Land Use Plan"[67]

Findings of Fact:

a) **No Impact**. The State Mining and Geology Board has established Mineral Resources Zones (MRZ) using the following classifications:

- MRZ-1: Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.

[66] Riverside County. 2015. General Plan, Chapter 5: Multipurposed Open Space Element. Figure OS-6: Mineral Resources Area. Website: https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833 (Accessed November 15, 2022).

[67] Riverside County. 2021. Western Coachella Valley Area Plan. Figure 3: Western Coachella Valley Area Plan Land Use Plan. Website: https://planning.rctlma.org/Portals/14/genplan/GPA%202022/Compiled%20WCVAP_4-2022%20rev.pdf?ver=2022-06-27-145216-590 (Accessed November 15, 2022).

- MRZ-2a: Areas where the available geologic information indicates that there are significant mineral deposits.
- MRZ-2b: Areas where the available geologic information indicates that there is a likelihood of significant mineral deposits.
- MRZ-3a: Areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined.
- MRZ-4: Areas where there is not enough information available to determine the presence or absence of mineral deposits.

As shown on the General Plan Multipurpose Open Space Element, Figure OS-6, "Mineral Resources Area," the project site is located within MRZ-1, indicating that there are no significant mineral deposits in the project site. As such, the proposed project would not result in the loss of availability of mineral resources of value to the region or residents of the State. Therefore, the proposed project would have **no impact** to mineral resources.

b) **No Impact**. As previously discussed, the proposed project is within a State Mining and Geology Board MRZ-1 area, which are areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits. Additionally, Figure 3 of the Western Coachella Valley Area Plan, which identifies land uses within the area plan, does not identify mineral resources within the project site. As such, implementation of the proposed project would not result in the loss of availability of a mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. There would be **no impact**.

c) **No Impact**. The project site is an infill site in the community of Bermuda Dunes, in Western Coachella Valley. The project site is bounded by commercial uses to the north, residential uses to the east, commercial and residential uses to the south, and commercial uses to the west, across Washington Street. The site is currently vacant and does not contain existing mineral operations, and is not within the vicinity of an active or abandoned mine or quarry. Additionally, the proposed project would include a daycare/pre-school and a multifamily housing development and would not result in the operation of a mine or quarry. As such, the proposed project would not expose people or property to hazards from proposed, existing, or abandoned quarries or mines, and there would be **no impact**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

NOISE Would the project result in:				
26. Airport Noise a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
b) For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Source(s): Noise and Vibration Impact Analysis Memorandum for the 42500 Washington Street Project in Riverside County, California (Appendix F)[68]; Riverside County General Plan, Table N-1 ("Land Use Compatibility for Community Noise Exposure") ; Riverside County Airport Land Use Compatibility Plan [69]

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness; and similarly, each 10 dB decrease in sound level is perceived as half as loud. Sound intensity is normally measured through the A-weighted sound level (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements that better represent human sensitivity to sound at night.

As noise spreads from a source, it loses energy so that the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6 dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise sensitive receptor of concern.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq}, the community noise equivalent level (CNEL), and the day-night average level (L_{dn}) based on dBA. CNEL is the time varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale, but without the adjustment for events occurring during the evening relaxation hours. CNEL and L_{dn} are within one dBA of each other and are normally exchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

A project would have a significant noise effect if it would substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of applicable regulatory agencies, including, as appropriate, the Federal Transit Administration and the County of Riverside.

Federal Transit Administration. The construction noise criteria included in the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* (2018) were used to evaluate potential construction noise impacts because the County's Ordinance No. 847 does not have daytime construction noise level limits. Table G shows the FTA's Detailed Assessment Daytime Construction Noise Criteria based on the composite noise levels for each construction phase.

[68] LSA. 2024. Noise and Vibration Impact Analysis Memorandum for the 42500 Washington Street Project in Riverside County, California. May 15.

[69] Riverside County Airport Land Use Compatibility Plan. 2004. Volume 1: Policy Document. Chapter 3: Individual Airport Policies and Compatibility Maps. Bermuda Dunes Airport. Website: https://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/07-%20Vol.%201%20Bermuda%20Dunes.pdf (Accessed November 30, 2022).

Table G: Detailed Assessment Daytime Construction Noise Criteria

Land Use	Daytime 1-hour L_{eq} (dBA)
Residential	80

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

County of Riverside General Plan. The County of Riverside General Plan Noise Element has established allowable exterior ambient noise levels for various land uses and contains policies to protect noise-sensitive land uses from noise emitted by outside sources and prevent new projects from generating adverse noise levels on adjacent properties. The allowable exterior ambient noise levels for each land use are summarized in the County's land use compatibility categories for community noise exposure, as shown in Table I below. Listed below are objectives and policies related to noise that are presented in the Noise Element of the General Plan. In addition, the Noise Element sets noise standards for stationary noise sources as shown in Table H.

- **Policy N 1.1:** Protect noise-sensitive land uses from high levels of noise by restricting noise producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used.

- **Policy N 1.3:** Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL: Schools, hospitals, rest homes, long-term care facilities, mental care facilities, residential uses, libraries, passive recreation uses, and places of worship.

- **Policy N 1.4:** Determine if existing land uses will present noise compatibility issues with proposed projects by undertaking site surveys.

- **Policy N 1.5:** Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.

- **Policy N 2.3:** Mitigate exterior and interior noises to the levels listed in Table H to the extent feasible, for stationary sources.

Table H: Stationary Source Land Use Noise Standards

Land Use	Land Use	Interior Standards	Exterior Standards
Residential	10:00 p.m. to 7:00 a.m.	40 dBA L_{eq} (10 minute)	45 dBA L_{eq} (10 minute)
	7:00 a.m. to 10:00 p.m.	55 dBA L_{eq} (10 minute)	65 dBA L_{eq} (10 minute)

Source: County of Riverside General Plan Noise Element, Table N-2 (December 2015).
Note: These are only preferred standards; final decision will be made by the Riverside County Planning Department and Office of Public Health.
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

- **Policy N 3.5:** Require that a noise analysis be conducted by an acoustical specialist for all proposed projects that are noise producers. Include recommendations for design mitigation if the project is to be located either within proximity of a noise-sensitive land use, or land designated for noise-sensitive land uses.

- **Policy N 4.1:** Prohibit facility-related noise received by any sensitive use from exceeding the following worst-case noise levels:
  - 45 dBA—10-minute L_{eq} between 10:00 p.m. and 7:00 a.m.
  - 65 dBA—10-minute L_{eq} between 7:00 a.m. and 10:00 p.m.

- **Policy N 4.2:** Develop measures to control non-transportation noise impacts.

- **Policy N 4.3:** Ensure any use determined to be a potential generator of significant stationary noise impacts be properly analyzed and ensure that the recommended mitigation measures are implemented.

- **Policy N 4.4:** Require that detailed and independent acoustical studies be conducted for any new or renovated land uses or structures determined to be potential major stationary noise sources.

- **Policy N 7.1:** New land use development within Airport Influence Areas shall comply with airport land use noise compatibility criteria contained in the corresponding airport land use compatibility plan for the area. Each Area Plan affected by a public-use airport includes one or more Airport Influence Areas, one for each airport. The applicable noise compatibility criteria are fully set forth in Appendix I-1 of the General Plan and summarized in the Policy Area section of the affected Area Plan.

- **Policy N 7.3:** Prohibit new residential land uses, except construction of a single-family dwelling on a legal residential lot of record, within the current 60 dB CNEL contours of any currently operating public-use, or military airports. The applicable noise contours are as defined by the Riverside County Airport Land Use Commission and depicted in Appendix I-1 of the General Plan, as well as in the applicable Area Plan's Airport Influence Area section.

- **Policy N 7.4:** Check each development proposal to determine if it is located within an airport noise impact area as depicted in the applicable Area Plan's Policy Area section regarding Airport Influence Areas. Development proposals within a noise impact area shall comply with applicable airport land use noise compatibility criteria.

- **Policy N 9.3:** Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures.

- **Policy N 13.1:** Minimize the impacts of construction on adjacent uses within acceptable practices.

- **Policy N 13.2:** Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.

- **Policy N 13.3:** Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses (see Policy N 1.3) by requiring the developer to submit a construction-related noise mitigation plan to the County for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as:
  - Temporary noise attenuation fences;

- Preferential location of equipment; and
- Use of current noise suppression technology and equipment.

- **Policy N 13.4:** Require that all construction equipment utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

County of Riverside Ordinances. Riverside County Ordinance No. 847[70] exempts sound emanating from private construction projects located 0.25 mile or more from an inhabited dwelling. In addition, Section 2(I) limits the hours of private construction projects located within 0.25 mile from an inhabited dwelling. Construction shall not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September, or between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Further, Section 2(L) of the County's Ordinance No. 847 exempts sound emanating from heating and air conditioning equipment.

Certain land uses are considered more sensitive to noise than others. Examples of these land uses include residential areas, educational facilities, hospitals, childcare facilities, senior housing, and places of worship. The project site is bounded by commercial uses to the north, residential uses to the east, commercial and residential uses to the south, and commercial uses to the west, across Washington Street. The closest sensitive receptors include residential uses located approximately 28 feet to the east and 30 feet and 130 feet to the south

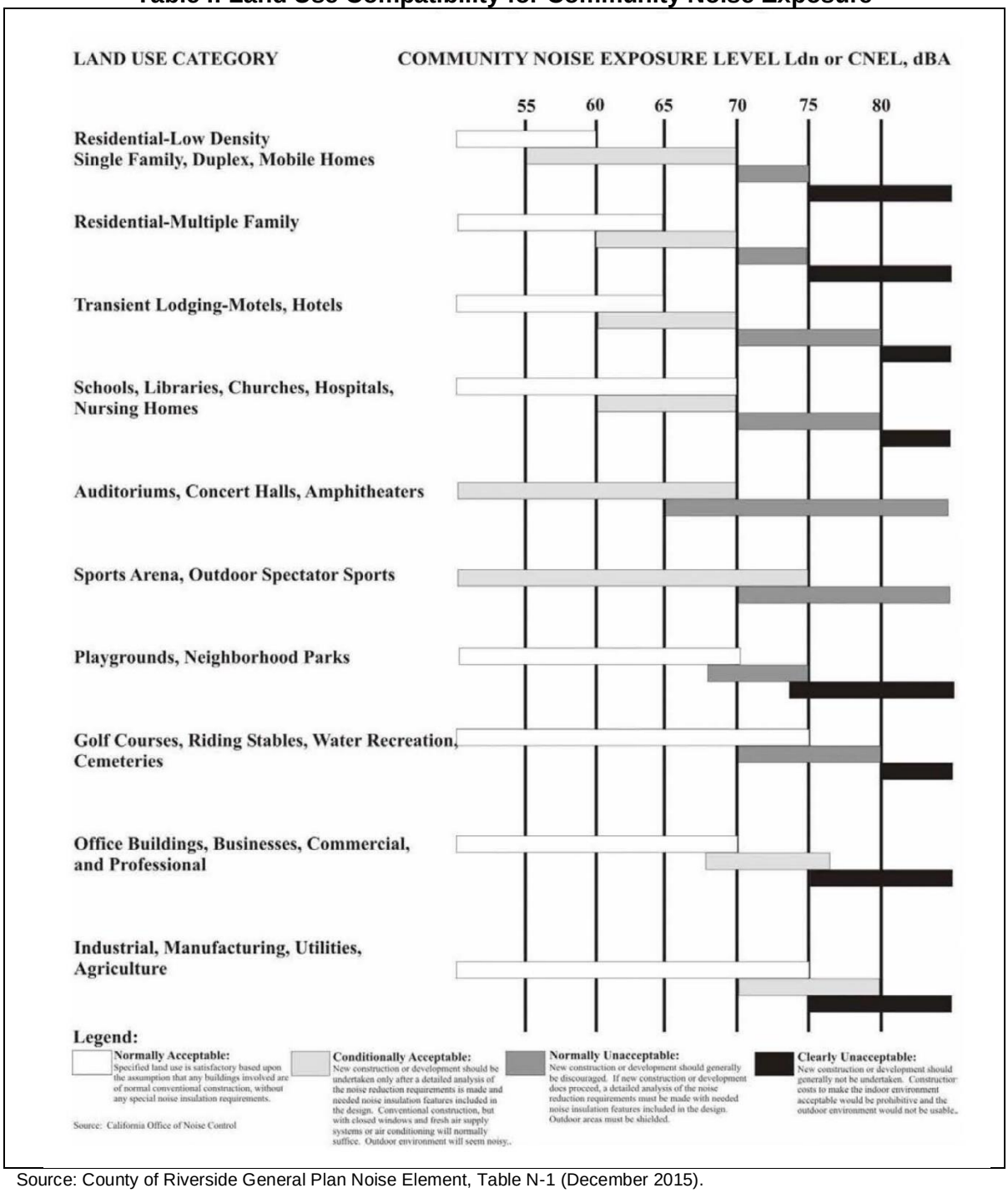
Based on the long-term noise level measurements taken at the two monitoring locations near the project site (LT-1 and LT-2), described in the Noise and Vibration Impact Analysis prepared for the project (Appendix F), average noise level at the project site is approximately 55.6 dBA.

