

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (E.A.) Number: CEQ180035
Project Case Type (s) and Number(s): GPA01201, CZ07946, CUP180007, PPT180011, PPT180012
Lead Agency Name: Riverside County Planning Department
Address: P.O. Box 1409, Riverside, CA 92502-1409
Contact Person: Brett Dawson
Telephone Number: (951) 955-00972 or email bdawson@rivco.org
Applicant's Name: VanDorpe-Bettencourt Family Properties (Phillip F. Bettencourt)
Applicant's Address: 78-365 Highway 111, No. 432
La Quinta, CA 92253
(949-720-0970)
Philip@Bettencourtplans.com

I. PROJECT INFORMATION

Project Description: The Van Dorpe-Bettencourt Family Properties Project includes development of three parcels (Parcel 3, Parcel 1, and Property "C") together comprising approximately 22.33 acres southwest of the intersection of Worsley Road and Dillon Road (Figure 1). Parcel 3 (Assessor's Parcel Number [APN] 668-200-018) will consist of a gasoline station with 16 fueling positions beneath a 6,048-square foot canopy, a 2,696-square foot convenience store with the concurrent sale of beer and wine for off premises consumption, a 1,727-square foot self-service car wash, a 3,107-square foot retail use, and 7,053 square feet of covered parking on 2.46 acres (Figure 2a) under Conditional Use Permit No. 180007 (CUP180007). Parcel 1 (APN 668-200-020) will consist of a 107,335-square foot industrial park including industrial buildings, offices buildings, and a convenience center for workers and visitors on 10.05 acres (Figure 2b) under Plot Plan No. 180011 (PPT180011). Property "C" (APN 668-200-008) will consist of a 140,579-square foot self-storage facility including an on-site residence/administrative office on 9.82 acres (Figure 2c) under Plot Plan No. 180012 (PPT180012). The proposed development on the three parcels shall be considered the "project". Project construction is anticipated to be completed by 2020.

General Plan Amendment No. 1201 (GPA01201) is a General Plan Foundation Component Amendment to change the project site's General Plan Foundation from Rural (RUR) to Community Development (CD) and to amend its Land Use Designation from Rural Desert, 10 acre minimum (RD) to Light Industrial on Property "C" and Parcel 1 and to Commercial Retail (CR) on Parcel 3 (Figure 3a).

Change of Zone No. 7946 (CZ07946) will change the zoning from W-2 (Controlled Development Area) to C-P-S (Scenic Highway Commercial) on Parcel 3; and M-SC (Manufacturing-Service Commercial) on Parcel 1 and Property "C" (Figure 3b).

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

B. Total Project Area: 22.33 acres

Residential Acres: 0	Lots: 1	Units: 1	Projected No. of Residents: 2
Commercial Acres: 2.46	Lots: 1	Sq. Ft. of Bldg. Area: 20,631	Est. No. of Employees: 9 to 30
Industrial Acres: 19.87	Lots: 2	Sq. Ft. of Bldg. Area: 247,914	Est. No. of Employees: 84

C. Assessor's Parcel No(s): 668-200-018, 668-200-020, 668-200-008

Street References: North of Interstate 10 (I-10), east of California State Route 62 (Highway 62), west of Worsley Road, and south of Dillon Road.

Section, Township & Range Description or reference/attach a Legal Description: Three parcels of land lying within the southeast quarter of Section 7 and within the southwest quarter of Section 8, all in Township 3 South, Range 4 East, of the San Bernardino Baseline and Meridian, County of Riverside, State of California.

Figure 1: Regional/project Location

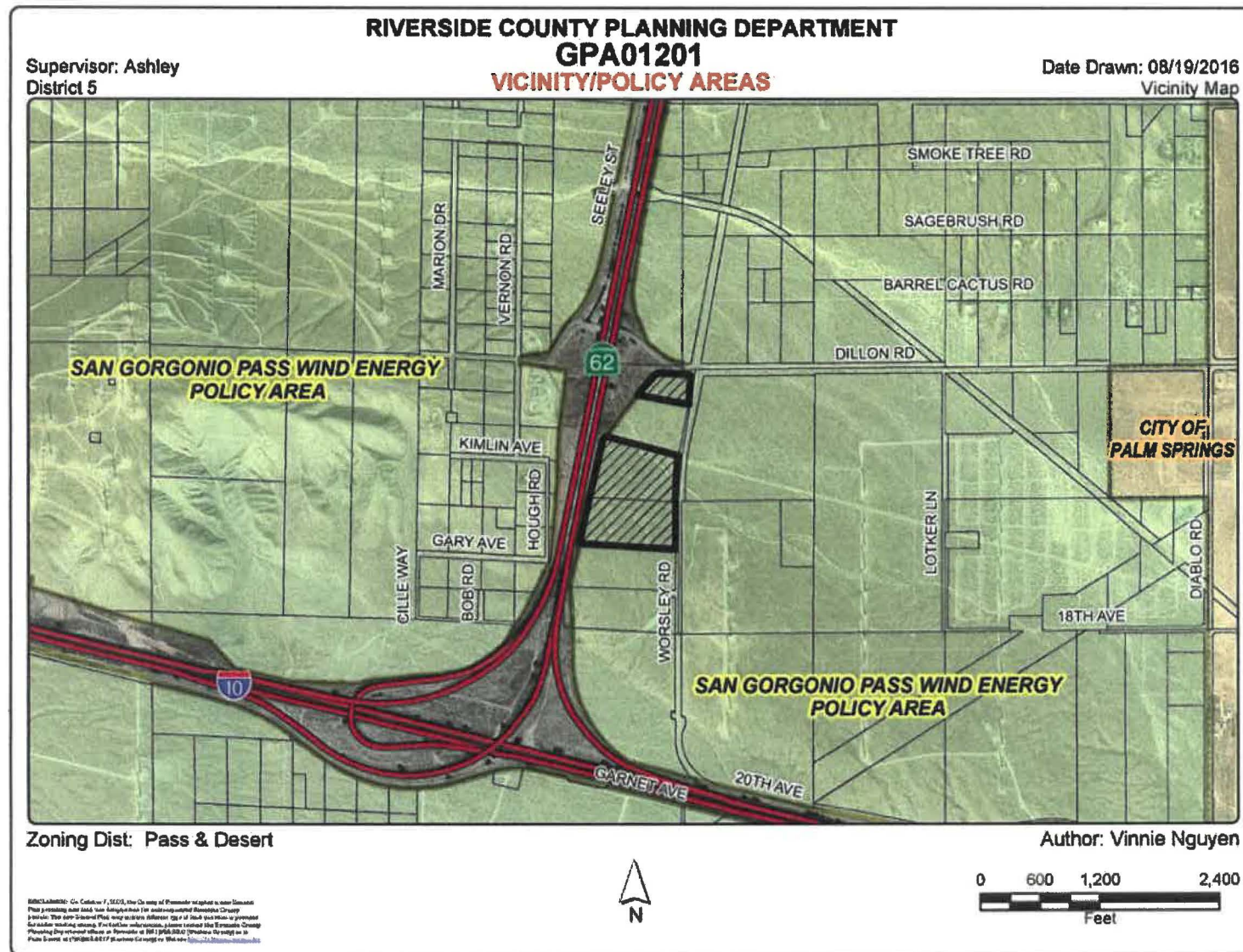


Figure 2a: Parcel 3 Site Plan (CUP180007)

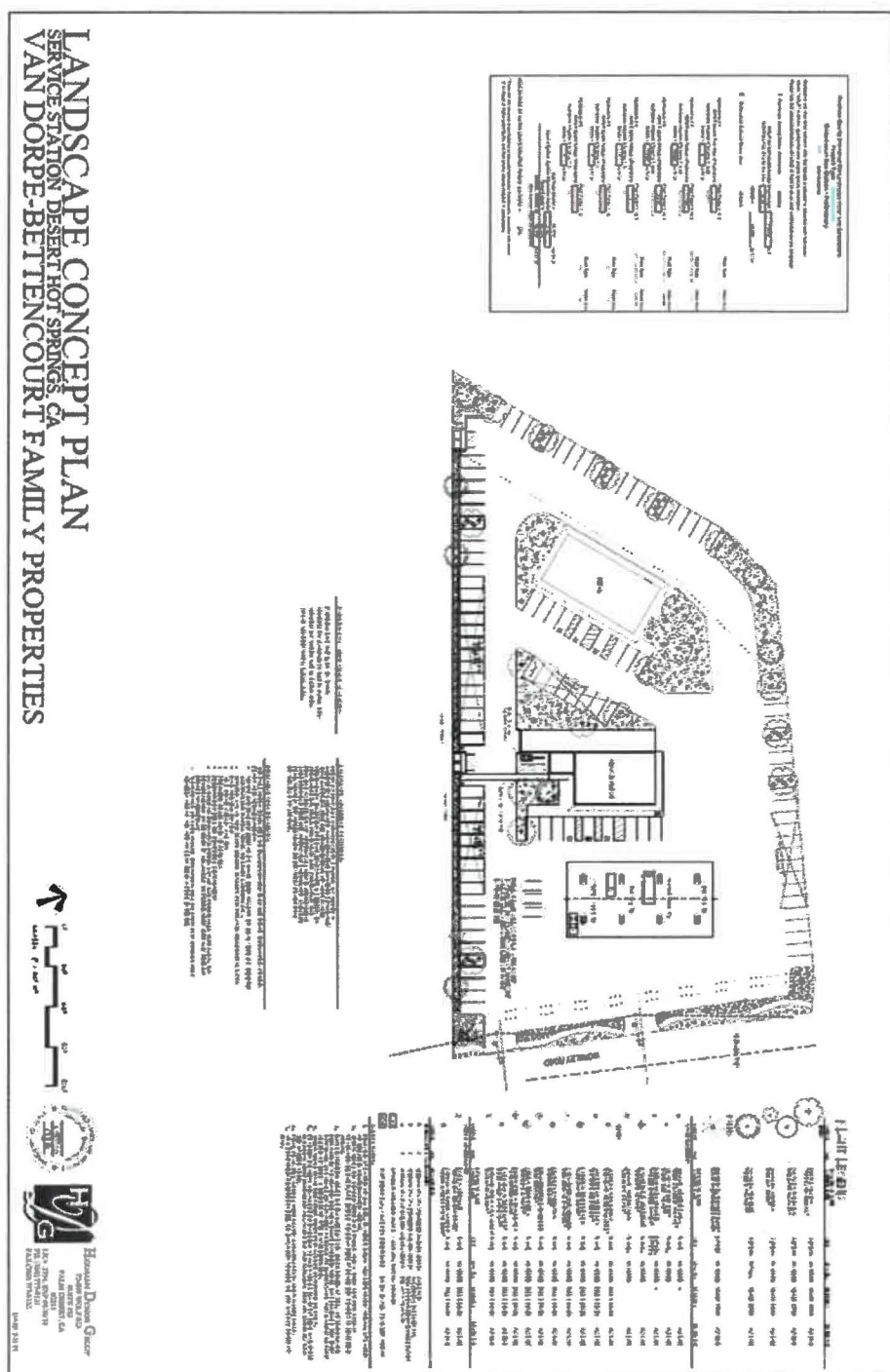


Figure 2b: Parcel 1 Site Plan (PPT180011)

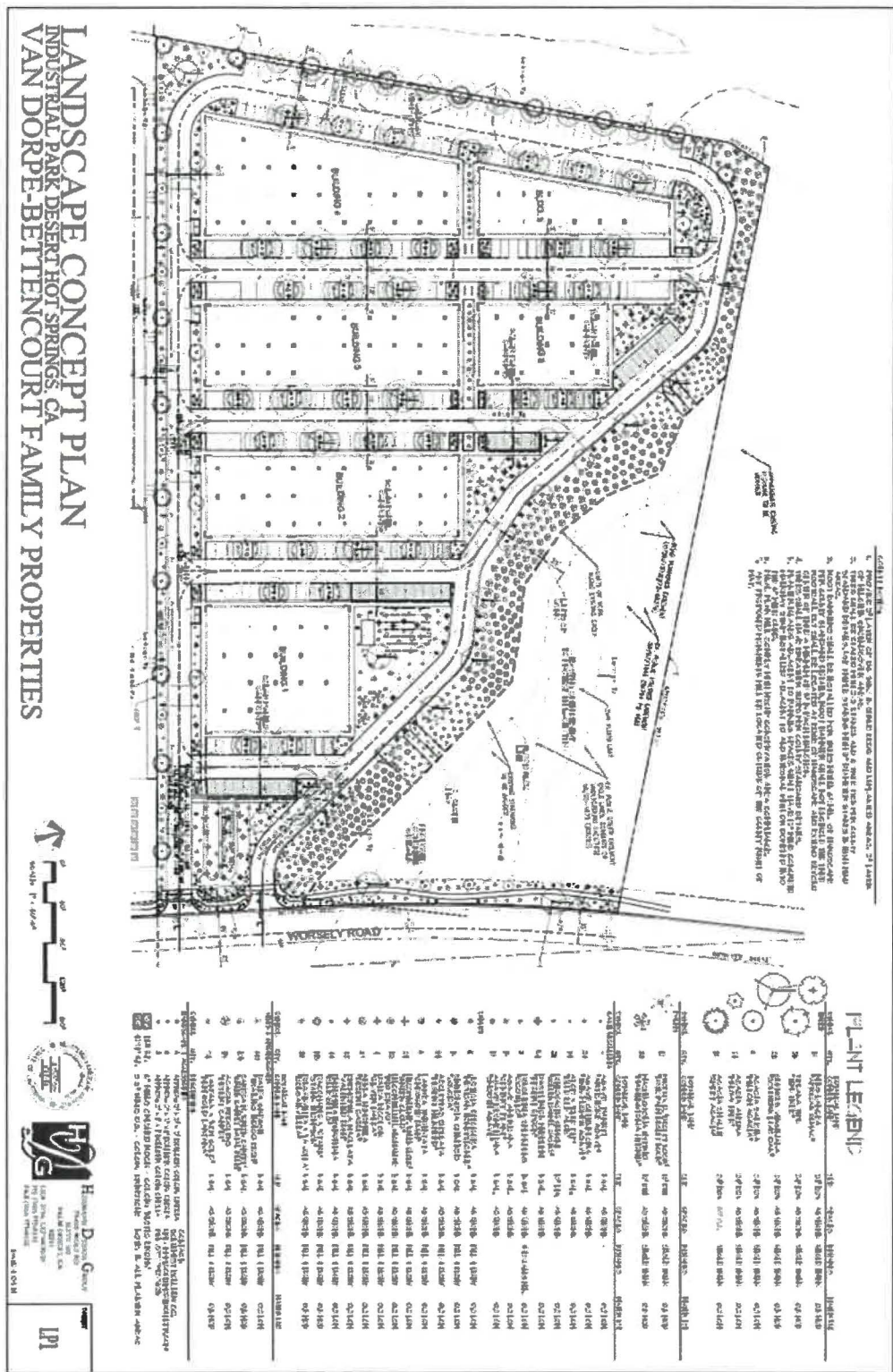


Figure 2c: Property C Site Plan (PPT180012)