Findings of Fact:

a) and b) **Less than Significant Impact**. Airport-related noise levels are primarily associated with aircraft engine noise made while aircraft are taking off, landing, or running their engines while still on the ground. Crown Aero Airport (Bermuda Dunes Airport) is the closest airport to the project site and is located approximately 1.42 miles northeast of the project site. Based on the Riverside County General Plan and Riverside County Airport Land Use Compatibility Plan, the project is located outside the 55 dBA CNEL noise contour of the airport. The proposed daycare/preschool and residential uses are normally acceptable up to 65 and 70 dBA CNEL, respectively, based on the County's Land Use Compatibility for Community Noise Exposure[71] shown in Table I below. Additionally, the project site would not be exposed to noise levels that approach or exceed the normally acceptable noise levels of 65 dBA CNEL and 70 dBA CNEL for daycare/preschool and residential uses, respectively, based on the County's Land Use Compatibility for Community Noise Exposure because there are no private airstrips or heliports within the vicinity of the project site. Therefore, noise impacts generated from the operation of public airports or public use airports, and private airstrips and helipads would be **less than significant**.

[70] Riverside County. 2006. Ordinance No. 847, *Regulating Noise*. Website: https://rivcocob.org/sites/g/files/aldnop311/files/migrated/ords-800-847.pdf (Accessed May 2024).
[71] Riverside County. 2015. General Plan, Chapter 7: Noise Element. Table N-1: Land Use Compatibility for Community Noise Exposure. Website: https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch07_Noise_120815.pdf?ver=2017-10-11-102104-080 (Accessed November 30, 2022).

Table I: Land Use Compatibility for Community Noise Exposure



Source: County of Riverside General Plan Noise Element, Table N-1 (December 2015).

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
27. Noise Effects by the Project a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☒	☐	☐

Source(s): Noise and Vibration Impact Analysis Memorandum for the 42500 Washington Street Project in Riverside County, California (Appendix F)

Findings of Fact:

a) **Less Than Significant Impact with Mitigation Incorporated**. The following section describes how the short-term construction noise impacts of the proposed project would be less than significant with mitigation, and long-term operational impacts would be less than significant.

Short-Term Construction Noise Impact. Project construction would result in short-term noise impacts on the nearby sensitive receptors. Maximum construction noise would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of noise impacts generally would be from one day to several days depending on the phase of construction. The level and types of noise impacts that would occur during construction are described below.

Short-term noise impacts would occur during grading and site preparation activities. Table J lists typical construction equipment noise levels (L_{max}) recommended for noise impact assessments, based on a distance of 50 feet between the equipment and a noise receptor, obtained from the Federal Highway Administration (FHWA) Roadway Construction Noise Model. Construction-related short-term noise levels would be higher than existing ambient noise levels currently in the project area but would no longer occur once construction of the proposed project is completed.

Two types of short-term noise impacts would occur during project construction. The first type would be from construction crew commutes and the transport of construction equipment and materials to the site, which would incrementally raise noise levels on roadways leading to the site. As shown in Table J, there would be a relatively high single-event noise exposure potential at a maximum level of 84 dBA L_{max} with trucks passing at 50 feet. Although there would be a relatively high single-event noise exposure potential, the effect on longer-term ambient noise levels would be small because the number of daily construction-related vehicle trips is small compared to existing daily traffic volume on Washington Street. The building construction phase would generate the most trips out of all of the construction phases, at 86 trips per day based on the CalEEMod report (Version 2020.4.0) included in Appendix A. The roadway that would be used to access the project site is Washington Street, which has an estimated existing daily traffic volume of 22,980 near the project site. Construction-related traffic would represent an increase of 0.02 dBA from existing traffic noise levels. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, no short-term construction-related impacts associated with worker commutes and transport of construction equipment and material to the project site would occur.

The second type of short-term noise impact is related noise generated from construction activities. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. The proposed project anticipates site preparation, grading, building construction, paving, and architectural coating phases of construction. These various sequential phases change the character of the noise generated on a project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase.

Table J: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor[1] (%)	Maximum Noise Level (L_{max}) at 50 feet[2]
Backhoe	40	80
Compactor (ground)	20	80
Compressor	40	80
Crane	16	85
Dozer	40	85
Dump Truck	40	84
Excavator	40	85
Flatbed Truck	40	84
Man Lift (Forklift)	20	85
Front-End Loader	40	80
Generator	50	82
Grader	40	85
Jackhammer	20	85
Pavement Scarifier	20	85
Paver	50	85
Pickup Truck	40	55
Pneumatic Tools	50	85
Pump	50	77
Rock Drill	20	85
Roller	20	85
Scraper	40	85
Tractor	40	84
Welder	40	73

Source: Table 9.1, *FHWA Highway Construction Noise Handbook* (FHWA 2006).
Note: The noise levels reported in this table are rounded to the nearest whole number.
[1] Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
[2] Maximum noise levels were developed based on Specification 721.560 from the CA/T program to be consistent with the City of Boston, Massachusetts, Noise Code for the "Big Dig" project.
CA/T = Central Artery/Tunnel
L_{max} = maximum instantaneous noise level
FHWA = Federal Highway Administration

Table J lists maximum noise levels recommended for noise impact assessments for typical construction equipment, based on a distance of 50 feet between the equipment and a noise receptor. Table K lists the anticipated construction equipment for each construction phase based on the CalEEMod report in Appendix A. As shown in Table K, the noisiest construction phase would be the paving phase, when construction noise levels would reach up to 92.3 dBA L_{max} at a distance of 50 feet.

Table K: Summary of Construction Phase, Equipment, and Noise Levels

Construction Phase	Construction Equipment	Quantity	Reference Noise Level at 50 ft (dBA L_{max})	Acoustical Usage Factor[1] (%)	Noise Level at 50 ft (dBA)		Combined Noise Level at 50 ft (dBA)	
					L_{max}	L_{eq}	L_{max}	L_{eq}
Site Preparation	Grader	1	85	40	85.0	81.0	88.6	84.7
	Front-End Loader	1	80	40	80.0	76.0		
	Scraper	1	85	40	85.0	81.0		
Grading	Grader	1	85	40	85.0	81.0	89.2	85.2
	Bulldozer	1	85	40	85.0	81.0		
	Front-End Loaders	2	80	40	83.0	79.0		
Building Construction	Crane	1	85	16	85.0	77.0	91.0	85.1
	Forklifts	2	85	20	88.0	81.0		
	Generator	1	82	50	82.0	79.0		
	Front-End Loader	1	80	40	80.0	76.0		
	Welders	3	73	40	77.8	73.8		
Paving	Paver	1	85	50	85.0	82.0	92.3	87.1
	Paving Equipment	1	85	20	85.0	78.0		
	Rollers	2	85	20	88.0	81.0		
	Front-End Loader	1	80	40	80.0	76.0		
	Concrete Mixer Truck	1	85	40	85.0	81.0		
Architectural Coating	Air Compressors	1	80	40	80.0	76.0	80.0	76.0

Source: Compiled by LSA Associates, Inc. (2022).

[1] The acoustical usage factor is the percentage of time during a construction noise operation that a piece of construction equipment operates at full power.

dBA = A-weighted decibels
ft = foot/feet
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level

As shown in Table L below, the closest residential property lines are located approximately 320 feet to the east and 80 feet and 200 feet to the south from the center of the project site. Table L shows that the closest sensitive receptors would be subject to short-term construction noise levels of 76.2 dBA L_{max} (71.0 dBA L_{eq}), 88.2 dBA L_{max} (83.0 dBA L_{eq}), and 80.3 dBA L_{max} (75.1 dBA L_{eq}), respectively. Although noise generated by project construction activities would be higher than the ambient noise levels at other residences in the project area, construction noise levels would not exceed the FTA construction noise standard of 80 dBA L_{eq} for residential land uses except for the residence south of the project at 42605 Byron Place. Therefore, noise impacts from project construction activities would be potentially significant. Construction of a temporary 10-feet-high construction barrier along the southern project construction boundary, as required by Mitigation Measure NOI-1 listed below, wo would reduce construction noise levels by a minimum of 8 dBA and would reduce construction noise levels to 75 dBA L_{eq} (83 dBA – 8 dBA = 75 dBA) at the residence south of the project at 42605 Byron Place, reducing the impact to a less than significant level.

Table L: Construction Noise Level

Land Use	Direction	Reference Noise Level at 50 ft (dBA)		Distance[1] (ft)	Distance Attenuation (dBA)	Noise Level (dBA)	
		L_{max}	L_{eq}			L_{max}	L_{eq}
Residential (78135 Calcio Glen Drive)	East	92.3	87.1	320	16.1	76.2	71.0
Residential (42605 Byron Place)	South	92.3	87.1	80	4.1	88.2	83.0
Residential (42780 Washington Street)	South	92.3	87.1	200	12.0	80.3	75.1

Source: Compiled by LSA Associates, Inc. (2024).
[1] Distance from the center of the project site to the residential property line.
dBA = A-weighted decibels
ft = foot/feet
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level

Therefore, the proposed project would result in a **less-than-significant impact with mitigation incorporated** associated with the generation of a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, State, or federal standards.

MM NOI-1: The following measures would minimize construction noise:

- The construction contractor shall limit construction activities to between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May, pursuant to Section 2(I) of the County's Ordinance No. 847. Construction is prohibited outside these hours.

- The construction contractor shall install a minimum 10 ft high temporary construction barrier along the southern construction boundary to shield the residence at 42605 Byron Place. The temporary construction barrier may be any material that has a minimum Sound Transmission Class (STC) rating of 28.