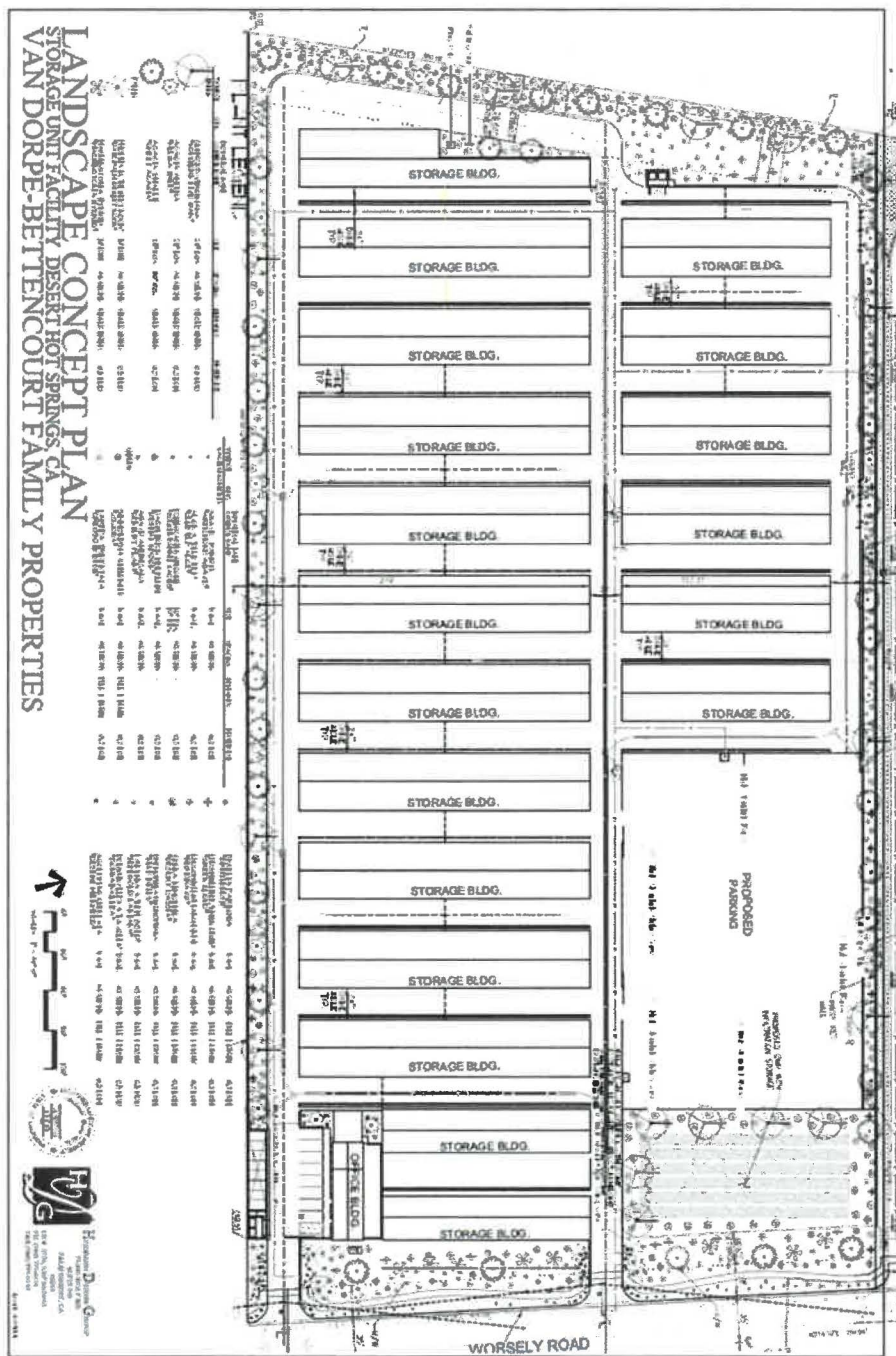


Figure 3a: Existing and Proposed General Plan

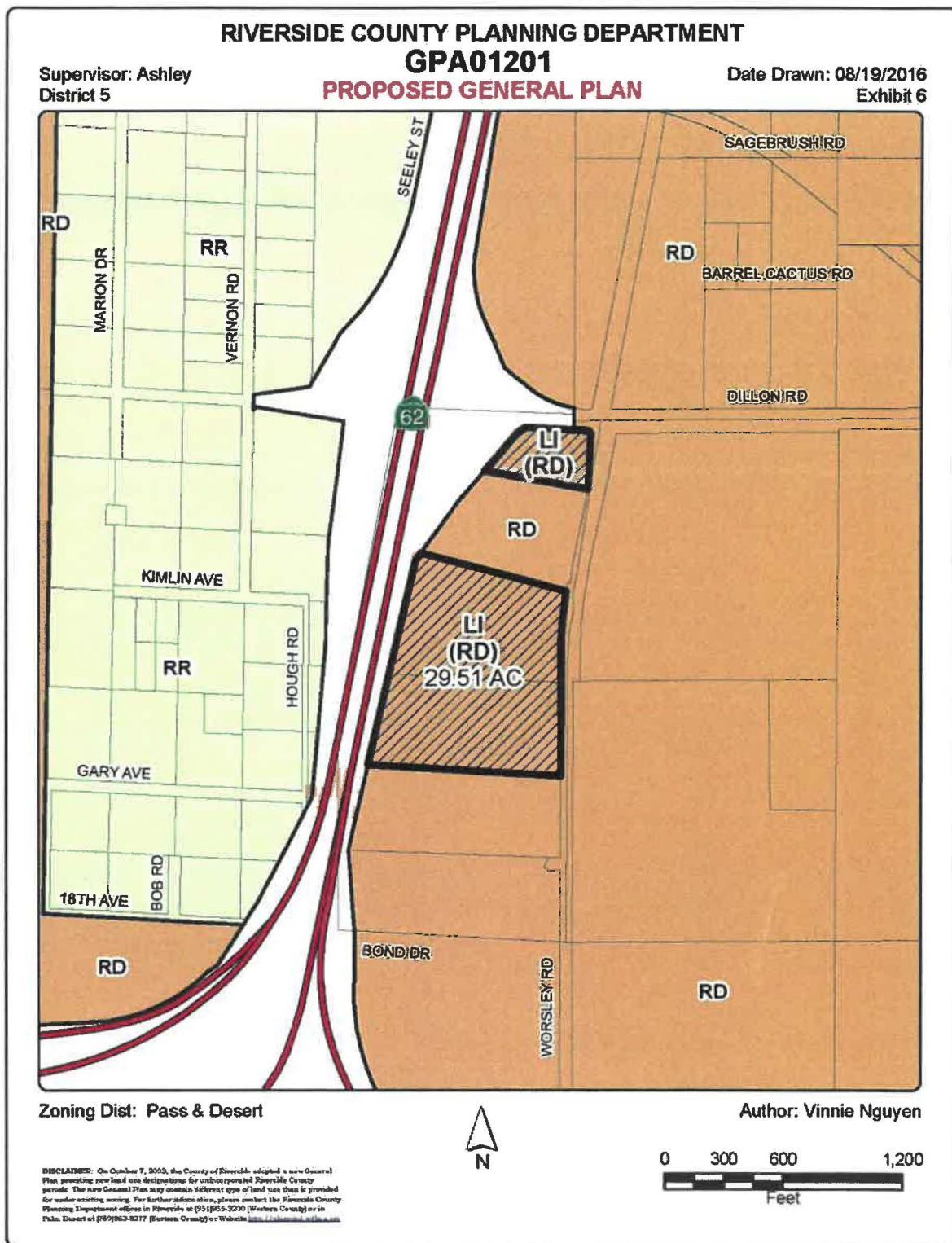


Figure 3b: Existing Zoning Designations

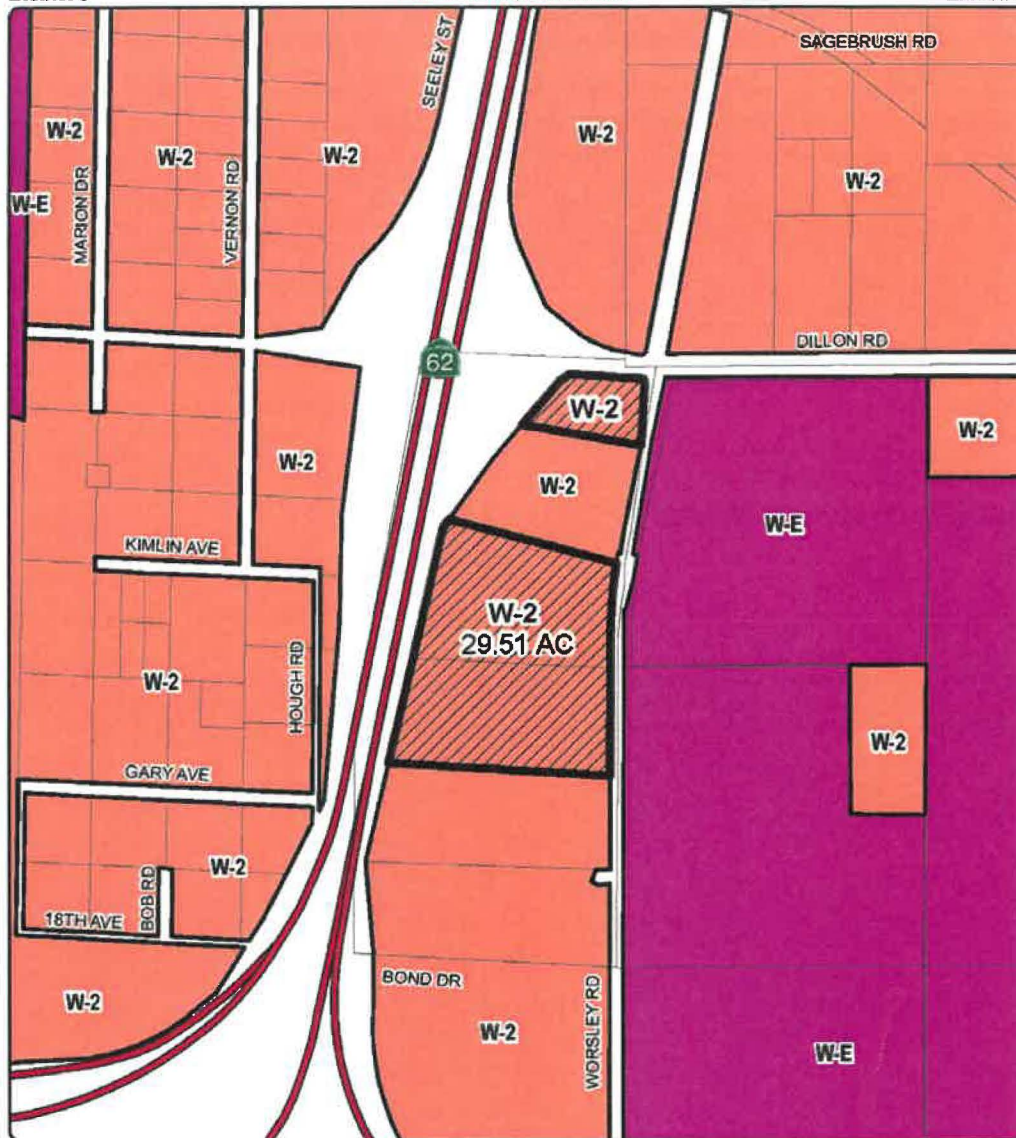
RIVERSIDE COUNTY PLANNING DEPARTMENT

GPA01201

EXISTING ZONING

Supervisor: Ashley
District 5

Date Drawn: 08/19/2016
Exhibit 2



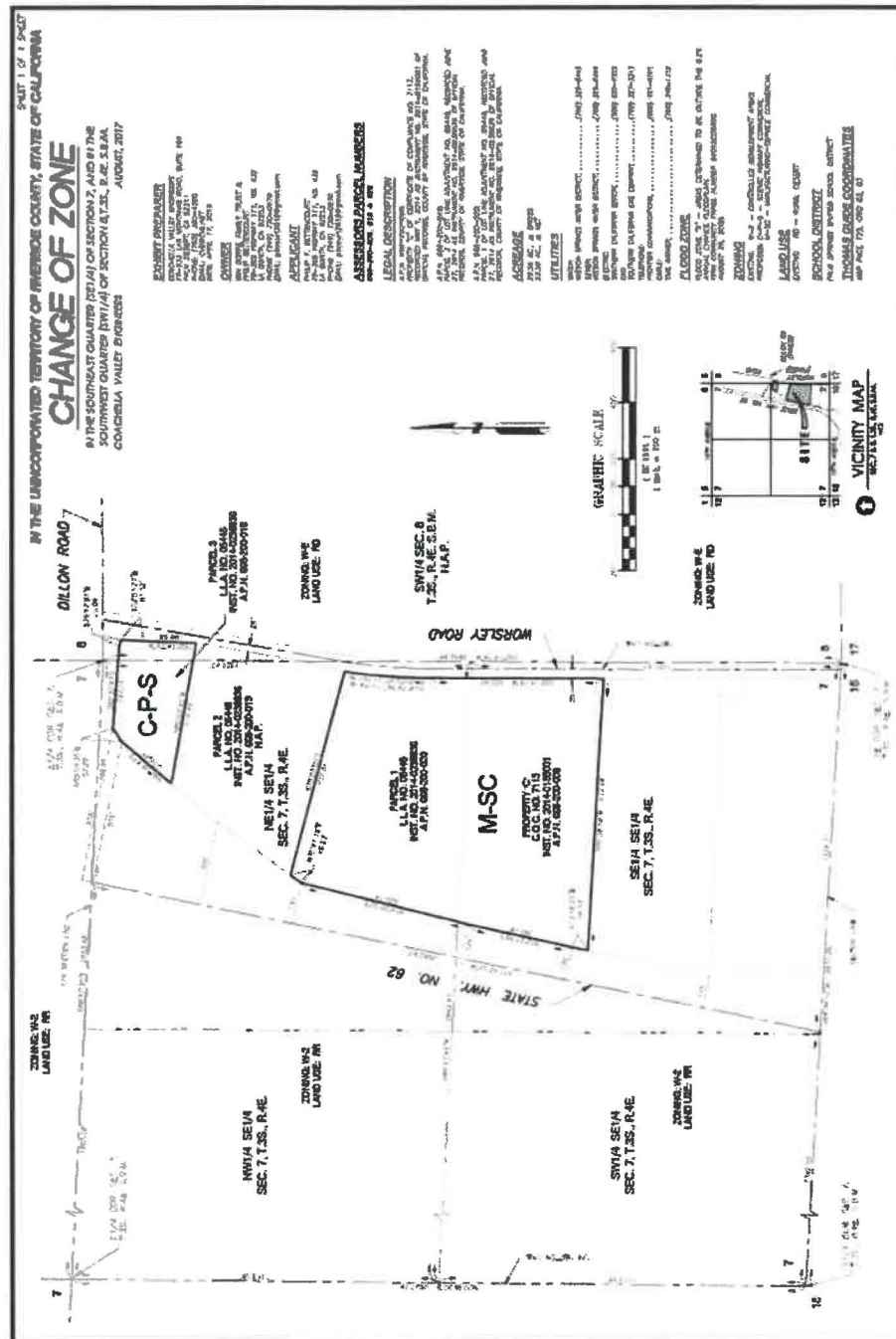
Zoning Dist: Pass & Desert

Author: Vinnie Nguyen



DISCLAIMER: On October 7, 2009, the County of Riverside adopted a new General Plan, setting new land use designations for unincorporated Riverside County parcels. The new General Plan map contains different types of land use than is provided in the existing zoning. For further information, please contact the Riverside County Planning Department either in Riverside at (951) 343-3300 (Business Office) or in Palm Desert at (760) 865-6277 (Business Office) or Website: <http://www.riverside.ca.gov/planning>

Figure 3b: Proposed Zoning Designations



- D. Brief description of the existing environmental setting of the project site and its surroundings:** The project site is located at the southeastern base of the San Bernardino Mountains and consists of a relatively gentle sloping alluvial fan from northwest to southeast. A natural drainage course follows the slope through the northeast portion of Parcel 1 (APN 668-200-020). The project site is undeveloped and comprised primarily of Creosote Bush - White Bursage - Brittlebush Scrub desert vegetation community. A small amount of Desert Dry Wash vegetation community along the on-site drainage course is located on a portion of Parcel 1. Minor areas of disturbed habitat occur along areas that have been subject to earthwork for earthen roads.

The majority of the surrounding properties are primarily undeveloped with the exception of a solar facility adjacent to the east of Parcel 3 (across Worsley Road) and a wind turbine facility adjacent to the east of Parcel 1 and Property "C" (across Worsley Road). Highway 62 and Dillon Road abut the western and northern boundaries of the project site, respectively. There are also some parcels scattered northeast of the project site developed as single family residential lots. It should be noted that a parcel of land (APN 668-200-019) between Parcel 3 and Parcel 1 is vacant but entitled by Riverside County Planning Department (PP26164) to be developed as a religious facility. Figure 4 identifies surrounding land uses.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

- 1. Land Use:** The project site currently has a General Plan Foundation Component of Rural and a Land Use designation of Rural Desert. As part of the 2016 General Plan Foundation Amendment Cycle, GPA 1201 would change the project site's General Plan Foundation from Rural (RUR) to Community Development (CD) and to amend its Land Use Designation from Rural Desert, 10 acre minimum (RD) to Light Industrial (LI) on Property "C" and Parcel 1 and to Commercial Retail (CR) on Parcel 3 (Figure 3a).

The LI designation allows for a wide variety of industrial and related uses, including assembly and light manufacturing, repair, and other service facilities, warehousing, distribution centers, and support retail uses. Building intensity ranges from .25 to .6 FAR. The industrial park and self-storage developments are consistent with the intended uses in the LI designation, and would not conflict with any General Plan Land Use policies.

The CR designation allows for the development of commercial retail uses at the neighborhood, community, and regional level, as well as for professional office and tourist-orientated commercial uses. Floor area ratios range from .2 to .35. The motor vehicle fueling station and retail development is consistent with the intended uses in the CR designation and would not conflict with any General Plan Land use policies.

The project site is within the *San Gorgonio Pass Wind Energy Policy Area* of the *Western Coachella Valley Area Plan*. In accordance with the *Western Coachella Valley Area Plan* Policy WCVAP 2.6, which allows for limited commercial and industrial uses where appropriate and consistent with existing residential uses. There are scattered residential uses throughout the general vicinity, however, no residential uses directly adjacent to the project site. The self-storage facility and industrial park include caretakers units that are incidental to each development, and serve only to secure and maintain these developments. Ordinance No. 348 identifies one-family dwellings on the same parcel as industrial or commercial uses as a service/commercial use that is exclusively occupied by the proprietor or caretaker of the use and their immediate families.

The project also will amend the project site's existing zoning from *W-2 Controlled Development Areas* to *C-P-S (Scenic Highway Commercial)* and *M-SC (Manufacturing Service-Commercial)*.

2. **Circulation:** Access to the project site will be provided via six driveways on Worsley Road with every parcel accessible via two of the six driveways. At Parcel 3, the northerly driveway will operate as a right-in/right-out driveway while the southerly driveway will operate as a full-access driveway. At Parcel 1, both driveways will operate as full-access driveways. At Property "C," both driveways will operate as full-access driveways.

The proposed project has been reviewed by the Riverside County Transportation Department. All conditions of approval for the proposed project regarding possible street improvements and/or road dedication would occur in accordance with Riverside County Road Improvement Standards (Ordinance 461). Dillon Road along the project boundary would be improved with concrete curb and gutter and match up asphalt concrete paving, reconstruction, or resurfacing of existing paving as determined by the Riverside County Transportation Department in accordance with County Standard No. 92. Worsley Road would be improved with concrete curb and gutter and match up asphalt concrete paving, reconstruction, or resurfacing of existing paving as determined by the Riverside County Transportation Department in accordance with County Standard No. 93. Additionally, five-foot-wide concrete meandering sidewalks would be constructed within the 21-foot parkways per Standard No. 404.

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 the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) conservation area. The nearest conservation area is located to the west, on the west side of Highway 62, approximately 2,000 feet from the project site. However, the project site is located within a CVMSHCP fee area and therefore would be subject to applicable fees for development of the site. 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 County General Plan as having a moderate susceptibility to liquefaction and susceptibility to subsidence. In accordance with General Plan Policy S 3.8, 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 located within the Special Flood Hazard Area for the 100-year floodplain limits for Garnet Wash. According to the Garnet Wash Master Drainage Plan and West Desert Hot Springs Master Drainage Plan, no structural improvements are proposed for Garnet Wash to alleviate the floodplain. Accordingly, the proposed project shall be conditioned to construct finished floor of new buildings a minimum of 24 inches above the highest adjacent finished surface. Buildings and structures shall be placed away from the property lines to allow for off-site flows to be accepted on-site without deflecting onto adjacent properties. Additionally, the project site drainage pattern shall be perpetuated by constructing buildings and any potential obstructions parallel to the flow path and maintaining a minimum of 50 percent flow-through area throughout the project site.

The project site is not located within a high fire hazard area. Fire department emergency vehicle apparatus access road locations and design shall be in accordance with the

California Fire Code, Riverside County Ordinance 787, and Riverside County Fire Department Standards. Additionally, the project shall incorporate automatic sprinkler systems and private hydrant 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:** The proposed use is commercial and light industrial surrounded primarily by vacant land, a future church, renewable energy facilities across Worsley Road to the east, and sparsely scattered residential uses to the west across Highway 62. A Noise and Vibration Impact Analysis, 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 their proximity to the project site, 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 General Plan Noise Element.
6. **Housing:** The project proposes commercial and light industrial uses but also would include one on-site residence/administrative office within the 10.05-acre Parcel 1. The project site is currently vacant and designated *Rural Desert*, where at residential uses would be allowed at a density of one dwelling unit per ten acres. Therefore, Parcel 1 at 10.05 acres could support the construction of a single-family residence under the existing land use designation and would continue to do so under the proposed *Light Industrial* land use designation for that parcel. Since no housing exists on-site, the project would not displace people or housing.

The jobs-to-housing ratio of the Southern California Associated Governments (SCAG) region is currently 1.25 jobs for every household. 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 1.25 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. Conversely, a "jobs rich" scenario would indicate that additional housing would be needed to fill the available employment vacancies in order to balance the ratio. The 2012 jobs-to-housing ratios for the County and SCAG region are 0.89 and 1.25, respectively.¹ These jobs/housing ratios indicate that the County trends towards a "jobs poor" scenario compared to the SCAG region, and the County has more housing than jobs. Since the project would provide employment opportunities in a sub-region of SCAG that is considered "jobs poor," the project would not create the need for new housing. Therefore, the project would not conflict with any policies of the County General Plan Housing Element.

7. **Air Quality:** The proposed project includes site preparation, grading, and structure construction-related activities that would emit emissions during 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 proposed project is 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

¹ *Demographics & Growth Forecast (Appendix)*. 2016–2040 Southern California Associated Governments Regional Transportation Plan-Sustainable Communities Strategy. Table 11. Adopted April 7, 2016. Additional information is available in Section V.35 (Housing).

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: There are no communities in the immediate vicinity of the project site. A project-specific Air Quality and Greenhouse Gas Analysis (Appendix A1) 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 residential uses in proximity to the project site. Additionally, a site-specific Health Risk Assessment (Appendix A2) for the proposed gasoline station on Parcel 3 indicates operation of the gasoline station would not generate emissions in excess of the screening level criteria established in the SCAQMD Risk Assessment Guidelines. Therefore, the proposed project would not conflict with any policies of the County General Plan Healthy Communities Element.

9. Environmental Justice (After Element is Adopted): As of September 3, 2019, the Environmental Justice Element has not been adopted.

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

C. Foundation Component(s): Rural

D. Land Use Designation(s): Rural Desert

E. Overlay(s), if any: None

F. Policy Area(s), if any: San Geronio Pass Wind Energy Policy Area

G. Adjacent and Surrounding:

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

2. Foundation Component(s): Rural

3. Land Use Designation(s): Rural Desert

4. Overlay(s), if any: None

5. Policy Area(s), if any: San Geronio Pass Wind Energy Policy Area

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: W-2 Controlled Development

J. Proposed Zoning, if any: C-P-S Scenic Highway Commercial and I-P Industrial Park

K. Adjacent and Surrounding Zoning: W-2 Controlled Development to the west, south, and north; and Wind Energy Resource to the east.

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

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.


Signature


Date

Brett Dawson, Project Planner
Printed Name

For Charissa Leach, P.E.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure C-8 "Scenic Highways"

Findings of Fact:

a - b) **Less than Significant Impact.** The proposed project is located adjacent to the east of California State Route 62 (Highway 62), a state-designated scenic highway. The site is currently vacant and is abutted to the east (across Worsley Road) by renewable energy facilities such as a solar farm and large windmills that are visible from Highway 62. The proposed project facilities have been designed with a color schema and mix of materials to purposefully blend in with the surrounding natural environment using lighter color tones such as tans and sandy hues with clay roof tiles and stone perimeter partitions (refer to Figures 5a through 5c). Additionally, the proposed buildings will incorporate 360-degree architecture where all elevations of the building receive equal articulation and design consideration to provide visual appeal and minimize the appearance of large buildings.