- During all project site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.

- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and the noise-sensitive receptors nearest the project site during all project construction.

- The construction contractor shall place all stationary construction equipment so that the emitted noise is directed away from the sensitive receptors nearest the project site.

Long-Term Operational Noise Impacts. The following section addresses possible noise level increases in the project vicinity resulting from implementation of the proposed project, including mobile and stationary noise sources. Mobile noise sources include traffic noise. Stationary noise sources

include noise associated with heating, ventilation, and air conditioning (HVAC) equipment and the proposed playground for the daycare-preschool facility. A 3 dBA increase would be considered a significant increase in ambient noise.

Traffic Noise. Motor vehicles with their distinctive noise characteristics are the dominant noise source in the project vicinity. The amount of noise varies according to many factors, such as volume of traffic, vehicle mix (percentage of cars and trucks), average traffic speed, and distance from the observer. Implementation of the proposed project would result in new daily trips on local roadways in the project site vicinity. The FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77 108) was used to evaluate traffic-related noise conditions along roadway segments in the project vicinity. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry, to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resultant noise levels are weighted and summed over 24-hour periods to determine the CNEL values. The existing (2022), opening year (2024), cumulative (2024), and horizon year (2045) without and with project ADT volumes were obtained from the *Traffic Analysis Report for the 42500 Washington Street Project* (Appendix G). The Riverside County vehicle mix was used for traffic on these roadway segments.

As shown in the Noise and Vibration Impact Analysis (Appendix F), the project-related traffic would increase noise levels by up to 0.6 dBA. A characteristic of sound is that a doubling of a noise source is required in order to result in a perceptible (3 dBA or greater) increase in the resulting noise level. Although traffic noise levels may exceed the County's noise standard, the ambient noise level increase would not be substantial because noise level increases less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, traffic noise impacts from project-related traffic on off-site sensitive receptors would be **less than significant**. No mitigation measures are required.

Stationary Noise Sources. Noise impacts associated with the long-term operation of the project must comply with the noise standards specified in the County's General Plan and Ordinances. HVAC equipment and the proposed playground for the daycare-preschool facility could affect existing off-site sensitive land uses. A detailed noise analysis and discussion for these stationary sources is provided below.

HVAC Equipment. The project would include rooftop HVAC units with approximately 3.5 feet high parapets at the proposed multifamily residential building and the daycare/preschool building, based on the roof plan and project plans. The HVAC equipment could operate 24 hours per day. Each residential and daycare/preschool HVAC unit would generate a noise level of 44.4 dBA at 50 feet. It is estimated that there would be a total of 41 HVAC units. As shown in Table M below, noise generated from HVAC units would not exceed the County's daytime noise standard of 65 dBA L_{eq} (10 minutes) and the increase in daytime ambient noise levels would reach up to 1.2 dBA. Also, noise generated from HVAC units would not exceed the County's nighttime noise standard of 45 dBA L_{eq} (10 minutes) except for the residence east of the project site and the increase in nighttime ambient noise levels would reach up to 3.1 dBA. This ambient noise level increase is not considered substantial because the increase is less than 5 dBA when the average nighttime ambient noise level is below 60 dBA. Therefore, noise impacts from on-site HVAC equipment would be less than significant. No mitigation measures are required.

Table M: Rooftop HVAC Noise Levels

Land Use	Direction	Number of HVAC Units	Reference Noise Level at 50 ft (dBA L_{eq})	Combined Noise Level (dBA L_{eq})	Daytime/ Nighttime Noise Standard (dBA L_{eq})	Exceed?	Average Daytime/ Nighttime Ambient Noise Level (dBA L_{eq})	Daytime/ Nighttime Ambient Noise Level Increase (dBA)
Residential	East	41	44.4	47.0	65/45	No/Yes	51.8/46.9	1.2/3.1
Residential	South	41	44.4	39.4	65/45	No/No	53.2/48.6	0.2/0.5
Residential	South	41	44.4	39.3	65/45	No/No	53.2/48.6	0.2/0.5

Source: Compiled by LSA Associates, Inc. (2024).
dBA = A-weighted decibels
HVAC = heating, ventilation, and air conditioning
L_{eq} = equivalent continuous sound level

Playground Noise. The project would include a playground associated with the daycare/preschool building on the west side of the project site. Typical noise generated at the playground would include children conversing, children playing, and shouting that would potentially impact off-site adjacent land uses. Normal human conversations generate a noise level of 65 dBA L_{max} at 3 feet based on measurements conducted by LSA. Noise levels from continuous talking for 1 hour at 65 dBA L_{max} would be equivalent to 65 dBA L_{eq}. Shouting generates noise levels of 90 dBA L_{max} at 3 feet. Noise levels from shouting at 90 dBA L_{max} are intermittent and would be equivalent to 79.2 dBA L_{eq}, assuming that the shouting would occur for a cumulative period of 5 minutes in any hour. Based on the daycare/preschool capacity of 166 children, it is assumed that there would be up to 83 children conversing and 83 children shouting. The existing property walls along the eastern and southern boundary of the project site are approximately 6 feet and 6.5 feet high and would provide a minimum noise reduction of 5 dBA and 6 dBA, respectively.

Table N summarizes the noise levels generated from the playground at the closest residential sensitive receptors to the east and south of the project site. As shown in Table N, noise generated from playground activities would not exceed the County's daytime noise standard of 65 dBA L_{eq} (10 minutes). In addition, the increase in daytime ambient noise levels would reach up to 4.5 dBA. This ambient noise level increase is not considered substantial because the increase is less than 5 dBA when the average daytime ambient noise level is below 60 dBA. No noise impacts would occur during nighttime hours because the daycare/preschool would not operate during nighttime hours. As such, the proposed project would result in a **less-than-significant** impact associated with the generation of a substantial permanent increase in ambient stationary source noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, State, or federal standards.

Table N: Playground Noise

Land Use	Direction	No. of Children	Reference Noise Level at 3 ft (dBA L_{eq})	Combined Noise Level (dBA L_{eq})	Daytime Noise Standard (dBA L_{eq})	Exceed?	Average Daytime Ambient Noise Level (dBA L_{eq})	Ambient Noise Level Increase (dBA)
Residence	East	83	65.0	52.0	65	No	51.8	3.1
		83	79.2					
Residence	South	83	65.0	51.9	65	No	53.2	2.4
		83	79.2					
Residence	South	83	65.0	55.9	65	No	53.2	4.5
		83	79.2					

Source: Compiled by LSA Associates, Inc. (2024).
dBA = A-weighted decibels
ft = foot/feet
L_{eq} = equivalent continuous sound level

b) **Less Than Significant Impact**. Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Vibration energy propagates from a source, through intervening soil and rock layers, to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by the occupants as the motion of building surfaces, rattling of items on shelves or hanging on walls, or as a low-frequency rumbling noise. The rumbling noise is caused by the vibrating walls, floors, and ceilings radiating sound waves. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 dB or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of groundborne vibration are construction activities (e.g., pavement breaking and operating heavy-duty earthmoving equipment), and occasional traffic on rough roads. In general, groundborne vibration from standard construction practices is only a potential issue when within 25 feet of sensitive uses. Groundborne vibration levels from construction activities very rarely reach levels that can damage structures; however, these levels are perceptible near the active construction site. With the exception of old buildings built prior to the 1950s or buildings of historic significance, potential structural damage from heavy construction activities rarely occurs. When roadways are smooth, vibration from traffic (even heavy trucks) is rarely perceptible.

Short-Term Construction Vibrations Impacts. Construction of the proposed project could result in the generation of groundborne vibration. This construction vibration impact analysis discusses the level of human annoyance using vibration levels in VdB and assesses the potential for building damages using vibration levels in peak particle velocity (PPV) (in/sec) because vibration levels calculated in root-mean-square (RMS) velocity are best for characterizing human response to building vibration, while vibration level in PPV is best used to characterize potential for damage.

The Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment guidelines[72] indicate that a vibration level up to 102 VdB (an equivalent to 0.5 in/sec in PPV) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any

[72] Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment Manual. September 2018. Website: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (Accessed November 30, 2022).

construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 in/sec in PPV).

Table O shows reference PPV and VdB vibration values at 25 feet for a variety of construction vibration sources. Project construction is expected to require the use of large bulldozers and loaded trucks, which, as shown in Table O, would generate ground-borne vibration levels of up to 87 VdB (0.089 PPV [in/sec]) and 86 VdB (0.076 PPV [in/sec]) respectively when measured at 25 feet.

Table O: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_V at 25 ft	
	PPV (in/sec)	L_V (VdB)[1]
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer[2]	**0.089**	**87**
Caisson Drilling	0.089	87
Loaded Trucks[2]	**0.076**	**86**
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: Transit Noise and Vibration Impact Assessment Manual (FTA 2018).
[1] RMS vibration velocity in decibels (VdB) is 1 µin/sec.
[2] The equipment shown in **bold** is expected to be used on site.

µin/sec = microinches per second
ft = foot/feet
FTA = Federal Transit Administration
in/sec = inches per second
L_V = vibration velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity decibels

The greatest levels of vibration are anticipated to occur during the site preparation and grading phase. All other phases are expected to result in lower vibration levels. The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts occur normally within the buildings. The formula for vibration transmission is provided below.

$$L_v dB\ (D) = L_V dB\ (25ft) - 30 \log\ (\frac{D}{25})$$

$$PPV_{equip} = PPV_{ref} \times (\frac{25}{D})^{1.5}$$

Table P lists the projected vibration levels from various construction equipment expected to be used on the project site in the active construction area to the nearest buildings in the project vicinity. As shown in Table P, the closest non-residential building and residential building are located approximately 205 feet to the north and 220 feet to the south from the center of the project site and would experience a vibration level of up to 60 VdB and 59 VdB, respectively. These vibration levels would not result in community annoyance because they would not exceed the FTA community annoyance threshold of 78 VdB for sensitive residential uses and 84 VdB for uses that are not as sensitive to vibration. Other building structures that surround the project site would experience lower vibration levels because they are farther away from the project site.

Table P: Potential Construction Vibration Annoyance

Land Use	Direction	Equipment/ Activity	Reference Vibration Level (VdB) at 25 ft	Distance to Structure (ft)[1]	Vibration Level (VdB)
Commercial (42430 Washington Street)	North	Large bulldozers	87	205	60
		Loaded trucks	86	205	59
Residential (78135 Calico Glen Drive)	East	Large bulldozers	87	330	53
		Loaded trucks	86	330	52
Utility (42540 Washington Street)	South	Large bulldozers	87	215	59
		Loaded trucks	86	215	58
Residential (42605 Byron Place)	South	Large bulldozers	87	295	55
		Loaded trucks	86	295	54
Residential (42780 Washington Street)	South	Large bulldozers	87	220	59
		Loaded trucks	86	220	58
Healthcare Clinic (42540 Washington Street)	Southwest	Large bulldozers	87	450	49
		Loaded trucks	86	450	48
Dental Office (42505 Washington Street)	West	Large bulldozers	87	435	50
		Loaded trucks	86	435	49

Source: Compiled by LSA Associates, Inc. (2024).
Note: The FTA-recommended annoyance threshold of 84 VdB for offices (and other similar areas not as sensitive to vibration) and 78 VdB for daytime residence was used to assess potential construction vibration annoyance.
[1] Distance from center of the project site to the building structure.
ft = foot/feet
FTA = Federal Transit Administration
VdB = vibration velocity decibels

Table Q measures potential construction vibration damage resulting from various construction equipment expected to be used on the project site at the project construction boundary to the nearest buildings in the project vicinity. As shown in Table Q, the commercial, residential, and utility buildings to the north, east, and south of the project site are located approximately 6 feet, 6 feet, and 8 feet from the project construction boundary and would experience a vibration level of up to 0.757 PPV (in/sec), 0.757 PPV (in/sec), and 0.492 PPV (in/sec), respectively. These vibration levels would have the potential to result in building damage because these buildings are constructed equivalent to non-engineered timber and masonry buildings, and vibration levels exceed the FTA vibration damage threshold of 0.20 PPV (in/sec) for non-engineered timber and masonry buildings. The implementation of Mitigation Measure NOI-2 would restrict the use of heavy construction equipment (e.g., large bulldozers) or require the use of light construction equipment (e.g., small bulldozers and trucks) within 15 feet from off-site receptors and would reduce construction vibration levels to 0.191 in/sec (PPV) or below. Other structures that surround the project site would experience lower vibration levels because they are farther away from the construction area, and would not experience construction vibration damage. Therefore, short-term vibration construction impacts would be **less-than-significant impacts with mitigation incorporated** .

Table Q: Potential Construction Vibration Damage

Land Use	Direction	Equipment/ Activity	Reference Vibration Level at 25 ft	Distance to Structure (ft)[1]	Vibration Level
			PPV (in/sec)		PPV (in/sec)
Commercial (42430 Washington Street)	North	Large bulldozers	0.089	6	0.757
		Loaded trucks	0.076	6	0.646
Residential (78135 Calico Glen Drive)	East	Large bulldozers	0.089	6	0.757
		Loaded trucks	0.076	6	0.646
Utility (42540 Washington Street)	South	Large bulldozers	0.089	8	0.492
		Loaded trucks	0.076	8	0.420
Residential (42605 Byron Place)	South	Large bulldozers	0.089	150	0.006
		Loaded trucks	0.076	150	0.005
Residential (42780 Washington Street)	South	Large bulldozers	0.089	110	0.010
		Loaded trucks	0.076	110	0.008
Healthcare Clinic (42540 Washington Street)	Southwest	Large bulldozers	0.089	115	0.009
		Loaded trucks	0.076	115	0.008
Dental Office (42505 Washington Street)	West	Large bulldozers	0.089	110	0.010
		Loaded trucks	0.076	110	0.008

Source: Compiled by LSA Associates, Inc. (2022).
Note: The FTA-recommended building damage threshold is 0.20 PPV [in/sec]) at the receiving non-engineered timber and masonry building.
[1] Distance from the project construction boundary to the building structure.
ft = foot/feet
FTA = Federal Transit Administration
in/sec = inches per second
PPV = peak particle velocity

MM NOI-2: The following vibration reduction measure would reduce short-term construction-related vibration impacts resulting from the proposed project:

- The construction contractor shall restrict heavy construction (e.g., large bulldozers and loaded trucks) or require the use of light construction equipment (e.g., small bulldozers and pick-up trucks) within 15 feet from adjacent off-site buildings.

Long-Term Operational Vibration Impacts. The proposed daycare/pre-school facility and multifamily housing develop would not generate excessive groundborne vibration. In addition, it is unlikely that project-related traffic on adjacent roadway (Washington Street) would generate significant levels of groundborne vibration because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Vibration generated from project-related traffic on adjacent roadways would be **less than significant**. No mitigation is required.

Mitigation:

MM NOI-1: The following measures would minimize construction noise:

- The construction contractor shall limit construction activities to between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May, pursuant to Section 2(I) of the County's Ordinance No. 847. Construction is prohibited outside these hours.

- The construction contractor shall install a minimum 10 ft high temporary construction barrier along the southern construction boundary to shield the residence at 42605 Byron Place. The temporary construction barrier may be any material that has a minimum Sound Transmission Class (STC) rating of 28.

- During all project site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.

- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and the noise-sensitive receptors nearest the project site during all project construction.

- The construction contractor shall place all stationary construction equipment so that the emitted noise is directed away from the sensitive receptors nearest the project site.

MM NOI-2: The following vibration reduction measure would reduce short-term construction-related vibration impacts resulting from the proposed project:

- The construction contractor shall restrict heavy construction (e.g., large bulldozers and loaded trucks) or require the use of light construction equipment (e.g., small bulldozers and pick-up trucks) within 15 feet from adjacent off-site buildings.

Monitoring: Monitoring for Mitigation Measure NOI-1 and Mitigation Measure NOI-2 shall be subject to the timing detailed in the project-specific Conditions of Approval established by Riverside County.

PALEONTOLOGICAL RESOURCES:				
28. Paleontological Resources a) Directly or indirectly destroy a unique paleonto-logical resource, site, or unique geologic feature?	☐	☒	☐	☐

Source(s): Riverside County General Plan Figure OS-8 "Paleontological Sensitivity,"[73]

[73] Riverside County. 2015. General Plan, Chapter 5: Multipurposed Open Space Element. Figure OS-8: Paleontological Sensitivity. Website:

Findings of Fact:

a) **Less Than Significant Impact with Mitigation.** Paleontological resources are afforded protection under CEQA Guidelines, Appendix G. A project would have a significant impact on paleontological resources if it would disturb or destroy a unique paleontological resource or site, or a unique geologic feature. Section 5097.5 of the California Public Resources Code also specifies that the unauthorized removal or damage of paleontological remains is a misdemeanor. The California Penal Code Section 622.5 also sets penalties for removal or damage of paleontological resources.

According to Figure OS-8 in the County's General Plan, the project site is mapped as having a "Low Potential" for paleontological resources. This category encompasses lands for which previous field surveys and documentation demonstrate a low potential for sediments to contain significant paleontological resources which could be subject to significant impacts. Additionally, the project site is an infill site that has experienced periodical disturbance in the form of site maintenance and as such, the probability of finding paleontological resource on the site is very low. However, if a paleontological resource is inadvertently or accidentally discovered within the project site, implementation of Mitigation Measure PALEO-1 would serve to protect the accidental discovery of paleontological resources. As such, a less-than-significant impact with mitigation would occur. Therefore, impacts would be less than significant.

MM PALEO-1 If any potentially significant paleontological resources be discovered during grading activities, all construction activities shall stop within 50 feet of the find, the County Geologist shall be notified, and a certified professional paleontologist shall provide recommendations and mitigation measures to protect the resource. The paleontologist shall document the extent and potential significance of the paleontological resources on the site and establish appropriate mitigation measures for further site development. The determination shall be formally documented in writing and submitted to the County as verification that the provisions for managing unanticipated discoveries have been met.

If the resource is determined to be significant, mitigation measures could include 1) total avoidance of the resource or 2) total data recovery. Additionally, if a paleontological resources is found, the County Geologist shall recommend directing them to a facility within Riverside County for their curation, including the Western Science Center in the City of Hemet, in a case-by-case basis.

Mitigation:

MM PALEO-1 If any potentially significant paleontological resources be discovered during grading activities, all construction activities shall stop within 50 feet of the find, the County Geologist shall be notified, and a certified professional paleontologist shall provide recommendations and mitigation measures to protect the resource. The paleontologist shall document the extent and potential significance of the paleontological resources on the

https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833 (Accessed November 15, 2022).

site and establish appropriate mitigation measures for further site development. The determination shall be formally documented in writing and submitted to the County as verification that the provisions for managing unanticipated discoveries have been met.

If the resource is determined to be significant, mitigation measures could include 1) total avoidance of the resource or 2) total data recovery. Additionally, if a paleontological resources is found, the County Geologist shall recommend directing them to a facility within Riverside County for their curation, including the Western Science Center in the City of Hemet, in a case-by-case basis.

Monitoring: Monitoring for Mitigation Measure PALEO-1 shall be subject to the timing detailed in the project-specific Conditions of Approval established by Riverside County.

POPULATION AND HOUSING Would the project:				
29. Housing a) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	☐	☐	☒	☐
c) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐

Source(s): 2016-2040 Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy Table 3.1 "Proposed 2016–2040 RTP/SCS Growth Forecast"[74]; Riverside County General Plan Appendix F-1 "Population and Employment Forecasts"[75]; United States Census Bureau QuickFacts, Bermuda Dunes CDP, California[76]

Findings of Fact:

a) **No Impact**. The project site is a vacant, infill site located in the community of Bermuda Dunes, in Western Coachella Valley. There is no existing housing in the project site, and as such, development of the proposed project would not displace a substantial number of people or housing or necessitate construction of replacement off-site. As such, there would be **no impact**.

[74] Southern California Association of Governments. 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy. Table 3.1: Proposed 2016–2040 RTP/SCS Growth Forecast. Website: https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs.pdf?1606005557 (Accessed November 15, 2022).
[75] Riverside County. General Plan Appendix F-1: Population and Employment Forecasts. Website:
[76] United States Census Bureau. QuickFacts, Bermuda Dunes CDP, California. Website: https://www.census.gov/quickfacts/bermudadunescdpcalifornia (Accessed: November 15, 2022).

b) **Less Than Significant Impact**. The proposed project would result in the development of a one-story 9,990 square-foot daycare/pre-school building and a 43-unit four-floor apartment building and associated uses and infrastructure on the 2.44-acre project site. Construction of the proposed project would result in the creation of temporary jobs during the construction period. Operation of the proposed project would create employment opportunities, including administrative positions for the proposed multifamily housing development, teachers/caretakers for the proposed daycare/pre-school facility, as well as support positions for landscaping and janitorial services in both facilities. The proposed daycare/pre-school facility would count with 24 staff members. The proposed multifamily housing development is expected to have minimal administrative and janitorial staffing onsite on a part-time basis.

The employment-to-housing ratio of the Southern California Associated Governments (SCAG) region was forecast to be approximately 1.33 jobs for every household in 2020 in SCAG's 2020-2045 RTP/SCS. This standard is used because most residents of the region are employed somewhere in the SCAG region. A City or sub-region with a jobs-to-housing ratio lower than the overall standard of 1.33 jobs for every household would be considered a "jobs poor" area, indicating that many of the residents must commute to places of employment outside the sub-region and additional jobs would be needed to balance the ratio. Appendix F-1 of the Riverside County General Plan "Population and Employment Forecasts" forecasts that the employment-to-housing ratio in the incorporated and unincorporated Western Coachella Valley area for 2020 is of 0.84 and 0.59 respectively, indicating a "jobs poor" condition in Western Coachella Valley. These employment-to-housing ratios indicate that Western Coachella Valley trends towards a "jobs poor" scenario compared to the SCAG region, and that there is more housing than jobs in this area. Since the project would provide employment opportunities in a sub-region of SCAG that is considered "jobs poor," the project would contribute towards the balance of the jobs-to-housing ration and would not create the need for new housing. Impacts would be **less than significant**.

c) **Less Than Significant Impact**. The proposed project would result in the development of a daycare/pre-school facility, a multifamily housing development, and associated open space uses (i.e., playground and recreation areas) and infrastructure. The project site is currently designated High Density Residential and Medium Density Residential and zoned General Residential (R-3-2000) and One-Family Dwelling (R-1-12000). The project site would require a rezoning to Mixed-Use (MU) and a General Plan Amendment (GPA) to change land use designation to Mixed Use Area. The Project Applicant would comply with applicable County requirements and fees for rezoning and GPA of the project site.