The proposed gas station building/convenience store and retail use on Parcel 3 each would be less than 17 feet tall, while the fuel pump canopy would be less than 21 feet tall (Figure 5a). The proposed industrial park buildings on Parcel 1 would be approximately 22 feet tall to the top of the parapets (Figure 5b). The proposed self-storage buildings on Property "C" would be constructed to less than 20 feet tall, while the on-site residence/administrative office would be less than 22 feet tall (Figure 5c). Furthermore, the project would be designed and constructed in accordance with County General Plan Land Use Policy 14.4, which requires all development along a State Scenic Highway to maintain a minimum 50-foot setback from the highway right-of-way (ROW).

Through implementation of project design features that incorporate compatible construction materials, limited structure heights, and 50-foot setbacks which are more than twice as long as the proposed buildings are tall, the proposed project structures would remain substantially shorter than the large

Figure 5a: Parcel 3 Materials, Colors and Elevations

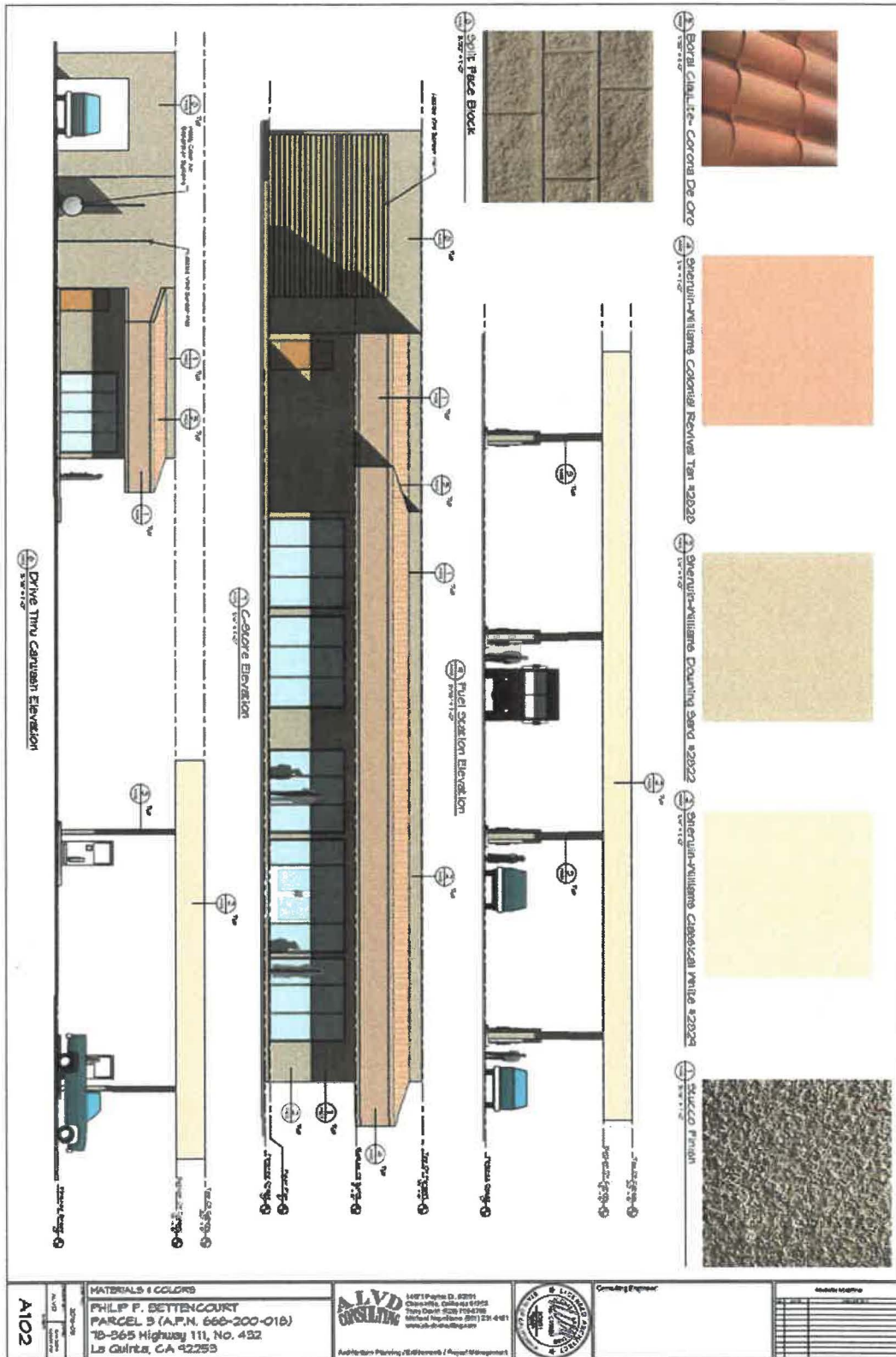
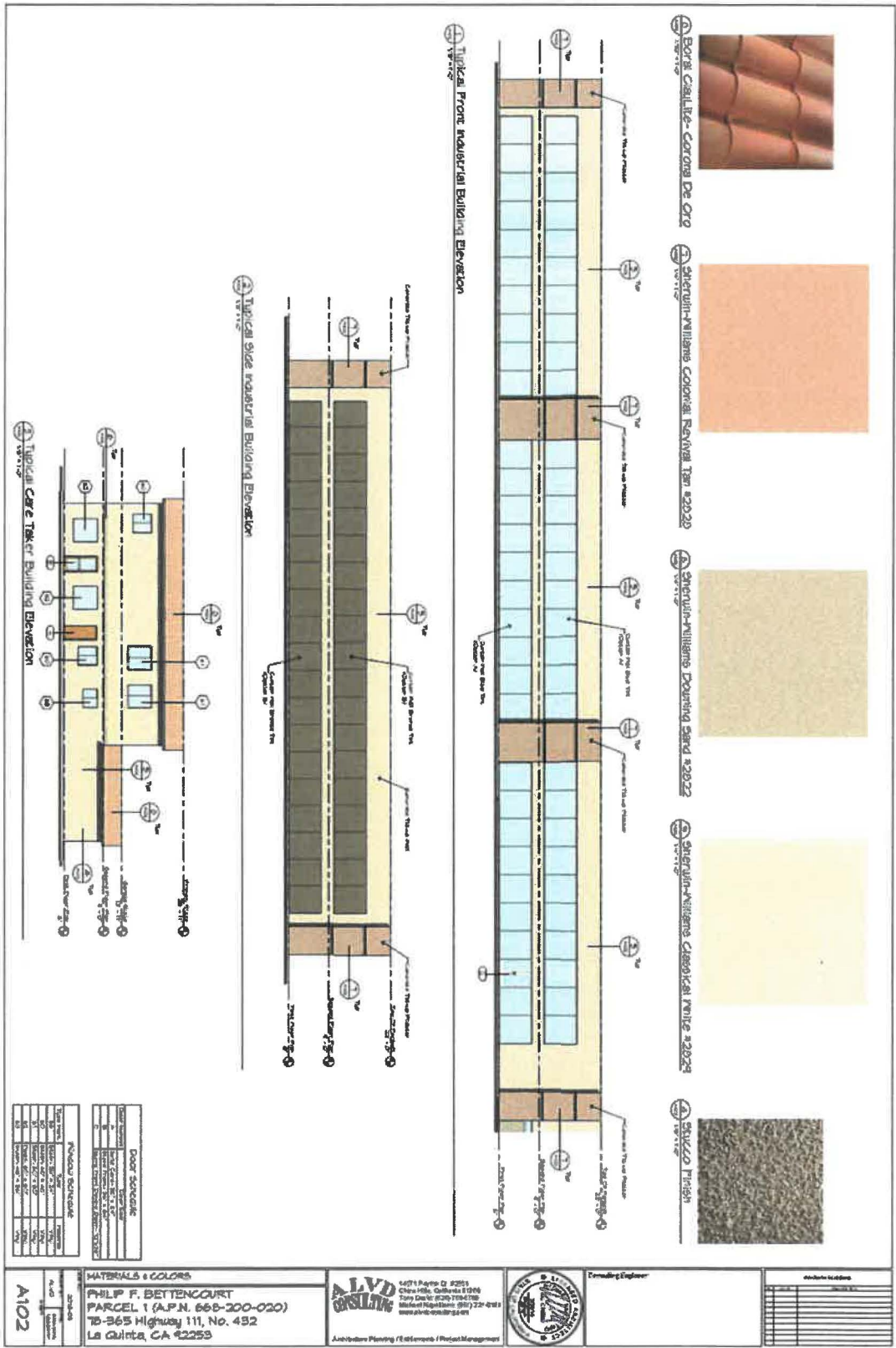


Figure 5b: Parcel 1 Materials, Colors and Elevations



Typical Self Storage Front Building Elevation

Typical Car-Taker Building Elevation

Materials & Colors

Material	Color
Stucco	Stucco
Spill Face Block	Spill Face Block
Sherwin-Williams Downing Sand #2022	Downing Sand #2022
Sherwin-Williams Classical White #2029	Classical White #2029
Sherwin-Williams Colonial Revival Tan #2020	Colonial Revival Tan #2020
Bord Chalite - Corone De Oro	Corone De Oro

Project Information:

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Seal:

ALVO
 SEALING
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 14271 Paces D, 82551

windmills dominating the view shed to the east from Highway 62 and would not create a significant obstruction or imposition to the existing view shed. Impacts will 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?

☐☐☒☐

Source: GIS database, Ord. No. 655 (Regulating Light Pollution)

Findings of Fact:

a) **Less Than Significant Impact.** The project site is located approximately 41.7 miles north of Mt. Palomar Observatory and within Zone B of Ordinance No. 655. Since the project site is undeveloped, the proposed project will 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, compliance with Ordinance No. 655 of the *Riverside County Standards and Guidelines* 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: On-site Inspection, Project Application Materials.

Findings of Fact:

a) **Less Than Significant Impact.** Since the project site is undeveloped, the proposed project will create new sources of light from development and operation of the proposed facilities. The project site is situated generally at the southeast corner of Highway 62 and Dillon Road, and the primary sources of light in the project vicinity are street lights and lights from vehicles along the nearby roadways. Additionally, the large windmills adjacent to the east contain safety lights in accordance with Federal Aviation Administration regulations. The selection of building materials and colors, such as tans and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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sandy hues with clay roof tiles and stone perimeter partitions would be subject to County plan check review in order to reduce the potential for architectural glare. Furthermore, incorporation of project site perimeter and streetscape landscaping would serve to further shield surrounding properties from light and/or glare generated on site. Through compliance with County Ordinance No. 655, 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, as well as selection of building materials that are designed with a color schema and mix of materials to purposefully blend in with the surrounding natural environment, the proposed project would not generate sources of light and/or glare that would be substantial when compared to the existing condition (e.g., Highway 62 and Dillon Road) in the project vicinity. Therefore, impacts from light and glare would be less than significant.

b) Less Than Significant Impact. As stated above, the project site is situated generally at the southeast corner of Highway 62 and Dillon Road, and the primary sources of light in the project vicinity are street lights and lights from vehicles along the nearby roadways. The nearest residential use sensitive to light and/or glare is a single-family home located approximately 700 feet west of Parcel 1 (across Highway 62). Additionally, the Guide Dogs of the Desert dormitories are located approximately 1,149 feet west of the Parcel 3 (across Highway 62) and the Guide Dogs of the Desert training center located approximately 1,362 west of the Parcel 3 (also across Highway 62). The dormitories are assumed to house live-in caretakers for the dogs; therefore, the dormitories are considered residential receptors for purposes of this analysis. Figure 4 identifies surrounding land uses.

Through compliance with County Ordinance No. 655, 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, as well as selection of building materials that are designed with a color schema and mix of materials to purposefully blend in with the surrounding natural environment, the proposed project would not generate sources of light and/or glare that would be substantial when compared to the existing condition (e.g., Highway 62 and Dillon Road) in the project vicinity. Therefore, impacts from light and glare would be less than significant.

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
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure OS-2 "Agricultural Resources;" The California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP); The California Department of Conservation, Riverside County Williamson Act FY 2015/2016 (Sheet 2 of 3); GIS database; and Project Application Materials.

Findings of Fact:

a) No Impact. The California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP) compiles Important Farmland maps pursuant to the provisions of Section 65570 of the California Government Code. These maps utilize data from the United States Department of Agriculture, Natural Resource Conservation Service soil survey and current land use information using eight mapping categories, and they represent an inventory of agricultural resources within Riverside County.

No agricultural operations are located on, adjacent to, or near the proposed project site. The proposed project site is designated by the state as "Other Land" (land not included in any other mapping category). As no Prime or Unique Farmlands or Farmland of Statewide Importance are identified within or adjacent to the proposed project site, no conversion of such farmlands will occur. No impact related to this issue will occur.

b) No Impact. Williamson Act contracts restrict land development of contract lands.² These contracts typically limit land use to agriculture, recreation, and open space, unless otherwise stated in the contract. The project site is located in "Non-Enrolled Land" (land not enrolled in a Williamson Act contract and not mapped by Farmland Mapping and Monitoring Program as Urban and Build-Up Land or Water) and therefore is not subject to a Williamson Act Conservation Contract. The proposed project would not conflict with a Williamson Act contract. No impact will occur.

c) No Impact. The project site is not located within 300 feet of any agriculturally zoned property. Therefore, no impact will occur.

² The Williamson Act is a procedure authorized under State law to preserve agricultural lands as well as open space. Property owners entering into a Williamson Act contract receive a reduction in property taxes in return for agreeing to protect the land's open space or agricultural values.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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d) **No Impact.** No agricultural operations are located on, adjacent to, or near the proposed project. The project site is designated as "Urban and Built-Up land" (land occupied by structures with a building density of at least 1 unit per 1.5 acres or approximately 6 structures to a 10-acre parcel) and it is not subject to a Williamson Act Contract. The project site is located on undeveloped land which includes no previous or anticipated agricultural activity. As no agricultural activities occur or are intended to occur on or in the vicinity of the project site, no impact could result from conversion of farmland to non-agricultural use.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5. Forest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure OS-3a "Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas, and Project Application Materials.

Findings of Fact:

a- c) **No Impact.** No lands within the project site are zoned for forest land, timberland, or Timberland Production. Therefore, development of the project will not result in the loss of forest land or cause other changes in the existing environment which could result in the conversion of forest land to non-forest use. No impacts will 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				
d) Expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: SCAQMD CEQA Air Quality Handbook; Final 2016 Air Quality Management Plan, South Coast Air Quality Management District, March 2016; 2016-2040 Southern California Associated Governments Regional Transportation Plan-Sustainable Communities Strategy, Adopted April 7, 2016; Air Quality and Greenhouse Gas Analysis for the Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, November 2018 (Appendix A1); Health Risk Assessment of the Proposed Gasoline Station Associated with the Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, November 2018 (Appendix A2); Emissions Inventory and Risk Assessment Guidelines for Gasoline Dispensing Stations. South Coast Air Quality Management District. Table 3. January 2007; Chapter 4: Stationary Sources of Air Pollution, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, South Coast Air Quality Management District, May 6, 2005; Traffic Impact Analysis, Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, prepared by LSA, October 2018 (Appendix G).

Findings of Fact:

a) Less Than Significant Impact. The project site is located within the Coachella Valley portion of the Salton Sea Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing the Air Quality Management Plan (AQMP), which has a 20-year horizon for the Basin. The SCAQMD and SCAG must update the AQMP every three years.

The current regional air quality plan is the Final 2016 AQMP adopted by the SCAQMD on March 10, 2017. The Final 2016 AQMP proposes policies and measures currently contemplated by responsible agencies to achieve federal standards for healthful air quality in the portions of the [Salton Sea Air] Basin that are under SCAQMD jurisdiction. The Basin is currently a federal and state nonattainment area for particulate matter less than 10 microns in size (PM₁₀), particulate matter less than 2.5 microns in size (PM_{2.5}), and ozone (O₃).

The Final 2016 AQMP proposes attainment demonstration of the federal PM_{2.5} standards through a more focused control of sulfur oxides (SO_x), directly-emitted PM_{2.5}, nitrogen oxides (NO_x), and volatile organic compounds (VOC). Consistency with the AQMP for the Basin means that a project would be consistent with the goals, objectives, and assumptions in the respective plan to achieve the federal and state air quality standards.

The 2016 AQMP incorporates local General Plan land use assumptions and regional growth projections developed by SCAG to estimate stationary and mobile source emissions associated with projected population and planned land uses. If a new land use is consistent with the local General Plan and the regional growth projections adopted in the 2016 AQMP, then the added emissions are considered to

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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have been evaluated, are contained in the 2016 AQMP, and would not conflict with or obstruct implementation of the regional 2016 AQMP.

The proposed project would consist of commercial and light industrial uses that are not consistent with the existing County General Plan land use designation of *Rural Desert*. The existing zoning is *W-2 Controlled Development*, and the proposed project includes a change in zone classification to *C-P-S (Scenic Highway Commercial) I* and *M-SC (Manufacturing-Service Commercial)*. The County's General Plan is consistent with the SCAG Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency for project development proposals that differ from the land use designation assumed within the Basin's 2016 AQMP is affirmed when a project: (1) does not increase 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 below:

1. The project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established in the SCAQMD's CEQA Air Quality Handbook, as demonstrated in response to Checklist Question V.6.b, below; therefore, the project would not result in an increase in the frequency or severity of any air quality standards violation and will not 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.

The existing and forecast regional vehicle miles traveled (VMT) data are included in the 2016-2040 Southern California Association of Governments Regional Transportation Plan-Sustainable Communities Strategy (RTP/SCS). The entire SCAG region includes about 18.3 million people, approximately 5.9 million homes, and 7.4 million jobs.³ By 2040, the integrated growth forecast projects that these figures will increase by 3.8 million people, with nearly 1.5 million more homes and 2.4 million more jobs. The 2016 RTP/SCS is the region's transportation and sustainability investment strategy for protecting and enhancing the region's quality of life and economic prosperity through this period. The 2016 RTP/SCS is also expected to help California reach its emissions reduction goals, with reductions in per capita transportation emissions of 9 percent by 2020 and 16 percent by 2035. In addition, the 2016 RTP/SCS greenhouse gas (GHG) emissions reduction trajectory shows that more aggressive emissions reductions are projected for 2040. The 2016 RTP/SCS would result in an estimated 8 percent decrease in per capita emissions by 2020, an 18 percent decrease in per capita emissions by 2035, and a 21 percent decrease in per capita emissions by 2040. By meeting and exceeding the Senate Bill (SB) 375 targets for 2020 and 2035, as well as achieving an approximately 21 percent decrease in per capita emissions by 2040, the 2016 RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the State's emission reduction goals.

As detailed in response to Checklist Question V.35.e, the proposed project would generate between 93 and 114 new employees in the County, of which two (2) are expected to be permanent residents at the proposed on-site residence/administrative office on Property "C." The jobs-to-housing ratio of the SCAG region is currently 1.25 jobs for every household. This standard is used because most residents of the region are employed somewhere in the SCAG

³ Demographics & Growth Forecast (Appendix). 2016-2040 Southern California Associated Governments Regional Transportation Plan-Sustainable Communities Strategy. Table 11. Adopted April 7, 2016. Additional information is available in Section V.35 (Housing).

region. A City or sub-region with a jobs-to-housing ratio lower than the overall standard of 1.25 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. Conversely, a “jobs rich” scenario would indicate that additional housing would be needed to fill available employment vacancies in order to balance the ratio and reduce the distance people would have to travel to work. The 2012 jobs-to-housing ratios for the County and SCAG region are 0.89 and 1.25, respectively.⁴ These jobs/housing ratios indicate that the County trends towards a “jobs poor” scenario compared to the SCAG region, and the County has more housing than jobs. 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 jobs-to-housing in the sub-region by providing more localized employment opportunities to residents of the Coachella Valley, Morongo Valley, and San Geronio Pass so that residents would not have to travel as far to work. Accordingly, a balanced jobs-to-housing ratio generally fulfills several key issues and policies of the AQMP through the reduction in regional VMT in order to reduce vehicle emissions.

Significant projects include airports; electrical generating facilities; petroleum and gas refineries; designation of oil drilling districts; water ports; solid waste disposal sites; offshore drilling facilities; a proposed shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space; a proposed commercial office building employing more than 1,000 persons or encompassing more than 250,000 square feet of floor space; or a proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area.⁵ Based on the proposed project application, the project does not qualify as a project of Statewide, Regional, or Areawide Significance. Therefore, the proposed project is not defined as a significant project pursuant to CEQA.