The proposed multifamily housing development would include 43 dwelling units, which would introduce up to 102 residents to the project site[77]. This number is a conservative estimate, and the actual number of residents at the project site is expected to be lower based on the unit mix and floor plans of the proposed apartment units, as well as the limited parking space proposed for the facility. An increase of 102 residents would represent a negligible population increase of approximately 0.004 percent in Riverside County based on existing population (2,458,395 individuals)[78], and would also represent a negligible increase of approximately 0.003 percent in the County's projected 2040 population as presented in the jurisdictional growth forecasts in SCAG's 2020-2045 RTP/SCS (estimated to be 3,252,200 individuals). As such, the proposed project would not result in substantial unplanned population growth, and impacts would be **less than significant**.

[77] Based on United States Census Bureau "persons per household" ratio of 2.37 for Bermuda Dunes CDP, California [2016-2020].
[78] Based on United States Census Bureau "Population Estimates" for Riverside County [July 1, 2021 (V2021)].

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
30. Fire Services	☐	☐	☒	☐

Source(s): Riverside County General Plan Safety Element; California Department of Forestry and Fire Protection (CAL FIRE) Fire Hazard Severity Zone Maps[79]; Riverside County Ordinance No. 787 (Fire Code Standards)[80]; Riverside County Ordinance No. 659 (Development Impact Fees)[81]; Riverside County Ordinance No. 348 (Land Use Planning and Zoning Regulations)[82]

Findings of Fact: **Less Than Significant Impact**. The Riverside County Fire Department (RCFD) provides fire protection services within unincorporated Riverside County. The nearest fire station to the project site is Riverside County Fire Department Station 81, located at 37955 Washington St, Palm Desert, CA 92211, approximately 2 miles north of the project site. The project site and project vicinity are not located in a local or state responsibility Very High Fire Hazard Severity Zone (VHFHSZ) mapped by CAL FIRE or identified in Figure 6 of the County's General Plan Safety Element.

To ensure adequate fire protection for all residents of Riverside County, the Riverside County Department of Building and Safety and the RCFD enforce fire standards as they review building plans and conduct building inspection and review structures for compliance with the California Code, including Public Resources Code Sections 4290-4299 and California Government Code Section 51178 that address fire safety and Riverside County Ordinance No. 787 (Fire Code Standards). Project design features incorporated into the structural design and layout would keep service demand increases to a minimum. Additionally, although the proposed project would increase demand for fire services, the population increase associated with the project would be negligible and would not impact the RCFD's response times or require the construction of a new fire station or physical alteration of an existing fire station. Existing RCFD facilities would be able to service the proposed project. The Project Applicant would be required to comply with Riverside County Ordinance No. 659, which requires a fee payment by developers for the funding of public facilities, including fire protection facilities. Therefore, impacts would be **less than significant**.

[79] California Department of Forestry and Fire Protection (CAL FIRE). 2007. Western Riverside County. Fire Hazard Severity Zones in SRA. Website: https://osfm.fire.ca.gov/media/6752/fhszs_map60.pdf (Accessed November 15, 2022).
[80] Riverside County. Ordinance No. 787. Website: https://www.rivcocob.org/wp-content/uploads/2019/11/787.9.pdf (Accessed November 15, 2022).
[81] Riverside County. Ordinance No. 659. Website: https://www.rivcocob.org/wp-content/uploads/2009/10/659.13.pdf (Accessed November 15, 2022).
[82] Riverside County. Ordinance No. 348. Website: https://planning.rctlma.org/Portals/14/Ord348Update/348.4978/Ord.%20348%20Clean%20Version.pdf?ver=2022-03-02-162154-373 (Accessed November 15, 2022).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

31. Sheriff Services ☐ ☐ ☒ ☐

Source(s): Riverside County General Plan Safety Element Figure 7 "Fire Hazard Severity Zones (West County) and Emergency Service Facilities"[83]; Riverside County Ordinance No. 659 (Development Impact Fees)

Findings of Fact: **Less Than Significant Impact**. The proposed project would have law enforcement services available from the Riverside County Sheriff's Department. The closest Sheriff's Department station that provides services to the community of Bermuda Dunes is the Thermal Station located at 86625 Airport Boulevard, in the City of Thermal, approximately 11 miles southeast of the project site. Similar to Checklist Question 30, the proposed project is expected to incrementally increase demand for sheriff protection services in the project site and vicinity. However, due to the proposed project's relatively limited size and scale, and the negligible population growth associated with construction of the project, the project would not require the construction of a new Sherriff station or physical alteration of an existing Sheriff station. Existing Sheriff facilities would be able to provide services to the project site. The Project Applicant would be required to comply with Riverside County Ordinance No. 659, which requires a fee payment by developers for the funding of public facilities, including Sheriff service facilities. Therefore, impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

32. Schools ☐ ☐ ☒ ☐

Source(s): DSUSD, "Fee Justification Study for New Residential and Commercial/Industrial Development" [84]

Findings of Fact: **Less Than Significant Impact**. The Desert Sands Unified School District (DSUSD) provides public education services to the project area. The DSUSD currently has school capacity to house approximately 28,031 students. The proposed project would include the construction of a daycare/pre-school facility and a multifamily housing development in the project site. The proposed daycare/pre-school facility would provide childcare services to existing residents in the project vicinity. The proposed daycare/pre-school facility would not include a residential component that could increase demand for services of the DSUSD. The proposed multifamily housing development would introduce approximately 102 residents to the project site, which would increase the demand for services of the

[83] Riverside County. 2021. General Plan, Chapter 6: Safety Element. Figure 7: Fire Hazard Severity Zones (West County) and Emergency Service Facilities. Website: https://planning.rctlma.org/Portals/14/genplan/2021/elements/Ch06_Safety_092821.pdf (Accessed November 15, 2022).

[84] Desert Sands Unified School District. 2020. Fee Justification Study for New Residential and Commercial/Industrial Development. February 27. Website: https://www.dsusd.us/common/pages/DisplayFile.aspx?itemId=24853158 (Accessed November 29, 2022).

DSUSD. The Project Applicant would be required to pay applicable school impact fees per Government Code Section 65995 et seq. to fund the development of additional school facilities and expansion of school services needed in the County. Through payment of applicable school impact fees, the proposed project would not result in significant impacts to the DSUSD services. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

33. Libraries	☐	☐	☒	☐

Source(s): Riverside County General Plan; Riverside County General Plan EIR, Section 4.15.6 "Libraries"; Riverside County Ordinance No. 659 (Development Impact Fees)

Findings of Fact: **Less Than Significant Impact**. The County of Riverside operates a system of 35 libraries and 2 book mobiles to serve unincorporated populations. The nearest public library to the project site is the Riverside County Library – Indio Branch at 200 Civic Center Drive in the City of Indio, located approximately 5 miles southeast from the project site. The proposed project would include the development of a daycare/pre-school center with capacity for 166 students and 24 staff members, and the construction of a 43-unit multifamily housing development that would introduce approximately 102 residents to the project site.

As stated in Section 4.15.6 "Libraries" of the Riverside County General Plan EIR, the American Library Association suggests that an appropriate service criteria for library facilities and reserves should be 0.5 square foot of library space and 2.5 volumes per County resident. The proposed project is expected to incrementally increase demand for library services in the project site and vicinity. Due to the proposed project's relatively limited size and scale, and the negligible population growth associated with construction of the project, the project is not expected to require the construction of a new libraries or physical alteration of an existing library facility. However, the Project Applicant would be required to consult with the County to ensure that development of the proposed project does not exceed the County's ability to adequately provide supporting infrastructure and services for libraries. The Project Applicant would be required to comply with Riverside County Ordinance No. 659, which requires a fee payment by developers for the funding of public facilities, including library facilities. Therefore, impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

34. Health Services	☐	☐	☒	☐

Source(s): Riverside County General Plan EIR, Section 4.15. 7 " Medical Facilities"

Findings of Fact: **Less Than Significant Impact**. The County of Riverside operates one hospital facility in Moreno Valley. The hospital is licensed for 364 beds within the 520,000-square foot facility. It is estimated that the facility can provide 200,000 annual patient visits in specialty outpatient services and

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

the hospital's emergency room/trauma unit has the capacity to manage 100,000 annual patient visits. Additionally, the County operates nine separate clinics that are located throughout the County.

The proposed project would include the development of a daycare/pre-school center with capacity for 166 students and 24 staff members, and the construction of a multifamily housing development with capacity for approximately 102 residents. The proposed project is expected to incrementally increase demand for health services in the project site and vicinity. According to Mitigation Measure 4.15.7B of the County General Plan EIR, Riverside County is required to fund the new construction and/or expansion of existing medical facilities according to the level of demand for medical services. The level of demand will be based on and determined by the outcome of the periodic medical needs assessments. The Project Applicant would be required to confirm with the County whether existing medical facilities would have sufficient capacity to serve the project site. If additional capacity is needed, the County would arrange the construction of new facilities or expansion of existing facilities to accommodate increasing demand. Therefore, impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

RECREATION Would the project:				
35. Parks and Recreation a) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
b) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
c) Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	☐	☐	☐	☒

Source(s): Riverside County Ordinance No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications)[85], Riverside County Ordinance No. 659 (Development Impact Fees), Riverside County Office of Economic Development, County Service Areas, CSA 121 "Bermuda Dunes"[86]; Riverside County General Plan Multipurpose Open Space Element Figure OS-3a "Forestry

[85] Riverside County. Ordinance No. 460. Website: https://www.rivcocob.org/wp-content/uploads/2009/10/Final-Ordinance-No.-460.pdf (Accessed November 16, 2022).

[86] Riverside County Office of Economic Development. County Service Areas. CSA 121 – Bermuda Dunes. Website: https://static1.squarespace.com/static/58765b0020099e329dde3dcf/t/587f9a22414fb56f5c11ee1b/1484757552489/CSA+121+Map+2014_Bermuda+Dunes_Lighting%2C+Drainage+Basin.pdf (Accessed November 16, 2022).

Resources Western Riverside County Parks, Forests, and Recreation Areas"[87]; Western Coachella Valley Area Plan Figure 3 "Western Coachella Valley Area Plan Land Use Plan"[88]

Findings of Fact:

a) and b) **Less Than Significant Impact**. The Board of Supervisors of Riverside County requires that 3 acres of land for each 1,000 persons residing within the County of Riverside shall be devoted to neighborhood and community park and recreational facilities. The proposed project includes the development of a daycare/pre-school facility with capacity for 166 students and 24 staff-members, and a multifamily housing development with capacity for approximately 102 residents. The proposed daycare/pre-school facility would include 20,607 square feet of recreational uses for students, including a playground, a basketball court, and soccer field. Additionally, the multifamily housing development would have 7,357 square feet of recreational uses including a community roof deck, multiple seating areas, a courtyard, a pool and a dog park. The proposed facilities would be constructed pursuant to applicable requirements of the California Building Code, the Riverside County Ordinance No. 348 (Land Use Planning and Zoning Regulations), Riverside County Ordinance No. 787 (Fire Code Standards), as well as discharge and water quality control requirements of the NPDES permit, and as such, would not result in significant environmental effects.

The proposed recreational facilities for the multifamily housing development and daycare/pre-school facility would be of exclusive use for residents and students at the site respectively and would reduce the need for using recreational facilities in the vicinity of the project site. Additionally, since the project would introduce residential densities into the project site, the Project Applicant would be required to pay applicable in-lieu fees in compliance with Section 10.35 of the Riverside County Ordinance No. 460 prior to the issuance of building permits to mitigate potential project impacts related to increased demand for recreational facilities. As such, the proposed project would not result in substantial physical deterioration of existing recreational facilities or require the construction or expansion of public recreational facilities that would result in significant environmental impacts. Impacts would be less than significant.

c) **No Impact**. The nearest CSA to the proposed project is the CSA No. 121, Bermuda Dunes. CSAs are an alternative method of providing governmental services by the County within unincorporated areas to provide extended services. However, the proposed project is not located within a CSA and would not be subject to payment of associated fees. Additionally, the project is not located within a Community Park or Recreation Plan identified in the Multipurpose Open Space Element of the General Plan or the West Coachella Valley Area Plan. As such, there would be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

[87] Riverside County. 2015. General Plan, Chapter 5: Multipurposed Open Space Element. Figure OS-3a: Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas. Website: https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833 (Accessed November 15, 2022).

[88] Riverside County. 2021. Western Coachella Valley Area Plan. Figure 3: Western Coachella Valley Area Plan Land Use Plan. Website: https://planning.rctlma.org/Portals/14/genplan/GPA%202022/Compiled%20WCVAP_4-2022%20rev.pdf?ver=2022-06-27-145216-590 (Accessed November 15, 2022).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
36. Recreational Trails a) Include the construction or expansion of a trail system?	☐	☐	☐	☒

Source(s): Riverside County General Plan Figure C-6 "Trails and Bikeway System"[89], Western Coachella Area Plan Figure 8 " Western Coachella Area Plan Trails and Bikeway System"[90]

Findings of Fact: **No Impact**. There are currently no trails identified on the project site and no trails are proposed as a part of the project development. No trails identified in Figure C-6 of the Circulation Element of the General Plan, or Figure 8 of the Western Coachella Area Plan are located within or in the vicinity of the project site. As such, the proposed project would not result in the construction or expansion of trails. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

TRANSPORTATION Would the project:				
37. Transportation a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☒	☐
d) Cause an effect upon, or a need for new or altered maintenance of roads?	☐	☐	☒	☐
e) Cause an effect upon circulation during the project's construction?	☐	☐	☒	☐
f) Result in inadequate emergency access or access to nearby uses?	☐	☐	☒	☐

Source(s): Transportation Analysis for 42500 Washington Street Project, Riverside County, California (Appendix G)[91]; Riverside County General Plan Safety Element Table 3 "Evacuation Routes by Unincorporated Community"[92]

[89] Riverside County. 2020. General Plan, Chapter 4: Circulation Element. Figure C-6: Trails and Bikeway System. Website: https://planning.rctlma.org/Portals/14/genplan/2019/elements/Ch04_Circulation_072720v2.pdf (Accessed November 15, 2022).
[90] Riverside County. 2021. Western Coachella Valley Area Plan. Figure 8: Western Coachella Area Plan Trails and Bikeway System. Website: https://planning.rctlma.org/Portals/14/genplan/GPA%202022/Compiled%20WCVAP_4-2022%20rev.pdf?ver=2022-06-27-145216-590 (Accessed November 15, 2022).
[91] LSA. 2023. Transportation Analysis for 42500 Washington Street Project, Riverside County, California. August 2023.
[92] Riverside County. 2021. General Plan, Chapter 6: Safety Element. Table 3: Evacuation Routes by Unincorporated Community. Website:

Findings of Fact:

a) **Less than Significant Impact**. On December 28, 2018, updates to the CEQA Guidelines were approved by the Office of Administrative Law (OAL). As part of the updates to the CEQA Guidelines, thresholds of significance for evaluation of impacts to transportation have changed. As required by SB 743, new Threshold b. of the CEQA Guidelines for Transportation requires an evaluation of impacts due to Vehicle Miles Traveled (VMT), which replaced the Level of Service (LOS) criteria (i.e., automobile delay) and Congestion management Program (CMP) consistency criteria that have been utilized in the past to evaluate potential effects to transportation under CEQA. Accordingly, pursuant to State CEQA Guidelines section 15064.3(a), "…a project's effect on automobile delay shall not constitute a significant environmental impact." Notwithstanding, and in order to fulfill requirements established in the *Riverside County Transportation Analysis Guidelines for Levels of Service and Vehicle Miles Traveled*, dated December 2020, a Transportation Analysis (TA) including vehicle miles traveled (VMT) analysis, project trip generation, and LOS analysis methodologies was prepared by LSA for the proposed project.

The proposed project would consist of a daycare/pre-school facility with capacity for 166 students with a maximum of 24 staff and a 43-unit multifamily housing development. The TA developed trip generation rates for the daycare/pre-school facility by surveying two similar existing daycare facilities in the County and comparing trip generation rates at these facilities with rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) for Land Use 565 – "Day Care Center". Trip generation rates for the proposed 43-unit multifamily housing development were developed using rates from the ITE Trip Generation Manual for Land Use 220 – "Multifamily Housing (Low Rise) Not Close to Rail Transit." As such, the proposed project was estimated to generate 969 net daily trips with 157 net trips occurring the a.m. peak hour and 153 net trips occurring during the p.m. peak hour.

An intersection LOS analysis was conducted at study intersections for existing conditions, project completion (2024) plus project conditions, cumulative (2024) plus project conditions, horizon year (2045) without project conditions and horizon year (2045) plus project conditions scenarios. The LOS analysis for all scenarios indicated that the study intersections would operate at a satisfactory LOS. As such, the proposed project would not result in any deficiencies in LOS.

SunLine Transit Agency provides transit services in Coachella Valley. Sunline Transit bus stops for Sunline Transit Route 7 are located on both sides of Washington Street. Existing and proposed bicycle lanes are located along Hovley Lane East and Fred Waring Drive. Paved pedestrian sidewalks currently exist on both sides of Washington Street between Hovley Lane East and Mountain View, including along the project site frontage. The proposed project would not include the construction of any bicycle or transit plans along the project frontage with Washington Street and would not conflict with the construction of any planned bicycle, transit, or pedestrian infrastructure in the vicinity of the project site.

The analysis in the TA determined that the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. As such, impacts would be less than significant.

b) **Less than Significant Impact**. The TA for the proposed project included a VMT analysis as required by State CEQA Guidelines section 15064.3, subdivision (b) and the County's TA Guidelines. Since the proposed project is considered a mixed use, as per the County's TA Guidelines the project's land uses

https://planning.rctlma.org/Portals/14/genplan/2021/elements/Ch06_Safety_092821.pdf (Accessed November 15, 2022).

(daycare/pre-school facility and multifamily housing development) were analyzed separately. As per the County's TA Guidelines, multi-family (low-rise) housing projects less than or equal to 147 dwelling units are presumed to cause a less-than significant VMT impact due to being classified as small projects. As such, the proposed multifamily housing development, which includes 43 dwelling units, can be screened out from a VMT analysis. Additionally, the County's TA Guidelines allow for local essential services including day care centers to be screened out from a detailed VMT analysis, as the introduction of new Local Essential Services results in an overall reduction in VMT by putting those services closer to residents, thereby shortening non-discretionary trips. Therefore, based on the County's TA Guidelines, the project's day care center facility can be screened out from detailed VMT analysis due to it qualifying as a Local Essential Service. In summary, as per the County's TA Guidelines, the project would be eligible to be screened out from a detailed VMT analysis. Impacts to VMT would be less than significant.

c) **Less than Significant Impact**. The proposed project would result in the construction of a daycare/pre-school facility and a multifamily housing development, along with associated recreation uses, parking, and infrastructure, on the project site. Construction of the proposed project would be limited to the boundaries of the project site. Additionally, the proposed residential and commercial uses included in the project would be consistent with existing uses in the project vicinity and would comply with applicable federal, state, and local regulations for project construction and design, as well as during project operation.

A sight distance analysis was conducted at the project driveway along Washington Street to evaluate safe access in and out of the project driveway. Both stopping and corner sight distance were evaluated. The stopping sight distance is the minimum sight distance along a roadway required to allow a driver to decrease their speed from the design speed to a complete stop. The corner sight distance is the minimum sight distance in which a driver at a stop-controlled approach can see oncoming traffic on the major street to safely maneuver onto the roadway. Based on speed limit for Washington Street (50 mph), minimum stopping and corner sight distances for the project driveway have been considered as 430 feet and 555 feet respectively. Based on the corner sight distance analysis, the proposed project driveway would achieve adequate corner sight distance (and therefore stopping sight distance) and have clear sight triangles for drivers accessing the project site.

Furthermore, a queuing analysis was conducted at the intersection adjacent to the project driveway to assess the project's potential effects on traffic safety and operations. The project driveway is located approximately 190 feet south of the intersection of Washington Street/Avenue of the States. Synchro 11 was used to determine 95th percentile back-of-queue lengths at the intersection under Horizon Year (2045) plus project conditions (worst case scenario). The worst-case queue under the a.m. peak hour is 150 feet for the northbound left turn movement and 95 feet for the northbound through-right movement. The worst-case queue under the p.m. peak hour is 125 feet for the northbound left turn movement and 55 feet for the northbound through-right movement. Therefore, based on the queuing analysis, the queues at the intersection of Washington Street/Avenue of the States are not anticipated to block any egress movements from the project driveway. As such, there is no anticipated effects on traffic safety and operations at the project driveway due to queuing concerns.

Additionally, the delivery/waste disposal truck access analysis in the TA determined that the project would provide adequate turning radii for trucks circulating and egressing from the project site. As such, the proposed project would not increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. Impacts would be **less than significant**.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

d) **Less than Significant Impact**. As described in Checklist Question 37.a, the proposed project would not result In LOS impacts at any study intersection identified in the TA. As such, the TA does not recommend any roadway improvements or payment of impact fees pursuant to the Coachella Valley Association of Governments (CVAG) Transportation Uniform Mitigation Fee (TUMF) program or the County's Development Impact Fees (DIF) program. Therefore, the proposed project would not cause an effect upon, or a need for new or altered maintenance of roads. Impacts would be **less than significant**.

e) **Less than Significant Impact**. The project would not adversely affect any roadways in the vicinity of the site during construction. As described in Checklist Question 37.a, traffic volume counts were developed for without- and with-project scenarios to determine potential LOS impacts at study intersections. The LOS of these intersections under without- and with-project scenarios was determined to be acceptable, meaning that the project's construction-related traffic is not expected to exceed the capacity of the project's circulation network, and that surrounding roadways are anticipated to have sufficient capacity to accommodate the project's construction vehicle traffic traveling to and from the site. As such, impacts would be less than significant.

f) **Less than Significant Impact**. The project would not alter existing emergency access or evacuation routes in the County, as identified in the County's General Plan Safety Element, or emergency access to nearby uses. Compliance with Riverside County Fire Department's development standards in terms of length of access driveway, turnaround, slope, and gate width and opening will ensure that adequate emergency access into and out of the project site is available. Therefore, impacts would be **less than significant** with incorporation of RCFD's development standards and conditions of approval.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

38. Bike Trails a) Include the construction or expansion of a bike system or bike lanes?	☐	☐	☐	☒

Source(s): Transportation Analysis for 42500 Washington Street Project, Riverside County, California (Appendix G)[93]

Findings of Fact: **No Impact**. The TA for the proposed project identifies planned bike lanes in the vicinity of the project along Fred Waring Drive. However, no planned bike lanes or trails have been identified along the project frontage on Washington Street. As such, the proposed project would not include the construction or expansion of a bike system or lane. As such, there would be **no impact**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

[93] LSA. 2023. Transportation Analysis for 42500 Washington Street Project, Riverside County, California. August 2023.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
TRIBAL CULTURAL RESOURCES Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:				
39. Tribal Cultural Resources a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?	☐	☐	☒	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)	☐	☐	☒	☐

Source(s): Phase I Cultural Resources Assessment "42500 Washington Street Project, APN 609-020-024/Numbers: GPA210003, TPM38113, PPT210015, and CUP 210010" November 2022[94].., AB52 Tribal Consultation

Findings of Fact:

a) and b) **Less Than Significant Impact**. Tribal Cultural Resources are those resources with inherent tribal values that are difficult to identify through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach tribal value to the resource. Tribal cultural resources may include Native American archaeological sites, but they may also include other types of resources such as cultural landscapes or sacred places. The appropriate treatment of tribal cultural resources is determined through consultation with tribes.