Based on the consistency analysis presented above, the proposed project is consistent with the SCAQMD Final 2016 AQMP. Impacts would be less than significant.

b) Less Than Significant Impact. The SCAQMD's CEQA *Air Quality Handbook* establishes suggested significance thresholds based on the volume of criteria pollutants emitted. According to the *Handbook*, any project in the Basin with daily emissions that exceed any of the following thresholds should be considered as having an individually and cumulatively significant air quality impact:

- 55 lbs. per day of VOC (volatile organic compounds) (75 lbs./day during construction);
- 55 lbs. per day of NO_x (oxides of nitrogen) (100 lbs./day during construction);
- 550 lbs. per day of CO (carbon monoxide) (550 lbs./day during construction);
- 150 lbs. per day of PM₁₀ (particulate matter with a diameter of 10 microns or smaller) (150 lbs./day during construction)
- 55 lbs. per day of PM_{2.5} (particulate matter with a diameter of 2.5 microns or smaller) (55 lbs./day during construction); and
- 150 lbs. per day of SO_x (oxides of sulfur) (150 lbs./day during construction).

Emissions from construction and operation activities were estimated using the California Emissions Estimator Model (CalEEMod) tool (version 2016.3.2) and are summarized in Table C and Table D in

⁴ *Ibid.*

⁵ California Code of Regulations Title 14, Division 6, Chapter 3, Article 13, §15206(b). Projects of Statewide, Regional, or Areawide Significance.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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accordance with the project-specific Air Quality and Greenhouse Gas Analysis for the Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California (Appendix A1).

Construction Emissions. Emissions of criteria pollutants would occur during site preparation and construction. Major sources of emissions include exhaust emissions from construction vehicles and equipment and fugitive dust generated by construction vehicles and equipment traveling over earthen surfaces, as well as by soil disturbances from grading and filling. Grading and construction activities would cause combustion emissions from utility engines, heavy-duty construction vehicles, haul trucks, and vehicles transporting the construction crew. Fugitive dust emissions are generally associated with land clearing, exposure of soils, and cut and fill operations.

Emissions during grading and construction activities would vary as construction activity levels change. For the purposes of analyzing construction emissions, it was estimated that the project will be constructed in five phases as detailed in Table A.

Table A: Tentative Project Construction Schedule

Phase Number	Phase Name	Number of Days
1	Site Preparation	10
2	Grading	35
3	Building Construction	370
4	Paving ¹	20
5	Architectural Coating ¹	20

Source: Table G, *Air Quality and Greenhouse Gas Analysis for the Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California*. LSA, November 2018. (Appendix A1).

¹ The application of paving and architectural coating commences after building construction and is assumed to continue throughout the remaining construction process.

Table B lists the construction equipment anticipated to be used during project construction under each project phase.

Table B: Diesel Construction Equipment Utilized by Construction Phase

Construction Phase	Off-Road Equipment Type	Off-Road Equipment Unit Amount	Hours Used per Day	Horsepower	Load Factor
Site Preparation	Rubber-Tired Dozers	3	8	247	0.40
	Tractors/Loaders/Backhoes	4	8	97	0.37
Grading	Excavators	2	8	158	0.38
	Graders	1	8	187	0.41
	Rubber-Tired Dozers	1	8	247	0.40
	Tractors/Loaders/Backhoes	2	8	97	0.37
	Scrapers	2	8	367	0.48
Building Construction	Cranes	1	7	231	0.29
	Forklifts	3	8	89	0.20
	Generator Sets	1	8	84	0.74
	Tractors/Loaders/Backhoes	3	7	97	0.37

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Table B: Diesel Construction Equipment Utilized by Construction Phase

Construction Phase	Off-Road Equipment Type	Off-Road Equipment Unit Amount	Hours Used per Day	Horsepower	Load Factor
	Welders	1	8	46	0.45
Architectural Coating	Air Compressors	1	6	78	0.48
Paving	Pavers	2	8	130	0.42
	Paving Equipment	2	8	132	0.36
	Rollers	2	8	80	0.38

Source: Table H, *Air Quality and Greenhouse Gas Analysis for the Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California*. LSA, November 2018. (Appendix A1).

The duration of construction activity and associated construction equipment assumptions were entered into the California Emissions Estimator Model (CalEEMod) 2016.3.2. Table C identifies the maximum daily emissions associated with construction activities and indicates no criteria pollutant emission thresholds would be exceeded from construction of the proposed project.

Table C: Estimated Regional Construction Emissions

Construction Phase	Total Regional Pollutant Emissions (lbs/day)							
	VOC	NOx	CO	SOx	Fugitive PM ₁₀	Exhaust PM ₁₀	Fugitive PM _{2.5}	Exhaust PM _{2.5}
Site Preparation	4.46	45.66	23.13	0.04	7.32	2.39	3.94	2.20
Grading	4.87	54.62	34.56	0.07	3.68	2.39	1.48	2.19
Building Construction	3.26	26.73	24.66	0.06	1.90	1.34	0.51	1.26
Paving	1.45	14.13	15.46	0.03	0.23	0.75	0.06	0.69
Architectural Coating	37.06	1.78	2.96	0.01	0.32	0.11	0.08	0.11
Peak Daily	37.06	54.62	34.56	0.07	9.71		6.15	
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00		55.00	
Significant Emissions?	No	No	No	No	No		No	

Source: Table I, *Air Quality and Greenhouse Gas Analysis for the Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California*. LSA, November 2018. (Appendix A1).

CO = carbon monoxide

NOx = nitrogen oxides

PM₁₀ = particulate matter less than 10 microns in size

SOx = sulfur oxides

lbs/day = pounds per day

PM_{2.5} = particulate matter less than 2.5 microns in size

SCAQMD = South Coast Air Quality Management District

VOC = volatile organic compounds

The construction calculations prepared for the project assume that dust control measures (e.g., watering a minimum of three times daily) and emissions reduction measures would be employed to reduce emissions of fugitive dust during site grading pursuant to SCAQMD Rule 403, Rule 431.2, and Best Available Control Measures (BACM). 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. Adherence to SCAQMD Rule 403, Rule 431.2, and implementation of BACM, are standard requirements for any construction activity occurring within the SCAQMD as a matter of regulatory policy. BACM may include, but are not limited to:

- Application of nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (i.e., previously graded areas inactive for 10 days or more).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Watering active sites per applicable requirements detailed in SCAQMD Rule 403. Covering all trucks hauling dirt, sand, soil, or other loose materials, or maintaining at least two (2) feet (0.6 meters) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code (CVC) Section 23114.
- Paving construction access roads at least 100 feet (30 meters) onto the site from the main road.
- Reducing traffic speeds on all unpaved roads to 15 miles per hour or less.
- Utilizing a low-sulfur fuel having a sulfur content of 15 parts per million by weight or less in compliance with the standards specified for low sulfur diesel fuel by SCAQMD Rule 431.2.
- Operators of off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) are required to:
 - Limit vehicle idling to five minutes or less;
 - Register and label vehicles in accordance with the California Air Resources Board (CARB) Diesel Off-Road Online Reporting System;
 - Restrict the inclusion of older vehicles into fleets;
 - Retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits).
- Recycling/reusing at least 50 percent of the construction material (including, but not limited to, soil, mulch, vegetation, concrete, lumber, metal, and cardboard).
- Using "Green Building Materials," such as those materials that are rapidly renewable or resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project, in accordance with CalRecycle regulations.

Through implementation of applicable provisions of SCAQMD Rule 403, Rule 431.2, and implementation of BACM, construction-related activity would not produce regional air emissions in excess of established SCAQMD thresholds, as detailed in Table C.

Operational Emissions. Operational project emissions include vehicular emissions, emissions from use of consumer products, landscape equipment, energy usage, and the generation/disposal of solid waste. Vehicle trip rates and resulting trip generation detailed in the project-specific Traffic Impact Analysis (Appendix G) were used to calculate project operation emissions.⁶ Long-term emissions were calculated for VOC, NOX, CO, SOX, PM₁₀, and PM_{2.5} expected to be generated through operation of the proposed project, as detailed in Table D.

Table D: Operational Emissions from the Proposed Project

Source	Pollutant Emissions, lbs/day					
	VOC	NOx	CO	SOx	PM ₁₀	PM _{2.5}
Area	5.66	<0.01	0.03	0	<0.01	<0.01
Energy	0.14	1.26	1.06	<0.01	0.10	0.10
Mobile	8.68	38.97	78.09	0.25	18.95	5.21
Total Project Emissions	14.48	40.23	79.17	0.25	19.04	5.30

⁶ Vehicle trip rates and resulting trip generation for proposed uses on Parcel 3 assume operation of a 3,107-square foot fast-food restaurant with drive-through window and therefore are based in part on Land Use 934 "Fast-Food Restaurant with Drive-Through Window." Parcel 3 will be developed with retail uses generating fewer vehicle trips than the former use which will correspondingly reduce vehicle emissions. Therefore, the emissions listed in Table D are conservative.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table D: Operational Emissions from the Proposed Project

Source	Pollutant Emissions, lbs/day					
	VOC	NOx	CO	SOx	PM ₁₀	PM _{2.5}
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Significant?	No	No	No	No	No	No

Source: Table K, *Air Quality and Greenhouse Gas Analysis for the Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California*. LSA, November 2018. (Appendix A1). retail use

CO = carbon monoxide
lbs/day = pounds per day

NOx = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SOx = sulfur oxides

VOC = volatile organic compounds

Table D indicates project-related emissions would not exceed the established SCAQMD daily emission thresholds for any criteria pollutants. No significant long-term regional air quality impact would occur.

The proposed project is required to comply with SCAQMD Rules 403 and 431.2, applicable California Code of Regulations, and CalRecycle Sustainable (Green) Building Program regulations, which include implementation of BACM for fugitive dust and construction equipment emissions. Pursuant to Title 13, Section 2449(d)(d) of the California Code of Regulations, operators of off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) are required to limit vehicle idling to five minutes or less. Additionally, at least 50 percent of all construction materials (including, but not limited to, soil, mulch, vegetation, concrete, lumber, metal, and cardboard) shall be recycled/reused, and "green building materials" (e.g., those materials that are rapidly renewable or resource-efficient, and recycled and manufactured in an environmentally friendly way) shall be used for at least 10 percent of the project in accordance with California Department of Resources Recycling and Recovery (CalRecycle) Sustainable (Green) Building Program regulations. Tables C and D demonstrate that, with compliance with applicable regulatory policy designed to reduce emissions, the proposed project would not exceed any SCAQMD threshold during construction or operation. Therefore, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Impacts would be less than significant.

c) Less Than Significant Impact. The cumulative impacts analysis is based on projections in the regional AQMP. As detailed in response to Checklist Question V.6.a, the proposed project is consistent with the overall growth projections of SCAG's 2016 RTP/SCS and would not conflict with or obstruct implementation of the regional AQMP.

No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant impacts to air quality. The SCAQMD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also have a cumulatively considerable contribution to a significant cumulative impact.

Due to the nonattainment status of the Basin, the primary air pollutants of concern would be NOx and VOCs, which are ozone precursors, and PM₁₀ and PM_{2.5}. As detailed in response to Checklist Question V.6.b, long-term emissions were calculated for NOx, VOC, CO, SOx, PM₁₀, and PM_{2.5} expected to be generated through operation of the proposed project. Table D indicates project-related emissions would not exceed the established SCAQMD daily emission thresholds for any criteria pollutants.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Without any exceedance in air quality emissions thresholds, the proposed project would not result in a cumulatively considerable contribution to significant air quality impacts. Long-term cumulative air quality impacts would be less than significant.

d) **Less Than Significant Impact.** Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. The nearest sensitive receptor in proximity to the project site is a single-family home located approximately 700 feet west of Parcel 1 (across Highway 62). Additionally, the Guide Dogs of the Desert dormitories are located approximately 1,149 feet west of the Parcel 3 (across Highway 62) and the Guide Dogs of the Desert training center located approximately 1,362 west of the Parcel 3 (also across Highway 62). For purposes of this analysis, the dormitories are considered sensitive residential receptors. Figure 4 identifies surrounding land uses.

Construction Emissions. Exhaust emissions from construction activities envisioned on site would vary daily as construction activity levels change. The use of construction equipment on-site would result in localized exhaust emissions. Localized Significance Thresholds (LSTs) are developed based upon the size or total area of the emissions source from the construction equipment activities, the ambient air quality levels in each source receptor area (SRA) in which the emission source is located, and the distance to the sensitive receptor. LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and they are developed based on the ambient concentrations of that pollutant for each SRA. For the proposed project, the appropriate SRA for the LST is SRA 30 (Coachella Valley Station).

The SCAQMD LST methodology presents mass emission rates for each SRA, project sizes of 1, 2, and 5 acres, and nearest receptor distances of 82, 164, 328, 656, and 1,640 feet. For project sizes between the values given, or with receptors at distances between the given receptors, the methodology uses linear interpolation to construct new data points within the range of the values given or distances measured in order to determine the thresholds. Based on the SCAQMD recommended methodology and the construction equipment planned, approximately 4 acres would be disturbed on any single day. Therefore, the 4-acre mass emission rates are used for construction emissions. As stated above, the nearest sensitive receptor in proximity to the project site is a single-family home located approximately 700 feet west of Parcel 1 (across Highway 62). Additionally, the Guide Dogs of the Desert dormitories are located approximately 1,149 feet west of the Parcel 3 (across Highway 62) and the Guide Dogs of the Desert training center located approximately 1,362 west of the Parcel 3 (also across Highway 62). Table E details the construction LST analyses of the CalEEMod modeling results and indicates the proposed construction activity would not result in a locally significant air quality impact.

Table E: Summary of Construction Emissions, Localized Significance

Source	Pollutant Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum On-Site Emissions	55	33	9	6
LST Thresholds	522	10,124	111	38
Significant?	No	No	No	No

Source: Table J, *Air Quality and Greenhouse Gas Analysis for the Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California*. LSA, November 2018. (Appendix A1).

SRA: Coachella Valley Station, 4 acres, receptors at 702-foot distance

CO = carbon monoxide

lbs/day = pounds per day

LST = localized significance threshold

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In addition to localized NO₂, CO, PM₁₀, and PM_{2.5} pollutant concentrations, the public's exposure to toxic air contaminants (TACs) is a significant environmental health issue. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter (PM) from diesel-fueled engines (diesel particulate matter [DPM]) associated with heavy equipment operations during grading and trenching activities. Although other, incidental amounts of substances containing TACs, such as oils, solvents, and paints, could be used, these products would comply with all applicable SCAQMD rules for their manufacture and use and would not contribute substantially to overall health risks from TACs.

According to SCAQMD methodology, health effects from carcinogenic TACs are usually described in terms of individual cancer risk. Individual cancer risk is the likelihood that a person exposed to concentrations of TACs over a 30-year residential lifetime will contract cancer, based on the use of standard risk assessment methodology. Construction-related activities would result in short-term emissions of DPM from the off-road heavy-duty diesel equipment exhaust. The greatest potential for DPM emissions associated with construction would be during grading activities. Because the construction schedule estimates that the phases that require the most heavy-duty diesel vehicle usage, such as grading, would last for a much shorter duration (e.g., approximately 2 months), construction of the proposed project would not result in a substantial, long-term (i.e., 30-year) source of TAC emissions. Additionally, the SCAQMD guidance does not require a Health Risk Assessment for short-term construction emissions. It is, therefore, not necessary to evaluate long-term cancer impacts from construction activities that occur over a relatively short duration. In addition, there would be no residual emissions or corresponding individual cancer risk after construction. As a result, construction TAC emissions would have a less than significant impact to local sensitive receptors.

Operational Emissions. CalEEMod was used to calculate localized NO₂, CO, PM₁₀, and PM_{2.5} pollutant concentrations for operational activities, as indicated in Table F. By design, the localized impacts analysis only includes on-site sources; however, the CalEEMod outputs do not separate on-site and off-site emissions for mobile sources. Motor vehicle emissions are estimated based on the average trip length for the proposed project. The average trip length used in the CalEEMod does not break down the portion of the motor vehicle emissions generated on-site. For a worst-case scenario vehicle emission assessment of the mobile source, the emissions shown in Table F include all on-site project-related area sources and 5 percent of the project-related new mobile sources, which is an estimate of the amount of project-related vehicle traffic that will occur on-site. The average round trip lengths assumed are 18.5 miles for commercial-work, 10.10 miles for commercial-commercial, and 7.90 miles for commercial-other types of trips. Since it is unlikely that the average on-site distance driven will be even 1,000 feet, which would be approximately 2 percent of the total miles traveled, the 5 percent assumption for on-site project-related new mobile sources is conservative. Table F indicates that the operational emission rates would not exceed the LSTs for sensitive receptors in the project area.

Table F: Summary of Operational Emissions, Localized Significance

Source	Pollutant Emissions (lbs/day)			
	NOx	CO	PM ₁₀	PM _{2.5}
Maximum On-Site Emissions ¹	2	4	1	0.3
LST Thresholds	522	10,124	32	9.3
Significant?	No	No	No	No

Source: Table L, *Air Quality and Greenhouse Gas Analysis for the Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California*. LSA, November 2018. (Appendix A1).

¹ see Footnote 6 . retail use

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Table F: Summary of Operational Emissions, Localized Significance

Source	Pollutant Emissions (lbs/day)			
	NOx	CO	PM ₁₀	PM _{2.5}

SRA: Coachella Valley Station, 4 acres, receptors at 702-foot distance

CO = carbon monoxide

lbs/day = pounds per day

LST = localized significance threshold

NOx = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

Dispensing gasoline products, as proposed on Parcel 3, has the potential to introduce air toxics (primarily benzene emissions) into the local environment. The SCAQMD regulates these emissions through a permitting process and preparation of a site-specific Health Risk Assessment (HRA) that applies to all service stations within Riverside County. As part of its permitting process, the SCAQMD performs an analysis of potential cancer risk associated with anticipated benzene emissions from individual service stations. If the analysis indicates that the cancer risk at a nearby receptor location (i.e., area where persons reside, work, or attend school—not including streets or sidewalks) is less than one (1) case per million persons, the risk is considered less than significant.

A site-specific HRA technical memorandum (Appendix A2) prepared for the proposed gasoline station on Parcel 3 indicates potential health risks associated with the proposed project are less than significant for sensitive land uses near the project site. The closest sensitive land uses to the proposed gasoline station (Parcel 3) are the Guide Dogs of the Desert dormitory units located approximately 1,149 feet west of the Parcel 3 (across Highway 62) and the Guide Dogs of the Desert training center located approximately 1,362 west of the Parcel 3 (also across Highway 62). The dormitories are assumed to house live-in caretakers for the dogs; therefore, the dormitories are considered a residential land use to ensure a conservative analysis.

The proposed project site is closest to the Palm Springs air monitoring station. Table 3 of the SCAQMD's *Emissions Inventory and Risk Assessment Guidelines for Gasoline Dispensing Stations*⁷ indicates estimated theoretical cancer risks due to prolonged exposure to benzene for residents located in the vicinity of the fueling positions while taking into account existing ambient levels of air pollution for various locations (i.e., Palm Springs air monitoring station). Table 3 indicates that at Palm Springs air monitoring station, the theoretical residential cancer risk for a gasoline service station with one million gallons of throughput per year would be 0.05 in one million for sensitive receptors within 1,149 feet of the fueling positions (location of the closest sensitive receptor). The annual fuel sales at the proposed gasoline station are estimated to be 600,000 gallons per year. Therefore, the theoretical cancer risk at the closest residential uses would be less than 0.05 in one million. The screening tables are based on a 70-year exposure duration, therefore the exposure for a 28-day dormitory stay would result in an even lower risk. The SCAQMD threshold of significance is 10 in one million. Therefore, potential health risks associated with the proposed project are less than significant for sensitive land uses near the project site.

Table 4 of the SCAQMD's *Emissions Inventory and Risk Assessment Guidelines for Gasoline Dispensing Stations*⁸ indicates estimated theoretical cancer risks due to prolonged exposure to benzene for occupational workers located in the vicinity of the fueling positions. This analysis looked at on-site workers exposure rates at 82 feet from fueling positions, which places workers within the proposed convenience store, car wash, retail use, and loading areas of the light industrial development and self-

⁷ *Emissions Inventory and Risk Assessment Guidelines for Gasoline Dispensing Stations*. South Coast Air Quality Management District. Table 3. January 2007.