In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to all requesting tribes on April 19, 2021. There were no responses from any of the tribes. The project was subsequently placed on hold and on January 28, 2022, a revised notification with an updated project description was sent to Augustine Band of Cahuilla Mission Indians, Torres-Martinez Desert Cahuilla Indians, Soboba Band of Mission Indians, Santa Rosa Band of Mission Indians, Ramona Band of Cahuilla, Quechan Tribe of the Fort Yuma Reservation, Morongo Band of Mission Indians, Cahuilla Band of Indians, Twenty Nine Palms Band of Mission Indians, Cabazon Band of Mission Indians, and the Agua Caliente Band of Cahuilla Indians. The only response was received from the Agua Caliente Band of Cahuilla Indians on February 9, 2022. No response was received from the rest of the notified tribes. Agua Caliente Band of Cahuilla Indians requested to consult in a letter dated February 22, 2022, where the tribe also requested to be provided with the cultural report and any other documentation. The cultural report was sent to them the same day. The project Advisory Notification Document was sent to the tribe on March 28, 2022, and the tribe concluded consultation on April 08, 2022. As such, AB52 consultation requirements have been fulfilled.

[94] LSA. 2022. Phase I Cultural Resources Assessment for 42500 Washington Street Project, APN 609-020-024/Numbers: GPA210003, TPM38113, PPT210015, and CUP 210010, Riverside County, California. November 2022.

On April 06, 2021, pursuant to Senate Bill 18 (SB 18), a Sacred Lands File Search and consultation list request was sent to the Native American Heritage Commission (NAHC). A response was received on April 20, 2021, with a list of 13 contacts of Native American tribes traditionally and culturally affiliated with the project area.

The County of Riverside mailed updated notices with the revised project description of the proposed project to each of these tribes on January 28, 2022. No response was received from Agua Caliente Band of Cahuilla Indians, Augustine Band of Cahuilla Mission Indians, Cabazon Band of Mission Indians, Cahuilla Band of Indians, Campo Band of Mission Indians, Fort Yuma Quechan Indian Nation, Los Coyotes Band of Mission Indians, Manzanita Band of Kumeyaay Nation, Morongo Band of Mission Indians, Ramona Band of Cahuilla Mission Indians, San Manual Band of Mission Indians, Santa Rosa Band of Mission Indians, Soboba Band of Mission Indians, Torres-Martinez Desert Cahuilla Indians, or the Twenty-Nine Palms Band of Mission Indians. As such, SB18 requirements have been fulfilled.

As described in Checklist Questions 8 and 9, no cultural resources were identified on the project site through preliminary research, records search, field survey, and Native American scoping conducted for the project's Phase I Cultural Resource Assessment. However, Mitigation Measures CUL-1 and CUL-2 would be implemented to reduce potential impacts to buried, previously unidentified cultural resources or remains through consultation with a qualified archeologist and compliance with the State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, as applicable. As such, the project would not cause a substantial adverse change in the significance of a Tribal Cultural Resource. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

UTILITIES AND SERVICE SYSTEMS Would the project:				
40. Water a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐

Source(s): Project Application Materials; 2020 Coachella Valley Regional Urban Water Management Plan[95]

Findings of Fact:

[95] Coachella Valley Water District, Coachella Water Authority, Desert Water Agency, Indio Water Authority, Mission Springs Water District, and Myoma Dunes Mutual Water Company. 2021. 2020 Coachella Valley Regional Urban Water Management Plan. Website: http://www.cvwd.org/DocumentCenter/View/5482/Coachella-Valley-RUWMP (Accessed November 15, 2022).

a) and b) **Less Than Significant Impact**. According to the 2020 Coachella Valley Regional Urban Water Management Plan (CV RUWMP), CVWD's domestic water system has 64 pressure zones and consists of approximately 97 groundwater production wells, 2,000 miles of pipe, and 133 million gallons of storage in 65 enclosed reservoirs. The CVWD uses the Coachella Valley Groundwater Basin as a primary source of water supply for meeting municipal water demands (water used for typical household, business, and local government use). CVWD has rights to receive Colorado River water delivered through the Coachella Canal, a branch of the All-American Canal. Additionally, CVWD is a State Water Project (SWP) contractor. As such, it has rights to receive water from the SWP, which conveys water from northern California south to Lake Perris and other endpoints for groundwater replenishment. CVWD operates and maintains groundwater recharge facilities at three locations in the Coachella Valley: the Whitewater River Groundwater Replenishment Facility (WWR-GRF), the Thomas E. Levy GRF (TEL-GRF), and the Palm Desert GRF (PD-GRF). CVWD's wastewater reclamation system collects and treats approximately 17 million gallons per day (MGD) from approximately 95,000 user accounts. The system consists of approximately 1,100 miles of collection piping and five wastewater reclamation plants (WRPs).

The proposed project would result in the construction of a daycare/pre-school facility and a multifamily housing development in the project site, which would bring approximately 292 people (102 residents, 166 students and 24 staff members) into the project site. The project would connect to an existing water main on Washington Street through onsite water connection pipelines. The installation of the project's proposed infrastructure is inherent to the project's construction phase, which impacts are analyzed throughout this EA. As concluded herein, impacts associated with the project's construction phase would be less than significant or would be mitigated to less-than-significant levels with the mitigation measures identified in this EA. Additionally, the project's proposed on-site water connection lines would be designed and installed in accordance with CVWD and County standards. The CVWD establishes a target water use of 412 Gallons per Capita per Day (GCPD) for 2020, according to the CV RUWMP. Accordingly, the proposed project's anticipated water demand is calculated to be approximately 120,304 gallons per day. The existing water system infrastructure in the CVWD is expected to have sufficient capacity to provide service to the project site subject to the fulfillment of CVDW's connection requirements. As such, CVWD would have sufficient capacity to provide service to the project site without the need of constructing additional facilities.

The reliability of the CVWD's water supply is dependent on the reliability of groundwater supplies, which are supplemented by imported surface water from the Colorado River and SWP used for groundwater replenishment. Water allocations from the SWP and the Colorado River are depended on the hydrologic forecast for the year. The California Urban Water Management Planning Act (Act) requires urban water suppliers to assess water supply reliability by comparing total projected water use with the expected water supply over the next 20 to 25 years in five-year increments. The Act also requires an assessment for a single dry year and multiple dry years. The 2020 CV RUWMP provides CVWD's projected water supplies and demands in a normal year, single dry year, and multiple dry years. As identified in Table 4-25, Table 4-26 and Table 4-27 of the CV RUWMP, CVWD has the ability to meet current and projected water demands through 2045 during normal, single-dry, and multiple-dry year periods using a combination of groundwater, imported water and recycled water supplies. Therefore, sufficient water resources are available to accommodate the project's water demand from CVWD, and no construction of new or expansion of existing water and wastewater treatment facilities would be required. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Monitoring: No monitoring is required.

41. Sewer a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?	☐	☐	☒	☐
b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

Source(s): 2020 Coachella Valley Regional Urban Water Management Plan[96]
Findings of Fact:

a) and b) **Less Than Significant Impact**. The wastewater and sewage services provider for the project would be the CVWD. CVWD's wastewater collection system consists of approximately 1,160 miles of 6-inch through 36-inch diameter sewers and includes 28 sewage lift stations and associated force mains. The system contains trunk sewers, generally 10 inches in diameter and larger, that convey the collected wastewater flows to the District's treatment facilities. CVWD operates five wastewater reclamation plants (WRPs), two of which generate recycled water for irrigation of golf courses and large landscaped areas. The WRP that would serve the proposed project is WRP-7, a 5.0 million gallons per day (MGD) secondary treatment facility with current tertiary treatment capacity of 2.5 MGD located in north Indio.

The CVWD assigns wastewater production estimates for residential uses in Equivalent Sewer Units (ESU)[97]. ESUs are based on the estimated amount of water returned to the sewer system as wastewater for residential uses. Residential customers are assigned 1 ESU for each household. This unit is equal to the indoor domestic water budgets, which is approximately 50 gallons per person per day for a four-person household, or 8 hundred cubic feet (ccf) per month.[98] The proposed project would construct a 43-unit multifamily apartment building in the project site. Using the CVWD wastewater production estimate of 200 gallons per person per day for a four-person residential household, the proposed 43-unit multifamily housing development would produce approximately 8,600 gallons of wastewater per day. This number is an overestimate, as the actual population per household in the project site is estimated to be closer to the Census Bureau's "persons per household" ratio of 2.37 for the community of Bermuda Dunes.

[96] Coachella Valley Water District, Coachella Water Authority, Desert Water Agency, Indio Water Authority, Mission Springs Water District, and Myoma Dunes Mutual Water Company. 2021. 2020 Coachella Valley Regional Urban Water Management Plan. Website: http://www.cvwd.org/DocumentCenter/View/5482/Coachella-Valley-RUWMP (Accessed November 15, 2022).
[97] Coachella Valley Water District. Proposed Sewer Rate Restructure. Fact Sheet for Residential Customers. Website: http://www.cvwd.org/DocumentCenter/View/3397/Residential-Sewer-Rate-Restructure-Fact-Sheet?bidId= (Accessed November 29, 2022).
[98] Coachella Valley Water District. 2021. Domestic Water Cost of Service Rate Study. Report and Recommendations for Fiscal Years 2022 to 2026. Website: http://www.cvwd.org/ArchiveCenter/ViewFile/Item/769 (Accessed November 29, 2022).

Commercial customers' wastewater production estimates are based on estimated indoor water budgets for the individual customers, which are developed based on the number of equivalent dwelling units (EDU) for that use. EDUs are a common benchmark for measuring the demands from commercial and other non-residential customers. The EDU puts water demands in terms of demand from a single-family residence (SFR). One EDU is equal to 8 ccf (approximately 5984 gallons) per month based on the residential indoor budget.[99] CVWD's Development Services Department gathers data on potential water demands and determines the number of EDUs for each commercial customer at the time the business establishes service to determine wastewater service rates. However, in order to obtain a general estimate on wastewater production for the proposed daycare/pre-school use, the CVWD's indoor water budget for residential uses of 50 gallons per person per day can be used. The proposed daycare/pre-school facility would introduce approximately 190 people (166 students and 24 staff members) to the project site. As such, a general daily wastewater production estimate for the proposed facility is 9,500 gallons. This number is likely an overestimate, given that the students and staff members of the day care/pre-school facility would only occupy the project site during the facility's operation hours.