⁸ *Ibid.* Table 4.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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storage facility associated with the proposed project. Table 4 indicates that at Palm Springs air monitoring station, the theoretical occupational cancer risk for a gasoline service station with one million gallons of throughput per year would be 0.71 in one million for occupational exposure within 82 feet of the fueling positions. Since the annual fuel sales at the proposed gasoline station are estimated to be 600,000 gallons per year, the theoretical cancer risk at the closest commercial uses would be less than 0.71 in one million for employees working in the area. The SCAQMD threshold of significance for cancer risk is 10 in one million. Therefore, potential health risks associated with the proposed project would be less than significant for employees working at the commercial land uses near the project site.

As detailed in Table E, Table F, and the site specific HRA (Appendix A2), project construction and operation emissions would not exceed LST thresholds, and residential cancer risk for a gasoline service station would be below the SCAQMD threshold of 10 in one million. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

e) **No Impact.** According to the SCAQMD Guidance Document,⁹ point source air pollutant emitters consist of a single emission source with an identified location point at a facility. Facilities could have multiple point sources located on site and are usually associated with manufacturing and industrial processes such as boilers, spray booths, or degreasers. The project does not include construction of a sensitive receptor, and the project site is not located within one mile of any point source emitter. Therefore, no impact would occur.

f) **Less Than Significant Impact.** Project construction will generate limited odors over the short term, mainly fumes from gasoline- and diesel-powered construction equipment. These odors would be temporary and not likely to be noticeable beyond the project limits. The painting of buildings or the installation of asphalt paving may also create temporary odors. SCAQMD Rule 1113 outlines standards for paint applications, while Rule 1108 identifies standards regarding the application of asphalt. Adherence to the standards identified in these SCAQMD Rules would reduce temporary odor impacts to a less than significant level.

Land uses generally associated with long-term objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The project includes a self-storage facility; industrial park with professional office uses; and a retail use, gasoline station, and associated convenience store with car wash. The proposed project may generate odors from garbage and green waste collections. However, the odor would cease to occur after garbage and green waste collection trucks remove the wastes from the individual properties each week.

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." Furthermore, SCAQMD Rule 461 - Gasoline Transfer and Dispensing, requires the installation of enhanced vapor recovery systems that would reduce the amount of vapor that would be emitted into the atmosphere by 95 to 98 percent from

⁹ Chapter 4: Stationary Sources of Air Pollution. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. South Coast Air Quality Management District. May 6, 2005.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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levels without such systems. This would further reduce objectionable odors to a level that is 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: GIS database; Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP); Habitat Assessment including MSHCP Consistency Analysis, September 26, 2017 (Appendix B1); Delineation of Waters of the United States and Department of Fish and Wildlife Jurisdictional Habitats, October 4, 2018 (Appendix B2).

Findings of Fact:

a) **Less than Significant with Mitigation Incorporated.** The Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP) requires that a habitat assessment be conducted to address potential

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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impacts to habitat for the burrowing owl and streambed resources. If potential habitat for the burrowing owl and/or selected riparian species is present, focused surveys are required. Accordingly the project was subject to site-specific biological studies, including a Habitat Assessment and MSHCP Consistency Analysis (Appendix B1) and a Delineation of Waters of the United States and Department of Fish and Wildlife Jurisdictional Habitats (Appendix B2).

The project site is not within any conservation area of the MSHCP, and none of the covered species known to occur in the project area was observed on-site during the biological studies. However, the entire project site is within the MSHCP Local Development Mitigation Fee (LDMF) area and is required to pay category fees of \$2,104 per residential unit for developments of 0 to 8 units per acre and \$7,164 per acre for industrial and commercial developments. The payment of LDMF in accordance with the MSHCP is a standard condition of project approval subject to County plan check review in order to ensure consistency with the MSHCP.

Based on biological surveys conducted as part of the Habitat Assessment, burrowing owls have medium potential to occur on the project site even though none were observed during field surveys of 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 within five days 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 Parcel 3 (Assessor's Parcel Number [APN] 668-200-018), Parcel 1 (APN 668-200-020), and Property "C" (APN 668-200-008), as well as any off-site areas subject to ground disturbing activities, and shall include inspection of all rodent burrows within the construction limits. 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 appropriate buffer shall be created in accordance with MSHCP Species Conservation Guidelines. The buffer limits may vary depending on burrow location and burrowing owl sensitivity to human activity and shall be determined by an experienced burrowing owl biologist. Any relocation efforts must be coordinated with the County of Riverside and California Department of Fish and Wildlife. 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 **MM 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 with Mitigation Incorporated. Biological surveys conducted as part of a site-specific Habitat Assessment and MSHCP Consistency Analysis (Appendix B1) did not identify any endangered or threatened species listed under 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). However, there is potential for the project site to support bird species protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711).

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 (1 February to 30 September, 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. Although no endangered or threatened species were identified on-site during biological surveys, some bird species known from habitats immediately adjacent to the project site could inhabit the site any time in the future due to their capacity of flight. Therefore, **Mitigation Measure (MM) BIO-2** is required to ensure impacts to endangered or threatened species listed under state and federal regulations would be less than significant.

MM BIO-2: If grading or construction activities are planned during the bird nesting season (February 1 to September 30), a nesting bird survey shall be conducted no more than three days 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, the nest locations shall be mapped by the biologist. The nesting bird species shall be documented and, to the degree feasible, the nesting stage (e.g., incubation of eggs, feeding of young, or near fledging) determined. Based on the species present and surrounding habitat, a no-disturbance buffer shall be established around each active nest. The buffer shall be identified by a qualified biologist and confirmed by the County of Riverside; non-raptor bird species nests shall be buffered up to 300 feet, while raptor nests shall be buffered up to 500 feet. 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 **MM BIO-2**, 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 reduced to less than significant levels.

c) **Less than Significant with Mitigation Incorporated.** Sensitive vegetation communities in the project vicinity include Desert Fan Palm Oasis Woodland, Mesquite Bosque, Mojave Riparian Forest, and Southern Riparian Forest. However, none of these sensitive vegetation communities are present on the project site, and no state or federal listed plant species will be impacted by the proposed project.¹⁰ Anticipated impacts to most wildlife species would be relatively minor since most of the potentially impacted species are common, the project site is already disturbed by human activities, and the

¹⁰ *Habitat Assessment including MSHCP Consistency Analysis*. Gonzales Environmental Consulting, LLC. Page 96. September 26, 2017 (Appendix B1).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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candidate/sensitive/special-status species with potential to occur on-site are expected to do so only as rare or occasional visitors based on under current project site conditions.

The burrowing owl is a state species of special concern. It is a resident of larger agricultural fields, grasslands, and desert over much of the region in which the project is located, typically residing in rodent burrows and berms. As stated in response to Checklist Question V.7.a, above, burrowing owls have medium potential to occur on the project site even though none were observed during field surveys of the project site. Therefore, **MM BIO-1** is required to ensure impacts to burrowing owls would be less than significant. Additionally, **MM BIO-2** is required to ensure impacts to bird species known from habitats immediately adjacent to the project site would be less than significant.

In general, indirect impacts to vegetation communities and wildlife through habitat modification primarily result from adverse "edge effects," either short-term indirect impacts related to construction or long-term, chronic indirect impacts associated with the location of development in proximity to biological resources within natural open space. Short-term indirect impacts that may potentially result from any project construction include dust production, which could affect plant growth and insect activity; noise, which could disrupt wildlife communication, including bird breeding behavior; lighting, which could disrupt behavior of nocturnal reptiles, mammals, and raptors; sedimentation, siltation, and erosion, which could affect water quality of onsite streams; and pollutant runoff, including chemicals used during construction and machinery maintenance, which could contaminate soil and water.

The project would be subject to SCAQMD Rule 403 to suppress fugitive dust during construction activities. Noise generated by the proposed project would include temporary construction noise and permanent ambient noise during operation of the proposed uses. However, construction noise would be temporary and would cause the more mobile wildlife species, such as birds and larger mammals that utilize the affected area, to flee during clearing activities to adjacent areas. Additionally, the project site is adjacent to Highway 62 and Dillon Road, and operation of the proposed project would generate noise primarily from motorized vehicles commensurate with the existing condition adjacent to the project site. Incorporation of project site perimeter and streetscape landscaping would serve to shield surrounding properties from light and/or glare generated on-site, and compliance with County Ordinance No. 655, 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, would ensure the proposed project would not generate sources of light and/or glare that would be substantial when compared to the existing condition (e.g., Highway 62 and Dillon Road) in the project vicinity. Finally, the project would be subject to National Pollutant Discharge Elimination System (NPDES) regulations, which require preparation of a Storm Water Pollution Prevention Plan (SWPPP) and incorporation of Low Impact Development (LID) Best Management Practices (BMPs) to ensure storm water runoff volumes upon completion of the project do not exceed storm water runoff volumes of the preconstruction condition. Collectively, these regional, state, and federal regulations safeguard adjacent undeveloped properties from adverse "edge effects" which could result from construction and operation of the proposed project.

Through implementation of **MM BIO-1** and **MM-BIO-2**, as well as compliance with regional, state, and federal regulations, substantial adverse effects on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service would be reduced to less than significant levels.

d) Less than Significant with Mitigation Incorporated. The project site provides medium-quality wildlife habitat that supports limited travel routes for wildlife movement. Portions of the project site are utilized for local movement by resident wildlife, primarily birds. Biological surveys of the project site did

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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not detect bedding areas, or caves which could be used as dens for smaller and larger mammals; however, burrows and wildlife trails being utilized by cottontails, ground squirrels and coyotes were detected.

The project site provides marginal connectivity. Land clearing and altering of native vegetation have compromised the integrity of the wildlife dispersion corridors on the project site and adjacent properties. Birds, due to their movement capabilities, are able to disperse via the existing vegetation on the project site. The site provides seasonal foraging and nesting areas for them. Other wildlife is limited by fragmentation of cover, frequent human activities, and physical barriers such as Highway 62. Therefore, wildlife is not likely to use the majority of the project site as a wildlife corridor.

The on-site drainage proceeds through Parcel 1 from the northwest to the southeast and could be used by wildlife as a corridor. The project design incorporates the drainage and maintains its natural flow pattern and corridor through maintenance of the natural desert landscape in the northeast portion of Parcel 1 along the drainage corridor. Therefore, the project would not preclude the exiting on-site drainage from continuing to provide a wildlife movement corridor though the project site. Through implementation of **MM BIO-2**, which would protect migratory birds, the project would not 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. Impacts would be reduced to less than significant levels.

e and f) **Less than Significant with Mitigation Incorporated.** Sensitive vegetation communities in the project vicinity include Desert Fan Palm Oasis Woodland, Mesquite Bosque, Mojave Riparian Forest, and Southern Riparian Forest. However, none of these sensitive vegetation communities are present on the project site. A Delineation of Waters of the United States and Department of Fish and Wildlife Jurisdictional Habitats (Appendix B2) prepared for Parcel 1 (APN: 668-200-020) indicates approximately 0.396 acre (660 linear feet) of desert dry wash (streambed) and approximately 0.081 acre (660 linear feet) of non-wetland Waters of the United States (U.S.) occur within the northeast portion of Parcel 1. Accordingly, the project proponent designed the proposed 107,335-square foot industrial park on Parcel 1 to avoid the desert dry wash along the northern frontage of the development, as detailed in Figure 7 and Appendix E2, and a channel/box culvert along the existing flow line beneath Worsley Road would be constructed as part of the roadway improvements to prevent any increase in the upstream high-water elevation above a pre-established Base Flood Elevation.

The proposed improvements along Worsley Road would require dedication of approximately 24 feet of ROW along the project's eastern frontage to install approximately 16 feet of landscaping, 5 feet of sidewalk, and 3 feet of curb, gutter, and/or roadway over the streambed for a distance of approximately 50 feet. As as detailed in **Mitigation Measure (MM) BIO-3**, disturbance(s) within the streambed would be subject to applicable and appropriate provisions of a Streambed Alteration Agreement (Section 1602 of the California Fish and Game Code), and/or Section 404 and 401 permits under the Federal Clean Water Act as administered by the United States Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB)..

MM BIO-3: Prior to the issuance of any grading permit for for development on Parcel 1, the project applicant shall provide to the County of Riverside evidence that a Streambed Alteration Agreement permit under Section 1602 of the California Fish and Game Code from the California Department of Fish and Wildlife (CDFW); Federal Clean Water Act Section 404 permit and/or an Approved Jurisdictional Determination from the United States Army Corps of Engineers (USACE); and a

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Federal Clean Water Act Section 401 permit from the Regional Water Quality Control Board (RWQCB) have been obtained.

The project applicant shall provide evidence to the County of Riverside that all appropriate and applicable permit requirements identified by the CDFW, USACE and/or RWQCB have been satisfied prior to the issuance for any grading permit for development on Parcel 1.

With implementation of **MM BIO-3**, impacts related to jurisdictional features would be reduced to less than significant levels.

g) Less than Significant with Mitigation Incorporated. In accordance with the Coachella Valley MSHCP, the project was subject to site-specific biological studies, including a Habitat Assessment and MSHCP Consistency Analysis (Appendix B1) and a Delineation of Waters of the United States and Department of Fish and Wildlife Jurisdictional Habitats (Appendix B2) to address potential impacts to habitat for the burrowing owl and streambed resources. Burrowing owls have medium potential to occur on the project site even though none were observed during field surveys of the project site. Therefore, **MM BIO-1** is required to ensure consistency with the provisions of the MSHCP. Additionally, there is potential for the project site to support bird species protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711), so **MM BIO-2** is required to ensure impacts to endangered or threatened species listed under state and federal regulations would be less than significant.

A Delineation of Waters of the United States and Department of Fish and Wildlife Jurisdictional Habitats (Appendix B2) prepared for Parcel 1 (APN: 668-200-020) indicates approximately 0.396 acre (660 linear feet) of desert dry wash (streambed) and approximately 0.081 acre (660 linear feet) of non-wetland Waters of the U.S. occur within the northeast portion of Parcel 1. The proposed improvements along Worsley Road would require dedication of approximately 24 feet of ROW along the project's eastern frontage to install approximately 16 feet of landscaping, 5 feet of sidewalk, and 3 feet of curb, gutter, and/or roadway over the streambed for a distance of approximately 50 feet. As detailed in the response to Checklist Question 7d, the project would be subject to appropriate permit provisions for potential impacts to the streambed through implementation of **MM BIO-3**.

The project site is not within any conservation area of the MSHCP, and none of the covered species modeled to occur in the project area was observed on-site during the biological studies. However, the entire project site is within the MSHCP Local Development Mitigation Fee (LDMF) area and is required to pay category fees of \$2,104 per residential unit for developments of 0 to 8 units per acre and \$7,164 per acre for industrial and commercial developments. The payment of LDMF in accordance with the MSHCP is a standard condition of project approval subject to County plan check review in order to ensure consistency with the MSHCP.

There are no oak trees or other trees of special concern on site, and the project is designed to be consistent with the MSHCP, County General Plan Policies for protection of biological resources, and all other guidelines and regulations applicable to the project site through implementation of mitigation.

Mitigation:

- MM BIO-1:** A pre-construction survey for burrowing owl shall be conducted within five (5) days 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, including all

rodent burrows. 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 an appropriate buffer shall be created and monitored by an experienced burrowing owl biologist in accordance with MSHCP Species Conservation Guidelines. The buffer limits may vary depending on burrow location and burrowing owl sensitivity to human activity and shall be determined by an experienced burrowing owl biologist. Any relocation efforts must be coordinated with the County of Riverside and California Department of Fish and Wildlife (CDFW).

- MM BIO-2:** If grading or construction activities are planned during the bird nesting season (February 1 to September 30), a nesting bird survey shall be conducted no more than three days 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, the nest locations shall be mapped by the biologist. The nesting bird species shall be documented and, to the degree feasible, the nesting stage (e.g., incubation of eggs, feeding of young, or near fledging) determined. Based on the species present and surrounding habitat, a no-disturbance buffer shall be established around each active nest. The buffer shall be identified by a qualified biologist and confirmed by the County of Riverside; non-raptor bird species nests shall be buffered up to 300 feet, while raptor nests shall be buffered up to 500 feet. 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.

- MM BIO-3:** Prior to the issuance of any grading permit for for development on Parcel 1, the project applicant shall provide to the County of Riverside evidence that a Streambed Alteration Agreement permit under Section 1602 of the California Fish and Game Code from the California Department of Fish and Wildlife (CDFW); Federal Clean Water Act Section 404 permit and/or an Approved Jurisdictional Determination from the United States Army Corps of Engineers (USACE); and a Federal Clean Water Act Section 401 permit from the Regional Water Quality Control Board (RWQCB) have been obtained.

The project applicant shall provide evidence to the County of Riverside that all appropriate and applicable permit requirements identified by the CDFW, USACE and/or RWQCB have been satisfied prior to the issuance for any grading permit for development on Parcel 1.

Monitoring: Monitoring for Mitigation Measures BIO-1 through BIO-3 shall be subject to the timing detailed in the project-specific Mitigation Monitoring and Reporting Plan (Appendix H).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
CULTURAL RESOURCES Would the project				
8. Historic Resources				
a) Alter or destroy an historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: A Phase I Cultural Resources Assessment of a 22.56-Acre Change of Zone Project Site Located Southwest of the Intersection of Dillon and Worsley Roads, near Desert Hot Springs, Riverside County, June 2018 (Appendix C).

Findings of Fact:

a and b) **Less Than Significant Impact.** 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]).

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.

CEQA Guidelines do not preclude identification of historical resources as defined in Public Resources Code Sections 5020.1(j) or 5024.1. Pursuant to *State CEQA Guidelines* Section 15064.5[c][4], if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study, but they need not be considered further in the CEQA process.

The project site is currently vacant and subject to human disturbances such as off-road vehicle use and illegal dumping. No improvements exist on the project site. A cultural resources records search, review

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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of historic period aerials and maps, and an intensive pedestrian field survey were conducted as part of the Cultural Resources Assessment (Appendix C) for the project.

The cultural resources records search was conducted at the Eastern Information Center (EIC) on May 8, 2017. Data from the EIC indicate 10 cultural resource studies were previously conducted within one mile of the project site, none of which included the project site. The records search also indicated no cultural resources have been recorded within the project site, but 23 historic-era resources, including the ruins of a 1920s-1940s homestead and 10 historic-era isolates, have been documented within one mile of the project site. The vast majority of the historic-era resources consist of can/debris scatters of varying sizes not associated with dwellings.

On December 15, 2017, an intensive pedestrian survey of the entire project site was conducted to identify any potentially significant cultural resources situated within the boundaries of the project site. The various small boulders were checked for signs of milling features and rock art. The erosion gullies also were closely examined for any signs of buried cultural resources. The records search and intensive pedestrian survey yielded negative results for the project site. No historic-era cultural resources were identified on-site, so 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. Monitoring of future earth-disturbing activities connected with development of the property is not warranted or recommended, as the potential for encountering buried historic-era sites is considered very low. Pursuant to *State CEQA Guidelines*, Title 14, Chapter 3, Section 15064.5(f), all construction work shall be halted in the event that any cultural resources are encountered during construction, and a Secretary of Interior Standards qualified archaeologist shall be consulted to determine the appropriate treatment of the discovery. Through compliance with *State CEQA Guidelines*, Title 14, Chapter 3, Section 15064.5, impacts to historic sites or historical resources as defined by CEQA would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

9. Archaeological Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Alter or destroy an archaeological site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: A Phase I Cultural Resources Assessment of a 22.56-Acre Change of Zone Project Site Located Southwest of the Intersection of Dillon and Worsley Roads, near Desert Hot Springs, Riverside County, June 2018 (Appendix C).

Findings of Fact:

a and b) **Less Than Significant Impact.** As stated in response to Checklist Question V.8 above, the project site is currently vacant and subject to disturbances such as off-road vehicle use and illegal

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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dumping. No improvements exist on the project site. 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 Cultural Resources Assessment (Appendix C) for the project.