As such, the estimated daily wastewater production for the project would be 18,100 gallons. As discussed above, the wastewater reclamation plant that serves the project site, WRP-7, has a secondary treatment capacity of 5.0 million gallons per day (MGD) and a tertiary treatment capacity of 2.5 MGD. As such, the project's wastewater production would represent approximately 0.3 percent of the plant's secondary treatment capacity or 0.7 percent of the plant's tertiary treatment capacity. Due to the minimal wastewater treatment demand that would be generated by the project and the existing capacity of wastewater treatment facilities in the CVWD service area, existing wastewater treatment infrastructure in the CVWD would have sufficient capacity to provide service to the project site, subject to fulfillment of CVWD's connection requirements. As such, CVWD would have sufficient capacity to provide service to the project site without the need of constructing additional facilities. Impacts would be **less than significant**.

The proposed project would result in the construction of a daycare/pre-school facility and a multifamily housing development. The proposed project would require the installation of sewer pipelines, designed per County requirements, to connect to existing wastewater collection infrastructure located on Washington Street. Construction of these on-site and site-adjacent improvements is inherent to the project's construction phase, which impacts have been evaluated throughout this EA. As concluded herein, impacts associated with the project's construction phase would be less than significant or would be mitigated to less-than-significant levels with the mitigation measures identified in this EA. As such, potential impacts associated with construction of sewer line connections would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

42. Solid Waste a) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure,	☐	☐	☒	☐

[99] Coachella Valley Water District. Proposed Sewer Rate Restructure. Fact Sheet for RV/Trailer Parks, Businesses, Institutions & Commercial Customers. Website: http://www.cvwd.org/DocumentCenter/View/3398/Business-Sewer-Rate-Restructure-Fact-Sheet?bidId= (Accessed November 30, 2022).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
or otherwise impair the attainment of solid waste reduction goals?				
b) Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	☐	☐	☒	☐

Source(s): Riverside County General Plan EIR, Section 4.15.3 " Solid Waste Management"[100], Riverside County Department of Waste Resources [101] [102]

Findings of Fact:

a) and b) **Less Than Significant Impact**. The project site would be serviced by Burrtec Waste Industries for solid waste collection services. The nearest Riverside County operated landfill to the project site is the Salton City Landfill located at 935 West Highway 86 in Salton City. Additionally, there are two transfer stations (i.e., local collection points for commercial, residential, and industrial waste) in Coachella Valley: the Coachella Valley Transfer Station (87011 Landfill Road in Coachella) and Edom Hill Transfer Station (70-100 Edom Hill Road in Cathedral City).

The Salton City Solid Waste Site has a cease-operation date of January 1st, 2038. The maximum permitted throughput is 6,000 tons per day with a remaining capacity of 65,100,000 tons of solid waste. The project proposes a mixed-used development that includes a daycare/pre-school facility that would serve 166 students and employ 24 staff members, and a 43-unit apartment building that would house approximately 102 residents. The CalEEMod report prepared for Appendix A of this EA identifies that the project would produce 32.83 tons of waste per year, or approximately 0.09 tons per day. This would represent approximately 0.001 percent of the daily permitted capacity for the Salton City Solid Waste Site. Due to the negligible waste generation percentage associated with the proposed project compared to the existing capacity of local landfills, the project's solid waste generation rates are not expected to exceed the capacity of local landfills.

The California Integrated Waste Management Act under Public Resource Code Section 41780 requires local jurisdictions to divert at least 50 percent of all solid waste generated, which is in accordance with the Riverside County Integrated Waste Management Plan. In addition, the California Green Building Code requires all developments to divert 65 percent of non-hazardous construction and demolition debris for all projects and 100 percent of excavated soil and land clearing debris for all non-residential projects.[103] The proposed project would comply with Public Resource Code Section 41780, the

[100] Riverside County. 2003. General Plan Final Program Environmental Impact Report Volume I. Section 4.15.3: Solid Waste Management. Website: https://planning.rctlma.org/Portals/0/genplan/content/eir/volume1.html#4.15 (Accessed November 16, 2022).
[101] Riverside County. Department of Waste Resources. Riverside County Waste Hauler Franchise Area Lookup. Website: https://countyofriverside.maps.arcgis.com/apps/InformationLookup/index.html?appid=1915d0754a1040e8be4bac8518edcdf9 (Accessed November 16, 2022).
[102] Riverside County. Department of Waste Resources. Countywide Integrated Waste Management Plan. Website: https://www.rcwaste.org/business/planning/ciwmp (Accessed November 16, 2022).
[103] California Department of Resources Recycling and Recovery (CalRecycle). CALGreen Construction Waste Management Requirements. Website: https://calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/newstructures/ (Accessed November 16, 2022).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Riverside County Integrated Waste Management Plan, and the California Green Building Code. As such, the project will not conflict with any federal, State, or local regulations related to solid waste. As a result, there would be a **less than significant impact** related to landfill capacity and regulation of solid waste.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

43. Utilities Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?				
a) Electricity?	☐	☐	☒	☐
b) Natural gas?	☐	☐	☒	☐
c) Communications systems?	☐	☐	☒	☐
d) Street lighting?	☐	☐	☒	☐
e) Maintenance of public facilities, including roads?	☐	☐	☒	☐
f) Other governmental services?	☐	☐	☒	☐

Source(s): Project Application Materials, Utility Companies

Findings of Fact:

a) to f) **Less Than Significant Impacts**. The proposed project would include connections to existing electricity, natural gas, and communications infrastructure that already exist in the area, and all such connections would be accomplished in conformance with the rules and standards enforced by the applicable service provider. Impacts associated with the construction and operation of electricity, natural gas, communications systems, street lighting, maintenance of public facilities, and other governmental services are part of the proposed project's construction process and operational characteristics, and the environmental effects associated with the project's construction and operation have been evaluated throughout this EA. Mitigation measures have been identified to reduce construction- and operational-related impacts to the maximum feasible extent. There are no unique conditions associated with the proposed project's utility service connections and on-site infrastructure that would result in impacts to the environment that have not already been addressed by this EA. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

WILDFIRE If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:				
44. Wildfire Impacts a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐
e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

Source(s): Riverside County General Plan Safety Element; California Department of Forestry and Fire Protection (CAL FIRE) Fire Hazards Severity Zones Map[104]; Riverside County General Plan Safety Element Figure 7 "Fire Hazard Severity Zones (West County) and Emergency Service Facilities"[105]; Project Application Materials

Findings of Fact:

a) **Less Than Significant Impact**. Refer to Checklist Question 21.c regarding project compliance with the County's emergency evacuation plans and RCFD requirements . Additionally, all internal circulation roadways in the project site, as well as the primary ingress and egress driveway would be designed to meet Riverside County Fire Code (Ordinance 787) requirements addressing access for fire apparatus. As such, the project would comply with emergency response and evacuation requirements and plans, and impacts would be **less than significant**.

b) **Less Than Significant Impact**. The proposed project is relatively flat, located in an urban area of the County, and is not located within or in the vicinity of a VHFHSZ. As such, the proposed project would not expose people to wildfire risks. Impacts would be **less than significant**.

c) **Less Than Significant Impact**. As described above in Checklist Question 43, impacts associated with the construction of infrastructure to serve the project have been evaluated throughout this EA. Mitigation measures have been identified to reduce construction- and operational-related impacts to the maximum feasible extent. Additionally, the proposed project is not located in a VHFHSZ. As such, the proposed project would not exacerbate fire risk or that may result in temporary or ongoing environmental impacts. Impacts would be **less than significant**.

[104] California Department of Forestry and Fire Protection (CAL FIRE). 2007. Western Riverside County. Fire Hazard Severity Zones in SRA. Website: https://osfm.fire.ca.gov/media/6752/fhszs_map60.pdf (Accessed November 16, 2022).
[105] Riverside County. 2021. General Plan, Chapter 6: Safety Element. Figure 7: Fire Hazard Severity Zones (West County) and Emergency Service Facilities. Website: https://planning.rctlma.org/Portals/14/genplan/2021/elements/Ch06_Safety_092821.pdf (Accessed November 16, 2022).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

d) **Less Than Significant Impact**. As discussed in this section, the project site is relatively flat, located in an urban area of the County and its not located within a VHFHSZ. As such, the proposed project would not expose people or structures to post-fire hazards. As such, impacts would be **less than significant**.

e) **Less Than Significant Impact**. As discussed in this section, the project site is s not located within a VHFHSZ, and the site does not contain or is surrounded by factors that would exacerbate wildfire risks. As such, the project would not expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

MANDATORY FINDINGS OF SIGNIFICANCE Does the Project:				
45. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

Source(s): Staff Review, Project Application Materials

Findings of Fact **Less Than Significant With Mitigation Incorporated.** With implementation of Mitigation Measures **BIO-1** and **BIO-2**, **PALEO-1**, and **CUL-1** and **CUL-2**, implementation of the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Impacts would be **less than significant**.

46. Have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?	☐	☐	☒	☐

Source(s): Staff Review, Project Application Materials; Transportation Analysis for 42500 Washington Street Project, Riverside County, California (Appendix G) ; Air Quality and Greenhouse Gas Technical Memorandum for the 42500 Washington Street Project in Riverside County, California (Appendix A)

Findings of Fact: **Less Than Significant Impact.** The project TA evaluated cumulative scenarios (see response to Checklist Question 37.a), and the associated analysis determined the project would not

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

generate cumulative traffic impacts. According to the Air Quality and Greenhouse Gas Impact Report, air pollutant and greenhouse gas emissions would be less than significant and would not result in cumulative impacts. The project's design features, and related construction elements were determined to be consistent with the 2016 AQMP and County CAP, and therefore impacts from Air Quality and GHG emissions were determined to be less than significant. The project does not have impacts which are individually limited, but cumulatively considerable. In addition, there are no other projects for which impacts would combine with the proposed project and create a cumulatively significant impact over what has been identified in this Environmental Assessment. Cumulative impacts from development of the proposed project would be **less than significant**.

47. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Source(s): Staff Review, Project Application Materials

Findings of Fact: **Less Than Significant With Mitigation Incorporated.** Refer to the impact analysis for each Checklist Question in this EA. As indicated under the analysis of the Air Quality section, the proposed project would not result in air quality emissions that could adversely affect surrounding sensitive receptors with implementation of mitigation measures. There are no components of the project's design that could result in significant impacts due to geological hazards affecting surrounding properties. With mandatory compliance with State and federal laws that regulate the storage, handling, or transport of hazardous materials, the proposed project would not result in the emission of hazardous materials that could adversely affect human beings. The project would not increase the risk of flood hazards for downstream properties. Additionally, noise levels associated with the proposed project would not be substantial compared to existing conditions, with the implementation of mitigation measures. Furthermore, the proposed project would not adversely affect public services, such as police/sheriff and fire protection services, in a manner that could have adverse impacts to humans. Therefore, the project has no reasonable potential to cause substantial adverse effects on human beings, either directly or indirectly. Impacts would be **less than significant** with implementation of the mitigation measures identified throughout this EA.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

VI. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). In this case, a brief discussion should identify the following:

Earlier Analyses Used, if any:

Location Where Earlier Analyses, if used, are available for review:

Location: County of Riverside Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92501

Revised: 5/24/2024 11:48 AM
Y:\Planning Master Forms\Templates\CEQA Forms\EA-IS_Template.docx

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