Data from the EIC indicate 10 cultural resource studies were previously conducted within one mile of the project site, none of which included the project site. The records search also indicated no archaeological resources have been recorded within the project site, but six archaeological resources comprised of two sparse lithic scatters, two milling features, and two prehistoric lithic isolates, have been documented within one mile of the project site.

On December 15, 2017, an intensive pedestrian survey of the entire project site was conducted to identify any potentially significant cultural resources situated within the boundaries of the project site. The various small boulders were checked for signs of milling features and rock art. The erosion gullies also were closely examined for any signs of buried archaeological resources. The records search and intensive pedestrian survey yielded negative results for the project site. No archaeological resources were identified on-site, so 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. Monitoring of future earth-disturbing activities connected with development of the property is not warranted or recommended, as the potential for encountering buried archaeological sites is considered very low. Pursuant to *State CEQA Guidelines*, Title 14, Chapter 3, Section 15064.5(f), all construction work shall be halted in the event that any cultural resources are encountered during construction, and a Secretary of Interior Standards qualified archaeologist shall be consulted to determine the appropriate treatment of the discovery. Through compliance with *State CEQA Guidelines*, Title 14, Chapter 3, Section 15064.5, impacts to archaeological resources as defined by CEQA would be less than significant.

c) Less Than Significant Impact. Consistent with the requirements of *State CEQA Guidelines*, Title 14, Chapter 3, Section 15064.5(e), if human remains are encountered, work in the vicinity of the encounter and in any nearby area reasonably suspected to overlie adjacent human remains shall be redirected, and the Riverside County Coroner shall be notified immediately. State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the NAHC, which shall determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Consistent with *State CEQA Guidelines* Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the County shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. Compliance with these provisions is required of all development projects in the County as a matter of regulatory policy in accordance with state law and would ensure that any potential impacts to unknown buried human remains would be less than significant.

d) No Impact. A Sacred Lands File search for the project site and vicinity was requested on July 12, 2017 with the NAHC. The search was conducted on July 13, 2017, and the results of the search indicated that no Native American traditional cultural places have been recorded within the project site or immediate vicinity. The NAHC also provided a list of both individual and Native American groups for further correspondence.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In order to learn more about the potential archaeological sensitivity of the project site and vicinity, letters of inquiry were sent to Native American individuals and groups included on the NAHC consultation list on October 22, 2017. To date, no responses have been received. Therefore, in conjunction with the negative results of the records search and intensive pedestrian survey of the project site, it is reasonable to conclude there are no existing religious or sacred uses within the potential impact area of the project. No impact would occur to existing religious or sacred uses.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project

10. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?				
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Riverside County General Plan Figure S-2 "Earthquake Fault Study Zones;" GIS database; Preliminary Geotechnical Interpretive Report, Property "C" (APN: 668-200-008), Parcel 1 (APN: 668-200-020), and Parcel 3 (APN: 668-200-018), Located East of Twenty-Nine Palms Highway on the Southwest Corner of Dillon Road and Worsley Road, City of Desert Hot Springs, Riverside County, California, April 10, 2018 (Appendix D).

Findings of Fact:

a and b) **Less Than Significant Impact.** No active faults are known to underlie the project site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone as established by the State of California to restrict the construction of new habitable structures across identifiable traces of known active faults.¹¹ Therefore, the potential for surface rupture to adversely impact the proposed structures is very low to remote.

All future construction and development within the project site would be required to comply with applicable provisions of the 2016 California Building Code (CBC). Pursuant to California Code of Regulations, Title 24, Part 2, the CBC establishes minimum standards for building design in the state, and it is consistent with or more stringent than Uniform Building Code requirements. Local codes are permitted to be more restrictive than Title 24, but are required to be no less restrictive. The CBC is designed and implemented to improve building safety, sustainability, and consistency, and to integrate new technology and construction methods to construction projects throughout California.

Chapter 16 of the CBC regards General Design Requirements, including regulations governing seismically resistant construction (Chapter 16, Division IV) and construction to protect people and

¹¹ Preliminary Geotechnical Interpretive Report, Property "C" (APN: 668-200-008), Parcel 1 (APN: 668-200-020), and Parcel 3 (APN: 668-200-018), Located East of Twenty-Nine Palms Highway on the Southwest Corner of Dillon Road and Worsley Road, City of Desert Hot Springs, Riverside County, California. Earth Strata Geotechnical Services. Page 4. April 10, 2018 (Appendix D).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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property from hazards associated with excavation cave-ins and falling debris or construction materials. Chapter 18 and Chapter 33 regard site demolition, excavations, foundations, retaining walls, and grading, including requirements for seismically resistant design, foundation investigations, stable cut and fill slopes, and drainage and erosion control. The procedures and limitations for the design of structures are based on-site characteristics, occupancy type, configuration, structural system height, and seismic zoning. Construction activities are subject to occupational safety standards for excavation, shoring, and trenching as specified in California Occupational Safety and Health Administration regulations (California Code of Regulations, Title 8).

State law requires the design and construction of new structures comply with current CBC requirements which address general geologic, seismic (including ground shaking), and soil constraints for new buildings. Accordingly, the project-specific Geotechnical Interpretive Report details proper engineering design and construction recommendations to be implemented through development of the proposed project as **Standard Condition of Approval GEO-1** in conformance with the 2016 CBC. Implementation of **Standard Condition of Approval GEO-1** would ensure that impacts related to strong seismic ground shaking would be less than significant.

Standard Condition of Approval: No mitigation is required; however, the following Standard Condition of Approval is a regulatory requirement that would be implemented to ensure impacts related to fault rupture and/or strong seismic ground shaking remain less than significant.

Standard Condition of Approval GEO-1: Prior to the approval of grading and/or building permits, the applicant shall provide evidence to the County of Riverside for review and approval that on-site structures, features, and facilities have been designed and will be constructed in conformance with applicable provisions of the 2016 California Building Code and the recommendations cited in the project-specific Geotechnical Interpretive Report. Geotechnical recommendations include, but are not limited to, the following:

- Vegetation including trees, grasses, weeds, brush, shrubs, and any other debris must be stripped from the areas to be graded and properly disposed of off site.
- For each area to receive compacted fill, the removal of low density, compressible earth materials such as upper alluvial materials must continue until firm, competent alluvium is encountered.
- Remedial grading must extend beyond the perimeter of the proposed structures a horizontal distance equal to the depth of excavation or a minimum of five feet.
- The anticipated removal depths for Property "C" should vary from three to five feet below existing grade in the building pad areas and from two to four feet in the proposed parking lot areas. The anticipated removal depths for Parcel 1 should vary from three to five feet below existing grade. The anticipated removal depths in Parcel 3 should vary from five to seven feet below existing grade in the building pad areas and from two to four feet in the proposed parking lot areas.
- Verification testing must be performed upon completion of ground improvements to confirm that the compressible soils have been sufficiently densified.

This condition shall be implemented to the satisfaction of the Director of the County of Riverside Public Works Department or designee.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Proper engineering design and construction in conformance with the 2016 CBC standards and project-specific geotechnical recommendations (**Standard Condition of Approval GEO-1**) would ensure potential impacts from fault rupture and/or strong seismic ground shaking would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No Monitoring is required

11. Liquefaction Potential Zone

a) Be subject to seismic-related ground failure, including liquefaction?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan Figure S-3 "Generalized Liquefaction;" Preliminary Geotechnical Interpretive Report, Property "C" (APN: 668-200-008), Parcel 1 (APN: 668-200-020), and Parcel 3 (APN: 668-200-018), Located East of Twenty-Nine Palms Highway on the Southwest Corner of Dillon Road and Worsley Road, City of Desert Hot Springs, Riverside County, California (Appendix D).

Findings of Fact:

a) Liquefaction is a phenomenon that occurs when strong earthquake shaking causes soils to collapse from a sudden loss of cohesion and undergo a transformation from a solid to a liquefied state. The project site is located in an area identified as having low liquefaction susceptibility, largely due to the relatively deep groundwater level at a depth greater than 100 feet below surface.¹² Proper engineering design and construction in conformance with the 2016 CBC standards and project-specific geotechnical recommendations (**Standard Condition of Approval GEO-1**) would ensure potential for earthquake induced liquefaction and lateral spreading beneath the proposed structures would be very low to remote due to the recommended compacted fill, relatively low groundwater level, and the dense nature of the deeper onsite earth materials. Potential impacts from seismic-related ground failure, including liquefaction would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No Monitoring is required

12. Ground-shaking Zone

a) Be subject to strong seismic ground shaking?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan Figure S-4 "Earthquake-Induced Slope Instability Map;" Figures S-13 through S-21 (showing General Ground Shaking Risk); Preliminary Geotechnical Interpretive Report, Property "C" (APN: 668-200-008), Parcel 1 (APN: 668-200-020), and Parcel 3 (APN: 668-200-018), Located East of Twenty-Nine Palms Highway on the Southwest Corner of Dillon Road and Worsley Road, City of Desert Hot Springs, Riverside County, California, April 10, 2018 (Appendix D).

Findings of Fact:

a) **Less Than Significant Impact.** Like all of southern California, the project site has and will continue to be subject to ground shaking generated from activity on local and regional faults. Site seismic

¹² Ibid. Page 13.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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characteristics were evaluated per the guidelines set forth in Chapter 16, Section 1613 of the 2016 CBC, as detailed in the project-specific Geotechnical Interpretive Report conducted for the project site (Appendix D). The San Andreas fault, with an approximate source-to-site distance of 0.58 miles, is the closest known active fault anticipated to produce the highest ground accelerations, with an anticipated maximum modal magnitude of 6.7.¹³

Proper engineering design and construction in conformance with the 2016 CBC standards, as detailed in response to Checklist Question V.10, and project-specific geotechnical recommendations (**Standard Condition of Approval GEO-1**) would ensure potential impacts from strong seismic ground shaking would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No Monitoring is required

13. 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: On-site Inspection; Riverside County General Plan Figure S-5 "Regions Underlain by Steep Slope;" Preliminary Geotechnical Interpretive Report, Property "C" (APN: 668-200-008), Parcel 1 (APN: 668-200-020), and Parcel 3 (APN: 668-200-018), Located East of Twenty-Nine Palms Highway on the Southwest Corner of Dillon Road and Worsley Road, City of Desert Hot Springs, Riverside County, California, April 10, 2018 (Appendix D).

Findings of Fact:

a) **Less Than Significant Impact.** The proposed project is not located adjacent to or near any geographical feature that would be susceptible to landslides.¹⁴ The project site is relatively flat and exhibits a southeasterly gradient. Landslide debris was not observed during subsurface exploration of the project site, and no ancient or contemporaneous landslides are known to exist on or in the vicinity of the site. Geologic mapping of the site conducted as part of the geotechnical investigation reveals no geomorphic expressions indicative of landsliding. Because the proposed project is not located within close proximity of any geographical feature that would be susceptible to producing landslides and because the project site is relatively flat, the potential for landslides near or on the project site is low. Therefore, impacts associated with landslides would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

14. 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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¹³ Ibid. Page 4.

¹⁴ Ibid. Page 7.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: Riverside County General Plan Figure S-7 "Documented Subsidence Areas Map;" Preliminary Geotechnical Interpretive Report, Property "C" (APN: 668-200-008), Parcel 1 (APN: 668-200-020), and Parcel 3 (APN: 668-200-018), Located East of Twenty-Nine Palms Highway on the Southwest Corner of Dillon Road and Worsley Road, City of Desert Hot Springs, Riverside County, California, April 10, 2018 (Appendix D).

Findings of Fact:

a)) **Less Than Significant Impact.** Ground subsidence is typically a gradual settling or sinking of the ground surface with little or no horizontal movement, although fissures (cracks and separations) can result from lowering of the ground surface. Most of the damage caused by subsidence is the result of oil, gas, or groundwater extraction from below the ground surface. Ground subsidence may occur as a response to natural forces such as earthquake movements, which can cause abrupt elevation changes of several feet or densification of low density granular soils during an earthquake event that may cause several inches of settlement.

According to the project-specific Geotechnical Interpretive Report (Appendix D), subsidence due to earthwork operations is expected to be negligible, on the order of 0.01 foot, and allowance in the earthwork volumes budget should be made for an estimated 10 to 15 percent reduction in volume of on-site alluvial soils. Since the effective shrinkage of on-site soils will depend primarily on the type of compaction equipment and method of compaction used on-site by the contractor and accuracy of the topographic survey, the project is required to implement **Standard Condition of Approval GEO-1 (70-Verification Testing)** pursuant to the 2016 CBC to ensure remedial earthwork and/or ground improvement will provide a sufficient layer of engineered fill or densified soil beneath the structural footings/foundations, as well as proper surface drainage devices and erosion control. Pursuant to **Standard Condition of Approval GEO-1 (70-Verification Testing)**, verification testing must be performed upon completion of ground improvements to confirm that the compressible soils have been sufficiently densified, which would ensure impacts from ground subsidence would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No Monitoring is required

15. Other Geologic Hazards

- a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?

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Source: On-site Inspection; Project Application Materials; Preliminary Geotechnical Interpretive Report, Property "C" (APN: 668-200-008), Parcel 1 (APN: 668-200-020), and Parcel 3 (APN: 668-200-018), Located East of Twenty-Nine Palms Highway on the Southwest Corner of Dillon Road and Worsley Road, City of Desert Hot Springs, Riverside County, California, April 10, 2018 (Appendix D); Volcano Hazard Program, Salton Buttes, United States Geological Survey, November 5, 2015, https://volcanoes.usgs.gov/volcanoes/salton_buttles/ (Accessed January 3, 2019).

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 the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Whitewater River, located approximately 1.6 miles south and down gradient of the project site. Therefore, seiche-related flooding is not anticipated to occur on-site. The project site is fairly level and is not susceptible to mudslides.

The Salton Buttes is a group of fumarolic¹⁵ volcanoes on the southeast side of the Salton Sea approximately 70 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.¹⁶ However, due to the substantial distance between the project site and the Salton Buttes (70 miles), impacts from potential future eruptions would be less than significant. Therefore, the project site would have less than significant impacts from seiche, mudflows, or volcanic hazards.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

16. Slopes				
a) Change topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riv. Co. 800-Scale Slope Maps; Project Application Materials; Preliminary Geotechnical Interpretive Report, Property "C" (APN: 668-200-008), Parcel 1 (APN: 668-200-020), and Parcel 3 (APN: 668-200-018), Located East of Twenty-Nine Palms Highway on the Southwest Corner of Dillon Road and Worsley Road, City of Desert Hot Springs, Riverside County, California, April 10, 2018 (Appendix D); Appendix H-Private Sewage Disposal Systems, 2016 California Plumbing Code, <https://up.codes/viewer/california/ca-plumbing-code-2016/chapter/H/private-sewage-disposal-systems#H>, (Accessed December 14, 2018).

Findings of Fact:

a) Less Than Significant Impact. The project site is relatively flat with a southeasterly gradient. Development of the project would require rough grading and finished pad construction in accordance with the 2016 CBC and **Standard Condition of Approval GEO-1 (70-Verification Testing)**. The proposed project would be conditioned to construct the finished floor of new buildings a minimum of 24 inches above the highest adjacent finished surface. The project site drainage pattern would be perpetuated by constructing buildings parallel to the flow path and maintaining a minimum of 50 percent flow-through area throughout the project site. Accordingly, the project site topography and surface relief features shall be generally maintained, and impacts would be less than significant.

b) Less Than Significant Impact. All earthwork proposed for the project must occur in accordance with the 2016 CBC Chapters 17, 18, and Appendix J 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

¹⁵ A fumarole is an opening in a planet's crust, often in areas surrounding volcanoes, which emits steam and gases.

¹⁶ *Volcano Hazard Program, Salton Buttes*. United States Geological Survey. November 5, 2015. https://volcanoes.usgs.gov/volcanoes/salton_buttes/ (Accessed January 3, 2019).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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grading permits in order to minimize the potential for unstable slopes. Any cut and fill slopes over 30 feet in vertical height, or cut slopes steeper than 2:1, shall be verified with a factor of safety of at least 1.5 in accordance with **Standard Condition of Approval GEO-1 (70-Verification Testing)**. Furthermore, any slopes steeper than 4:1 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 CBC regulations pursuant to County Ordinance 457 and **Standard Condition of Approval GEO-1**, impacts would be less than significant.

c) **No Impact.** The project will not result in grading that affects or negates subsurface sewage disposal systems. Sewage will be disposed of through on-site septic facilities to be permitted by the RWQCB (Colorado River Basin Program) Local Agency Management Plan and maintained in accordance with RWQCB standards for septic systems and Appendix H of the California Plumbing Code.¹⁷ No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No Monitoring is required

17. Soils				
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: U.S.D.A. Soil Conservation Service Soil Surveys; Project Application Materials; On-site Inspection; Habitat Assessment including MSHCP Consistency Analysis, September 26, 2017 (Appendix B1); Appendix H-Private Sewage Disposal Systems, 2016 California Plumbing Code, <https://up.codes/viewer/california/ca-plumbing-code-2016/chapter/H/private-sewage-disposal-systems#H>, (Accessed December 14, 2018). Preliminary Geotechnical Interpretive Report, Property "C" (APN: 668-200-008), Parcel 1 (APN: 668-200-020), and Parcel 3 (APN: 668-200-018), Located East of Twenty-Nine Palms Highway on the Southwest Corner of Dillon Road and Worsley Road, City of Desert Hot Springs, Riverside County, California, April 10, 2018 (Appendix D1); Percolation Map, prepared by Earth Strata Geotechnical Services, Inc., July 2018 (Appendix D2).

Findings of Fact:

a) **Less Than Significant Impact.** The soil series mapped for the project site is Carsitas-Myoma-Carrizo association and exhibit substantial disturbance from prior grading and other earthwork activities. This soil series is generally sandy and has low runoff potential and high permeability characteristics.

¹⁷ Appendix H-Private Sewage Disposal Systems. 2016 California Plumbing Code. <https://up.codes/viewer/california/ca-plumbing-code-2016/chapter/H/private-sewage-disposal-systems#H>. (Accessed December 14, 2018).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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 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. Preliminary laboratory test results indicate on-site earth materials exhibit a *very low* expansion potential, as classified in accordance with 2016 CBC Section 1803.5.3 and American Society for Testing and Materials (ASTM) D4829. Pursuant to **Standard Condition of Approval GEO-1 (70-Verification Testing)**, removal of low density, compressible earth materials such as upper alluvial materials must occur until firm, competent alluvium is encountered. Verification testing must be performed upon completion of ground improvements to confirm that the compressible soils have been sufficiently densified, which would ensure impacts from expansive soils would be less than significant.

c) Less Than Significant Impact. Sewage will be disposed of through on-site septic facilities to be permitted by the RWQCB (Colorado River Basin Program) Local Agency Management Plan and maintained in accordance with RWQCB standards for septic systems and Appendix H of the California Plumbing Code.¹⁸ The project proponent must obtain documentation of a percolation test, permission from the Riverside County Health Department, and a letter of permission from the Mission Springs Water District, which is the water and wastewater purveyor for the project site, to incorporate septic systems in the project design and execution.

As indicated in Appendix D1 and Appendix D2, a registered civil engineer, engineering geologist, or registered environmental health specialist conducted site-specific soil and percolation tests to determine that on-site soils are appropriate to permit safe operation of a septic system and that depth to groundwater is sufficient to meet RWQCB requirements.

With adherence to and implementation of existing federal, state, and local laws and regulations concerning septic permitting, including Riverside County Health Department septic permit requirements, impacts related to septic suitability of soils would be less than significant.

Mitigation: No mitigation is required.

¹⁸ *Appendix H-Private Sewage Disposal Systems*. 2016 California Plumbing Code. <https://up.codes/viewer/california/ca-plumbing-code-2016/chapter/H/private-sewage-disposal-systems#H>. (Accessed December 14, 2018).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No Monitoring is required

18. Erosion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in any increase in water erosion either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: U.S.D.A. Soil Conservation Service Soil Surveys; Riverside County Flood Control and Water Conservation District, Riverside, California, Report on Master Plan for Flood Control and Drainage Garnet Wash and Tributaries, Zone Six, February 1963.

Findings of Fact:

a and b) **Less Than Significant Impact.** According to the Garnet Wash Master Drainage Plan and West Desert Hot Springs Master Drainage Plan, no structural improvements are proposed for Garnet Wash to alleviate the floodplain. In order to address the potential for erosion during construction, the project is required to implement BMPs that would reduce erosion in accordance with NPDES regulations. These BMPs would be selected as part of the 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.

The proposed project would be conditioned to construct the finished floor of new buildings a minimum of 24 inches above the highest adjacent finished surface. Buildings and structures would be placed away from the property lines to allow for off-site flows to be accepted on-site without deflecting onto adjacent properties. Additionally, the project site drainage pattern would be perpetuated by constructing buildings and any potential obstructions parallel to the flow path and maintaining a minimum of 50 percent flow-through area throughout the project site. 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 grading permit requirements, would ensure that the proposed project would have a less than significant impact related to water erosion and/or channel modification.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

19. Wind Erosion and Blowsand from project either on or off site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure S-8 "Wind Erosion Susceptibility Map," Ord. No. 460, Article XV & Ord. No. 484.

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) **Less Than Significant Impact.** The project site lies within an area susceptible to wind erosion. Surrounding properties are either developed with asphalt and structures or are generally undeveloped and maintain native vegetative cover; both of these conditions minimize the potential for impacts to the project site from off-site blowsand. 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 blowsand generation from the project site. Therefore, impacts from wind erosion and/or blowsand 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County Climate Action Plan; Air Quality and Greenhouse Gas Analysis for the Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, November 2018 (Appendix A1); County of Riverside Climate Action Plan, July 2018.

Findings of Fact:

a and b) **Less Than Significant Impact.** Site preparation and construction activities would generate greenhouse gas (GHG) emissions. After construction, operational activities related to occupation of the project site also would generate GHG emissions. The majority of energy consumption (and associated generation of GHG emissions) would occur during the project's operation (as opposed to during its construction).

CEQA Guidelines Section 15064(b) provides that the "determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data," and further, states that an "ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting."

Consistent with the *CEQA Guidelines*, the proposed project's significance with respect to GHG emissions is evaluated based on its consistency with the County of Riverside Climate Action Plan (CAP), which is considered a qualified CAP. The County revised its CAP in July 2018 to establish goals and policies to ensure that the impact of development on air quality is minimized, energy is conserved, and land use decisions made by the County and all internal operations within the County are consistent with adopted state legislation. Notably, the CAP sets County-wide GHG emissions targets consistent with state reduction goals in Assembly Bill 32 (AB 32).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The CAP includes a series of implementation measures that may be used by new development proposals to demonstrate consistency with the CAP and by extension, AB 32. Specifically, the CAP includes screening tables that measure the reduction of greenhouse gas emissions attributable to certain design and construction measures incorporated into development projects. Accordingly, the Screening Table assigns points for each option incorporated into a project as a project design feature, where a proposed project that garners at least 100 points will be consistent with the reduction quantities anticipated in the County's CAP, and a "less than significant" finding can be made under CEQA. As such, any projects that garner a total of 100 points or greater would not require quantification of project specific GHG emissions.

The County's CAP encourages the implementation of realistic sustainable design strategies into the project design, which would reduce GHG emissions. As shown in the County's CAP Screening Table (Appendix A1), sustainable design strategies that may be utilized in the proposed project would include the following:

- E5.A.1: Install enhanced insulation (walls R-13, roof/attic, R-38);
- E5.A.2: Install modestly enhanced window insulation (5% > Title 24);
- E5.A.3: Install enhanced cool roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance);
- E5.B.1: Install modest duct insulation (R-6);
- E5.B.2: Install improved efficiency heating, ventilating, and air conditioning (HVAC) (SEER 14/65% AFUE or 8 HSPF);
- E5.B.4: Install high efficiency water heater (0.72 Energy Factor);
- E5.B.6: Install efficient lights (25% of in-unit fixtures considered high efficacy, defined as 40 lumens/watt for 15 watt or less fixtures, or 50 lumens/watt for 15-40 watt);
- W1.C.1: Eliminate conventional turf from landscaping;
- W1.C.2: Install weather based irrigation control systems or moisture sensors (demonstrate 20% reduced water use);
- W1.D.2 and W1.D.3: Install water efficient toilets/urinals (1.5 gallons per minute (gpm)) and faucets (1.28 gpm);
- W2.A.1: Install recycled water (purple pipe) irrigation system on site;
- T1.A.3: Complete sidewalk around project site and provide bike lockers and secure racks;
- T4.A.1: Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles;
- T7.B.1: Install electric vehicle charging stations in garages/parking areas, consistent with CALGreen code;
- T8.A.1: Idling of all commercial vehicles is restricted to 5-minutes or less per trip on-site and at loading docks;
- SW1.B.1: Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pickup; and
- SW2.B.1: Recycle 20 percent of construction debris.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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With the implementation of the above project design features, the project would garner 116 points, which exceeds the minimum 100 point requirement to demonstrate consistency with the County's CAP and the goals and strategies of the state regulations aimed at reducing GHG emissions from land use development. Therefore, impacts from the generation of GHG emissions 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Project Application Materials; *GeoTracker Database*, State Water Resources Control Board, <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=dillion+road+and+highway+62> (Accessed January 11, 2019); *EnviroStor Database*, California Department of Toxic Substances Control, <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=dillion+road+and+highway+62> (Accessed January 11, 2019); *Hazardous Waste and Substances Site List (Cortese)*, California Department of Toxic Substances Control, https://www.envirostor.dtsc.ca.gov/public/search.asp?page=6&cmd=search&business_name=&main_street_name=&city=&zip=&county=&status=ACT%2CBKLG%2CCOM%2CCOLUR&branch=&site_type=CSITES%2COPEN%2CFUDS%2CCLOSE&npl=&funding=&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29&reporttype=CORTESE&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&operating=&post_closure=&non_operating=&corrective_action=&tiered_permit=&evaluation=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&searchtype=&hwmp_site_type=&cleanup_type=&ocierp=&hwmp=False&permitted=&pc_permitted=&inspections=&complaints=&censustract=&cesdecile=&school_district=&orderby=county (accessed January 11, 2019).

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.

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

The proposed gas station would utilize hazardous materials on a daily basis including gasoline, diesel fuel, oil, solvents, and cleaning products. Three 12,000-gallon underground storage tanks (USTs) are proposed in the southeast portion of Parcel 3 along with 16 fueling positions. Accordingly, the project would develop a Hazardous Materials Business Emergency Plan administered by the Riverside County Fire Department, as applicable, in accordance with California Health and Safety Code Section 25507 and other local, state, and federal standards, ordinances, and regulations. As required by Health and Safety Code Section 25507, a business shall establish and implement a Hazardous Materials Business Emergency Plan for emergency response to a release or threatened release of a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to Section 25503 if the business handles a hazardous material or a mixture containing a hazardous material that has a quantity at any one time above the thresholds described in Section 25507(a) (1) through (6).

Depending on the specific tenants of the project site, the project would also 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. The project site and a one mile radius encompassing the project site were evaluated via the State Water Resources Control Board (SWRCB) GeoTracker database,¹⁹ the Department of Toxic Substances Control's (DTSC) EnviroStor database,²⁰ and the Hazardous Waste and Substances Sites (Cortese) List²¹ for the purposes of identifying recognized environmental conditions or historical recognized environmental conditions.

¹⁹ *GeoTracker Database*. State Water Resources Control Board. <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=dillion+road+and+highway+62> (Accessed January 11, 2019).

²⁰ *EnviroStor Database*. California Department of Toxic Substances Control. <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=dillion+road+and+highway+62> (Accessed January 11, 2019).

²¹ *Hazardous Waste and Substances Site List (Cortese)*. California Department of Toxic Substances Control. https://www.envirostor.dtsc.ca.gov/public/search.asp?page=6&cmd=search&business_name=&main_street_name=&city=&zip=&count_y=&status=ACT%2CBKLG%2CCOM%2CCOLUR&branch=&site_type=CSITES%2COPEN%2CFUDS%2CCLOSE&npl=&funding=&re

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"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 substances* 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* was identified in the GeoTracker database, EnviroStor database, or the Cortese List within one mile of the project site, which is vacant and has no evidence of previous development with the exception of off-road activities and minor domestic refuse dumping. 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. Compliance with local, state, and federal laws detailed in response to Checklist Question V.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.** During construction, standard traffic control devices such as warning signs, warning lights, and flaggers will be utilized as applicable to minimize obstructions and ensure the safe passage of emergency vehicles as necessary. Implementation of these traffic control measures will include guidance and navigational tools throughout the project area in order to maintain traffic flow and safety during construction.

The project is proposed with six (6) access driveways that would provide multiple entry and exit points along the project site frontage for emergency access. The project site will include a C10 fire alarm, and all perimeter gates will include a "Knox" key system and "Infrared Automatic Gate System" to ensure immediate fire department access to the project site in the event of an emergency. Additional improvements to Worsley Road and Dillon Road would further improve emergency vehicle access throughout the project area. Fire department emergency vehicle apparatus access road locations and design shall be in accordance with the California Fire Code, Riverside County Ordinance 787, and Riverside County Fire Department Standards to ensure proper roadway turning radii (minimum 38 feet), fire lane widths (minimum 24 feet), etc. Additionally, the project site layout includes provisions for emergency vehicle access, which also would be reviewed for adequacy by the County Fire Department. Therefore, impacts would be less than significant.

porttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTSE%29&reporttype=CORTSE&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&operating=&post_closure=&non_operating=&corrective_action=&tiered_perm
it=&evaluation=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&sea
rchtype=&hwmp_site_type=&cleanup_type=&ocieerp=&hwmp=False&permitted=&pc_permitted=&inspections=&complaints=&censustr
act=&cesdecile=&school_district=&orderby=county (Accessed July 18, 2018).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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d) **No Impact.** The project is not located within one-quarter-mile of an existing or proposed school, No impact would occur, and no mitigation is required.

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).

A review of the Hazardous Waste and Substances Sites (Cortese) List revealed no properties within one mile of the project site. Therefore, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure S-20 "Airport Locations;" 2016 Riverside County GIS database, Airport Influence Areas, http://data-countyofriverside.opendata.arcgis.com/datasets/5941dc5fc4ab448990b8aa1078c1d128_10?geometry=-116.985%2C33.808%2C-116.07%2C33.979, (accessed January 7, 2019).

Findings of Fact:

a) **No Impact.** In accordance with Riverside County General Plan Figure S-20 "Airport Locations, the project site is not within a planning area of an Airport Master Plan; therefore, the project will not result in an inconsistency with any Airport Master Plan. No impact would occur.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) **No Impact.** The project site is not within a planning area of an Airport Master Plan; therefore, the project will not require review by the Airport Land Use Commission. No impact would occur.

c) **No Impact.** The project site is not within the planning area of an airport land use plan or within two miles of a public airport or public use airport; therefore, the project will not result in an airport safety hazard for people residing or working in the project area. No impact would occur.

d) **No Impact.** The project site is not within the vicinity of a private airstrip or heliport; therefore, the project will not result in an airport safety hazard for people residing or working in the project area. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

23. Hazardous Fire Area

a) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan Figure S-11 "Wildfire Susceptibility;" GIS database.

Findings of Fact:

a) **Less Than Significant Impact.** In accordance with Riverside County General Plan Figure S-11 "Wildfire Susceptibility", the proposed project is not located within a high fire area. Nevertheless, the proposed project is required to comply with applicable provisions of the California Building Code, California Fire Code, Riverside County Ordinance 460, Riverside County Ordinance 787, and Riverside County Fire Department Standards pertaining to human health and safety (through the building plan check process) to ensure the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

The plan check process includes County Fire Department review of proposed fire hydrant spacing and incorporation of automatic sprinkler systems in accordance with applicable Sections of Ordinance 787.1 (e.g., Sections 901.6.1, 903.2, 903.4.2.1, 4.3, 3, 5, and 8603.1), proper roadway turning radii (minimum 38 feet), fire lane widths (minimum 24 feet), etc. Additionally, the project site layout includes provisions for emergency vehicle access, which also would be reviewed for adequacy by the County Fire Department. Through proper site design and compliance with standard and emergency County access requirements, the project would not expose people or structures 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.

HYDROLOGY AND WATER QUALITY Would the project

24. Water Quality Impacts

a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?				
b) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors or odors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Riverside County Flood Control District Flood Hazard Report/Condition; Project Application Materials; Riverside County Flood Control and Water Conservation District, Riverside, California, Report on Master Plan for Flood Control and Drainage Garnet Wash and Tributaries, Zone Six, February 1963; Project Specific Water Quality Management Plan for D-62 Riverside (Parcel 3), APN 668-200-018, April 3, 2018, revised November 2, 2018 (Appendix E1); Project Specific Water Quality Management Plan for D-62 Riverside (Parcel 1), APN 668-200-020, April 3, 2018, revised November 2, 2018 (Appendix E2); Project Specific Water Quality Management Plan for D-62 Riverside (Property C), APN 668-200-008, April 3, 2018, revised November 2, 2018 (Appendix E3); Riverside County, Whitewater River Region Stormwater Quality Best Management Practice Design Handbook for Low Impact Development, Riverside County Flood Control and Water Conservation District, June 2014.

Findings of Fact:

a) **Less Than Significant Impact.** The project site is located within the Special Flood Hazard Area for the 100-year floodplain limits for Garnet Wash. According to the Garnet Wash Master Drainage Plan and West Desert Hot Springs Master Drainage Plan, no structural improvements are proposed for Garnet Wash to alleviate the floodplain. A Caltrans 6-foot-wide by 4-foot-high reinforced concrete box culvert conveys flows from Garnet Wash beneath Highway 62 prior to flowing through the project site. Except for the Caltrans culvert, no drainage infrastructure exists to control storm runoff in this area.

Garnet Wash generally flows downslope in a southeasterly direction. However, the nature of the surrounding topography and the potential for debris/sediment production makes the direction and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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concentration of flood flows somewhat unpredictable. Build-up of sediment deposits has the potential to alter the direction of flood flows, and the unpredictability of floodwaters creates the potential for widespread flood and debris damage in the project vicinity.

In order to address the potential for erosion during construction, the project is required to implement BMPs that would reduce erosion in accordance with NPDES regulations. These BMPs would be selected as part of the 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.

On-site conversion of permeable surfaces to impermeable surfaces could increase stormwater runoff volume. NPDES regulations require development projects to retain stormwater runoff on-site at levels that generally do not exceed the existing condition. In order to minimize any potential increases in stormwater runoff volume, all three parcels (Parcel 3, Parcel 1, and Property "C") comprising the project site will include self-treating or self-retaining areas such as landscaped areas of permeable surfaces to the greatest extent practicable, incorporate streets/sidewalks/parking lots at the minimum permitted widths to increase permeable areas, and maximize building floor areas by adding stories above or below ground in accordance with applicable zoning codes (refer to Figures 6a through 6c).

Site-specific Water Quality Management Plans (Appendices E1 through E3) detail minimum Design Capture Volume (DCV) of stormwater runoff on each parcel to ensure the developed project site does not increase runoff volume when compared to the existing, undeveloped condition. In order to satisfy the estimated detention volume needed post-development for the project and comply with NPDES regulations, each project parcel (Parcel 3, Parcel 1, and Property "C") will include site design low impact development (LID) BMPs comprised of on-site gutters conveying stormwater into a bioretention system with perforated pipes that ultimately will drain into an underground detention chamber to infiltrate stormwater into the ground. Development of Parcel 3 would require 10,585.08 cubic feet (cf) of volume storage to replicate the undeveloped condition, and the proposed on-site LID BMP will be designed to capture 12,765 cf of stormwater runoff. Development of Parcel 1 would require 41,991.84 cf of volume storage to replicate the undeveloped condition, and the proposed on-site LID BMP will be designed to capture 50,225 cf of stormwater runoff. Development of Property "C" would require 43,821.36 cf of volume storage to replicate the undeveloped condition, and the proposed on-site LID BMP will be designed to capture 53,540 cf of stormwater runoff. According to the Site-specific Water Quality Management Plans, the full DCV of each parcel comprising the project site would be met with the proposed LID BMP bioretention systems and underground retention chambers that would treat Parcel 3, Parcel 1, and Property "C," respectively.

The site-specific Water Quality Management Plans would be reviewed and approved as a routine action during the processing of the project by the County; therefore, it is reasonable to conclude that the required measures and features detailed in the Water Quality Management Plans to safeguard the existing drainage pattern of Garnet Wash and the project site in general would be incorporated into the proposed project. The project would not have any substantial effects on a stream or river, as the project site drainage pattern shall be perpetuated by constructing buildings and any potential obstructions parallel to the flow path and maintaining a minimum of 50 percent flow-through area throughout the project site. Buildings and structures shall be placed away from the property lines to allow for off-site flows to be accepted on-site without deflecting onto adjacent properties. An open channel system shall be constructed to accommodate flows along Garnet Wash via a V-ditch with 4:1 side slopes, and parking lots adjacent to Garnet Wash shall be sloped toward the V-ditch to further minimize the potential for

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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deflection of flows. Additionally, a channel/box culvert along the existing flow line beneath Worsley Road will be constructed as part of the roadway improvements.

Since post-development storm water runoff would not exceed pre-development runoff, the project is designed and would be developed in compliance with all applicable federal, state, and local laws and regulations, the proposed project would not substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation on- or off-site. Impacts would be less than significant.

b) Less Than Significant Impact. Projects resulting in the disturbance of 1.0 acre or more 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 SWPPP. The purpose of an SWPPP is to identify and implement BMPs 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.

All runoff from the project site is conveyed southeastward to Whitewater River, flowing downstream through the Coachella Valley Stormwater Channel, and ultimately into the Salton Sea. Although the Whitewater River does not list any EPA-approved 303(D) impairments to water quality, the Coachella Valley Stormwater Channel lists DDT, Dieldrin, Indicator Bacteria, Nitrogen, ammonia, PCDs, Toxaphene, and Toxicity, while the Salton Sea lists Arsenic, Chloride, Chlorpyrifos, DDT, Enterococcus, Low Dissolved Oxygen, Nitrogen, ammonia, Nutrients, Salinity, and Toxicity as EPA-approved 303(D) impairments to water quality, which are the pollutants of concern of the proposed project.

To address potential water contaminants during operation, site-specific Water Quality Management Plans were prepared to identify DCV of stormwater runoff on each parcel and recommend LID BMP bioretention systems and underground retention chambers to ensure the developed project site does not increase runoff volume when compared to the existing, undeveloped condition. Each of the proposed LID BMPs are designed to perform at a "high" level of pollutant removal efficiency in accordance with the most current edition of the Riverside County, Whitewater River Region Stormwater Quality Best Management Practice Design Handbook.

Proper engineering design and construction in conformance with the requirements of the County, the intent of the NPDES Permit for Riverside County and the incorporated cities of Riverside County within the Whitewater River Region (MS4 permit), SWRCB treatment requirements, and the site-specific Water Quality Management Plans are routine actions conditioned by the County to ensure the project would not violate any water quality standards or waste discharge requirements. Impacts remain less than significant.

c) Less Than Significant Impact. The project site would be served by the Mission Springs Water District (MSWD), whose water supply source is 100 percent groundwater produced from District-owned and operated wells within the Coachella Valley Groundwater Basin. MSWD primarily produces groundwater from the Mission Creek Subbasin via ten active wells, and also from the San Geronio Pass Subbasin via four active wells and from the Garnet Hill Subbasin via one active well.

None of the groundwater basins in the Coachella Valley are adjudicated; therefore, there are no legal agreements limiting MSWD's pumping from any of the subbasins. The project does not include direct extraction of groundwater from basins and would be served by the MSWD through existing entitlements (refer to Section V.46.b for a discussion on water supply and demand). Although the proposed project

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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would result in additional impervious surfaces on-site, the project includes LID BMP bioretention systems and underground retention chambers which would detain and treat stormwater runoff for infiltration at a greater rate than the existing, undeveloped condition.

The reliability of the MSWD's water supply is dependent on the reliability of groundwater supplies, supplemented by imported surface water used for groundwater replenishment and the planned implementation of recycled water supply. Imported supplies are managed and delivered by the Metropolitan Water District of Southern California (Metropolitan) through the Desert Water Agency (DWA). Although MSWD currently receives 100 percent of its water supply from groundwater production and does not purchase imported water from a water wholesaler, the Coachella Valley Water District (CVWD) and DWA are remediating the overdraft condition of the groundwater in the Upper Coachella Valley by replenishment with Colorado River and State Water Project (SWP) Exchange Water from Metropolitan. Since the proposed project does not include direct extraction of groundwater from basins, would be served by the MSWD through existing entitlements, and would infiltrate stormwater runoff at greater volumes than the existing, undeveloped condition, the proposed project would not substantially deplete existing local groundwater supplies. Impacts would be less than significant.

d) Less Than Significant Impact. The project is over one acre in size and is required to have coverage under the State's General Permit for Construction Activities (SWPPP). As stated in the permit, during and after construction, BMPs would be implemented to reduce/eliminate adverse water quality impacts resulting from development. All impacts related to runoff during site preparation and grading would be addressed by the SWPPP.

The site has been designed to maximize the landscape areas (refer to Figures 6a through 6c), thereby minimizing the impervious area to the maximum extent practicable. Through implementation of the site-specific Water Quality Management Plans as a standard condition of project approval, LID BMP bioretention systems and underground retention chambers would capture post-development storm water runoff volumes in excess of the volumes generated under the existing, undeveloped condition. Accordingly, the project is designed and would be developed consistent with an approved Watershed Action Plan that addresses HCOC in receiving waters.

The project site drainage pattern would be perpetuated by constructing buildings and any potential obstructions parallel to the flow path and maintaining a minimum of 50 percent flow-through area throughout the project site. Buildings and structures would be placed away from the property lines to allow for off-site flows to be accepted on-site without deflecting onto adjacent properties. An open channel system would be constructed to accommodate flows along Garnet Wash via a V-ditch with 4:1 side slopes to minimize the potential for deflection of flows. Additionally, a channel/box culvert along the existing flow line beneath Worsley Road will be constructed as part of the roadway improvements to prevent any increase in the upstream high-water elevation above a pre-established Base Flood Elevation.

Through compliance with all applicable federal, state, and local laws and regulations, the proposed project would not generate substantial additional sources of polluted runoff or volumes of runoff water that would exceed the capacity of existing or planned stormwater drainage systems. Impacts from runoff water exceeding the capacity of existing or planned storm water drainage systems or contributing substantial additional sources of polluted runoff would be less than significant.

e) No Impact. Portions of the project site are located within the Special Flood Hazard Area for the 100-year floodplain limits for Garnet Wash. However, the proposed on-site residence within Property "C" is

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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not located within this floodplain. Therefore, the project would not place housing within a 100-year flood hazard area. No impact would occur.

f) Less Than Significant Impact. Portions of the project site are located within the Special Flood Hazard Area for the 100-year floodplain limits for Garnet Wash. According to the Garnet Wash Master Drainage Plan and West Desert Hot Springs Master Drainage Plan, no structural improvements are proposed for Garnet Wash to alleviate the floodplain. Accordingly, the proposed project would be conditioned to construct the finished floor of new buildings a minimum of 24 inches above the highest adjacent finished surface. The project site drainage pattern would be perpetuated by constructing buildings and any potential obstructions parallel to the flow path and maintaining a minimum of 50 percent flow-through area throughout the project site. Buildings and structures would be placed away from the property lines to allow for off-site flows to be accepted on-site without deflecting onto adjacent properties. An open channel system would be constructed to accommodate flows along Garnet Wash via a V-ditch with 4:1 side slopes to minimize the potential for deflection of flows. Additionally, a channel/box culvert along the existing flow line beneath Worsley Road would be constructed as part of the roadway improvements to prevent any increase in the upstream high-water elevation above a pre-established Base Flood Elevation. These site design considerations would be implemented in order to maintain the natural drainage patterns of the area within the floodplain and to prevent flood damage to new buildings. Impacts would be less than significant.

g and h) Less Than Significant Impact. Projects resulting in the disturbance of 1.0 acre or more require compliance with the NPDES permit. Coverage under an NPDES permit includes the submittal of an NOI application to the SWRCB, the receipt of a WDIN from SWRCB, and preparation of a SWPPP. The purpose of an SWPPP is to identify and implement BMPs 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.

All runoff from the project site is conveyed southeastward to Whitewater River, flowing downstream through the Coachella Valley Stormwater Channel, and ultimately into the Salton Sea. Although the Whitewater River does not list any EPA-approved 303(D) impairments to water quality, the Coachella Valley Stormwater Channel lists DDT, Dieldrin, Indicator Bacteria, Nitrogen, ammonia, PCDs, Toxaphene, and Toxicity, while the Salton Sea lists Arsenic, Chloride, Chlorpyrifos, DDT, Enterococcus, Low Dissolved Oxygen, Nitrogen, ammonia, Nutrients, Salinity, and Toxicity as EPA-approved 303(D) impairments to water quality, which are the pollutants of concern of the proposed project.

To address potential water contaminants during operation, site-specific Water Quality Management Plans were prepared to identify DCV of stormwater runoff on each parcel and recommend LID BMP bioretention systems and underground retention chambers to ensure the developed project site does not increase runoff volume when compared to the existing, undeveloped condition. Each of the proposed LID BMPs are designed to perform at a "high" level of pollutant removal efficiency in accordance with the most current edition of the Riverside County, Whitewater River Region Stormwater Quality Best Management Practice Design Handbook, and therefore are not expected to result in significant environmental effects (e.g. increased vectors or odors) in and of themselves.

Proper engineering design and construction in conformance with the requirements of the County, the intent of the NPDES Permit for Riverside County and the incorporated cities of Riverside County within the Whitewater River Region (MS4 permit), SWRCB treatment requirements, and the site-specific Water Quality Management Plans are routine actions conditioned by the County to ensure the project would not otherwise substantially degrade water quality or incorporate site design BMPs that would result in significant environmental effects. Impacts remain less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

25. Floodplains

Degree of Suitability in 100-Year Floodplains. As indicated below, the appropriate Degree of Suitability has been checked.

NA - Not Applicable ☒

U - Generally Unsuitable ☐

R - Restricted ☐

a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

☐
☐
☒
☐

b) Changes in absorption rates or the rate and amount of surface runoff?

☐
☐
☒
☐

c) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?

☐
☐
☒
☐

d) Changes in the amount of surface water in any water body?

☐
☐
☒
☐

Source: Riverside County General Plan Figure S-9 "Special Flood Hazard Areas;" Figure S-10 "Dam Failure Inundation Zone;" Riverside County Flood Control District Flood Hazard Report/ Condition; GIS database; Project Specific Water Quality Management Plan for D-62 Riverside (Parcel 3), APN 668-200-018, April 3, 2018, revised November 2, 2018 (Appendix E1); Project Specific Water Quality Management Plan for D-62 Riverside (Parcel 1), APN 668-200-020, April 3, 2018, revised November 2, 2018 (Appendix E2); Project Specific Water Quality Management Plan for D-62 Riverside (Property C), APN 668-200-008; April 3, 2018, revised November 2, 2018 (Appendix E3).

Findings of Fact:

a and b) **Less Than Significant Impact.** As detailed in response to Checklist Question V.24.a, the project is not expected to substantially alter the existing drainage pattern of the project site and vicinity. Stormwater runoff from impermeable surfaces created through development of the project site will be directed into LID BMP bioretention systems and underground retention chambers to ensure the developed project site does not increase runoff volume when compared to the existing, undeveloped condition. Although the project would increase the amount of impermeable surface on-site through the construction of paved roads, parking areas, and rooftops, these facilities will be designed to drain into permeable landscaped areas and/or on-site drainage inlets that would convey flows to the LID BMPs.

The required measures and features detailed in the Water Quality Management Plans to safeguard the existing drainage pattern of Garnet Wash and the project site in general would be incorporated into the proposed project. The project would not have any substantial effects on a stream or river, as the project site drainage pattern would be perpetuated by constructing buildings and any potential obstructions parallel to the flow path and maintaining a minimum of 50 percent flow-through area throughout the project site. Buildings and structures would be placed away from the property lines to allow for off-site flows to be accepted on-site without deflecting onto adjacent properties. An open channel system would be constructed to accommodate flows along Garnet Wash via a V-ditch with 4:1 side slopes to minimize

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the potential for deflection of flows. Additionally, a channel/box culvert along the existing flow line beneath Worsley Road will be constructed as part of the roadway improvements to prevent any increase in the upstream high-water elevation above a pre-established Base Flood Elevation. Therefore impacts would be less than significant.

c and d) **Less Than Significant Impact.** The project site is not located within a dam inundation area. Although conversion of permeable surfaces to impermeable surfaces could increase stormwater runoff volume, implementation of LID BMP bioretention systems and underground retention chambers as detailed in the site-specific Water Quality Management Plans would ensure post-development stormwater runoff volumes would not exceed the existing, undeveloped condition. These LID BMPs would be required conditions of project approval as routine actions during the processing of the project by the County. Therefore impacts from any changes in the amount of surface water in any water body would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

LAND USE/PLANNING Would the project

26. Land Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Result in a substantial alteration of the present or planned land use of an area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan; GIS database; Project Application Materials; Western Coachella Valley Area Plan, County of Riverside, revised July 11, 2017; Air Quality and Greenhouse Gas Analysis for the Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, November 2018 (Appendix A1); Health Risk Assessment of the Proposed Gasoline Station Associated with the Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, November 2018 (Appendix A2); Noise and Vibration Impact Analysis, Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, November 2018 (Appendix F).

Findings of Fact:

a and b) **Less Than Significant Impact.** The project site is within the *San Gorgonio Pass Wind Energy Policy Area* of the *Western Coachella Valley Area Plan* and is currently designated under the County's General Plan Foundation Component as *Rural* with a *Rural Desert* land use, which allows renewable energy uses such as wind energy. In accordance with the *Western Coachella Valley Area Plan* Policy WCVAP 2.6, which allows for limited commercial and industrial uses where appropriate and consistent with existing residential uses, the proposed project includes an amendment to the site's existing General Plan Foundation Component and Land Use designation from *Rural: Rural Desert* to *Community Development: Commercial Retail and Light Industrial*.

As detailed throughout the analysis of this Initial Study, the proposed project is consistent with existing residential uses in the project vicinity and is designed to provide commercial services to the surrounding area while reducing the amount of travel residents would require to patronize such services. Additionally, the proposed project would provide employment in a sub-region of SCAG considered "jobs poor," as detailed in Section V.35 of this Initial Study. The project would contribute towards the balance

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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of jobs-to-housing in the SCAG sub-region by providing more localized employment opportunities to residents of the Coachella Valley, Morongo Valley, and San Geronio Pass so that residents would not have to travel as far to work. Accordingly, a balanced jobs-to-housing ratio generally fulfills several key issues and policies of the AQMP through the reduction in regional VMT in order to reduce vehicle emissions, and the project would not adversely affect land use within a city sphere of influence and/or within adjacent city or county boundaries.

A 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. Furthermore, a project-specific Air Quality and Greenhouse Gas Analysis (Appendix A1) 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. Additionally, a site-specific Health Risk Assessment (Appendix A2) for the proposed gasoline station on Parcel 3 indicates operation of the gasoline station would not generate emissions in excess of the screening level criteria established in the SCAQMD Risk Assessment Guidelines.

As the project proposes commercial and light industrial uses in accordance with *Western Coachella Valley Area Plan Policy WCVAP 2.6*, which allows for limited commercial and industrial uses where appropriate and consistent with existing residential uses, the proposed alteration of the present or planned land use of the project site would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

27. Planning				
a) Be consistent with the site's existing or proposed zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be compatible with existing surrounding zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be compatible with existing and planned surrounding land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be consistent with the land use designations and policies of the General Plan (including those of any applicable Specific Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Land Use Element; Staff review; GIS database; Ordinance No. 348 Providing for Land Use Planning and Zoning Regulations and Related Functions of the County of Riverside, As Amended through Ordinance No. 348.4898, Effective 12/23/18.

Findings of Fact:

a-d) **Less Than Significant Impact.** The project would amend the project site's existing zoning from *W-2 Controlled Development Areas* to *C-P-S Scenic Highway Commercial* and *I-P Industrial Park*. The proposed project would be designed pursuant to *C-P-S Scenic Highway Commercial*, which requires

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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all development along a State Scenic Highway to maintain a minimum 50-foot setback from the highway ROW. In accordance with *C-P-S Scenic Highway Commercial*, the project proposes a gasoline service station and retail use on Parcel 3 as a permitted use pursuant to County Ordinance 348.4898 (Section 9.50 - Uses Permitted and Section 18.30 - Plot Plans). Additionally, an enclosed car wash is proposed on Parcel 3 subject to issuance of a Conditional Use Permit (CUP) pursuant to County Ordinance 348.4898 (Section 18.28 - Conditional Use Permits). In accordance with *I-P Industrial Park*, the project proposes a professional office/industrial park complex on Parcel 1 and a self-storage facility with on-site residence on Property "C" pursuant to County Ordinance 348.4898 (Section 10.1 - Uses Permitted and Section 18.30 - Plot Plans).

CUPs are intended to allow the establishment of uses which may have some special influence, uniqueness, or impression on the neighborhood surrounding the subject site. The permit application process requires a public hearing to consider the location and design of the proposed project, configuration of improvements, potential impact(s) on the surrounding neighborhood, and to ensure that development of the project protects the integrity of the zoning district in which it is proposed. In order for a CUP to be approved, the proposed land use must be consistent with the proposed General Plan land use and zoning designations, and any impacts to the environment that could result from such a use must be mitigated to the extent feasible.

The project proposes commercial and light industrial uses in accordance with *Western Coachella Valley Area Plan Policy WCVAP 2.6*, which allows for limited commercial and industrial uses where appropriate and consistent with existing residential uses. As detailed in Section V.26, above, the proposed project is designed to be consistent with the General Plan land use and zoning amendments proposed for the project site, and all impacts to the environment resulting from the proposed project are subject to applicable mitigation and local, state and/or federal regulations which would reduce those impacts to less than significant levels.

Finally, applications for approval of plot plans would be subject to County plan check review in order to ensure compatibility with on-site and surrounding zoning designations. The site-specific plot plans would be reviewed and approved as a routine action during the processing of the project by the County. The process would ensure compliance with all applicable regulations pertaining to building orientation, form, massing, setbacks, height, color palette, building materials, and drought-tolerant landscaping. Therefore, the project is consistent with the site's proposed zoning, and impacts would be less than significant.

e) **No Impact.** The project site is proposed on vacant land adjacent to a wind and solar field located to the east and Highway 62 located to the west. The nearest established community begins approximately 700 feet west of Parcel 1 across Highway 62 and is comprised of rural residential lots as well as the Guide Dogs of the Desert dormitories and training center located between 1,149 feet and 1,362 feet west of the Parcel 3 also across Highway 62. Figure 4 identifies surrounding land uses. Since the project site is currently vacant and separated from the nearest established community by Highway 62, the proposed project would not disrupt or divide the physical arrangement of an established community. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

MINERAL RESOURCES Would the project

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
28. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or property to hazards from proposed, existing or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure OS-6 "Mineral Resources Area"

Findings of Fact:

a and b) **Less Than Significant Impact.** The proposed project is located within an area where the significance of mineral deposits is undetermined. There are no indications that the project area has been used for mining, and the project site has been vacant for an indeterminate number of years. Therefore, impacts from the loss of availability of a known mineral resource that would be of value to the region or the residents of the state or locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan would be less than significant.

c) **No Impact.** The project site is not adjacent to a state classified or designated area for mineral resources extraction. The project site is surrounded by Highway 62 to the west, wind and solar fields to the east, and vacant land to the north and south. Scattered rural residential uses occur farther to the west across Highway 62. Accordingly, there are no existing surface mines adjacent to the project site. No impact would occur from uses incompatible with mineral resources extraction.

d) **No Impact.** The project site is not located in the vicinity of any proposed, existing, or abandoned quarries or mines. Therefore, the project would not expose people or property to hazards from such uses, and no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

NOISE Would the project result in

Definitions for Noise Acceptability Ratings

Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked.

NA - Not Applicable

A - Generally Acceptable

B - Conditionally Acceptable

C - Generally Unacceptable

D - Land Use Discouraged

29. Airport Noise

a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?

NA ☒ A ☐ B ☐ C ☐ D ☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? NA <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure S-20 "Airport Locations;" County of Riverside Airport Facilities Map.

Findings of Fact:

a) **No Impact.** The project site is not within the planning area of an airport land use plan or within two miles of a public airport or public use airport; therefore, the project will not expose people residing or working in the project area to excessive noise levels. No impact would occur.

b) **No Impact.** The project site is not within the vicinity of a private airstrip or heliport; therefore, the project will not expose people residing or working in the project area to excessive noise levels. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

30. Railroad Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NA <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>				

Source: Riverside County General Plan Figure C-1 "Circulation Plan;" GIS database; On-site Inspection.

Findings of Fact:

The project site is not in the vicinity of any railroads. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

31. Highway Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
NA <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>				

Source: Riverside County General Plan Noise Element; On-site Inspection; Project Application Materials; Noise and Vibration Impact Analysis, Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, November 2018 (Appendix F). Federal Highway Administration, Highway Traffic Noise Prediction Model, FHWA-RD-77-108, 1977; Traffic Impact Analysis, Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, prepared by LSA, October 2018 (Appendix G).

Findings of Fact:

Policy N-1.3 of the County General Plan Noise Element states that schools, hospitals, rest homes, long-term care facilities, mental care facilities, residential uses, libraries, passive recreation uses, and places of worship are noise sensitive and should be discouraged in areas in excess of 65 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL). The project site is surrounded by various noise-

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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sensitive and non-noise-sensitive land uses that include single-family residences, the Guide Dogs of the Desert training campus (training center, dormitories, and an auditorium), vacant land, wind power farm, and a solar power farm (Figure 4). Additionally vacant property between Parcel 1 and Parcel 3 is planned for the development of a church. The closest noise-sensitive receptors to the project construction limits are the planned church, which would be located approximately 70 feet north of the Parcel 1 construction boundary and the outdoor use area of a single-family residence that is located approximately 520 feet west of the Parcel 1 construction boundary across (west of) Highway 62 (a four lane divided highway).

The project is bordered by Worsley Road to the east, Dillon Road to the north, Highway 62 to the west, and vacant land to the south. The guidelines included in the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) were used to evaluate highway traffic-related noise conditions along roadway segments in the project vicinity.²² Traffic volumes were obtained from the *Traffic Impact Analysis – Van Dorpe-Bettencourt Highway 62 Project* (Appendix G). The standard vehicle mix for Southern California roadways was used for traffic on these roadway segments. Tables G, H, and I provide the traffic noise levels for the existing (2018) with- and without-project scenarios, opening year (2020) with- and without-project scenarios, and cumulative (2020) opening year with- and without-project scenarios, respectively.²³ These noise levels represent the worst-case scenario, which assumes no shielding is provided between the traffic and the location where the noise contours are drawn.

Tables G, H, and I identify that the project-related traffic noise increase would be no greater than up to 4.5 dBA on Dillon Road, up to 11.0 dBA on Worsley Road, and up to 0.2 dBA on SR-62. Noise level increases of 3 dBA or greater would be perceptible to the human ear in an outdoor environment. Although the project-related noise level increase would be greater than 3 dBA along Dillon Road between SR-62 and Worsley Road, there are no noise-sensitive uses along this roadway segment, and the anticipated increase of traffic noise along Highway 62 would not be perceptible to the sensitive noise receptors located on the west side of the Highway. Project-related noise levels would increase up to 6.0 dBA on the roadway segment adjacent to the planned church, along the segment of Worsley Road between Project Driveway 2 and Project Driveway 3. However, the 65 dBA CNEL contour for this roadway segment would be located 30 feet from the centerline of the roadway, which would be within the public ROW. Therefore, no potential active outdoor use areas at the planned church would be exposed to noise levels exceeding the County of Riverside General Plan Noise Element Policy N-1.3 standard of 65 dBA CNEL for places of worship. Off-site traffic noise impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

²² Specific assumptions used in developing noise levels and model printouts are provided in Appendix F.

²³ Vehicle trip rates and resulting trip generation for proposed uses on Parcel 3 assume operation of a 3,107 -square- foot fast-food restaurant with drive-through window. The development of a retail use at this location is expected to generating fewer vehicle trips than the restaurant use which will correspondingly potential vehicle noise. . Therefore, the traffic noise levels would be incremental reduced fom those listed in Tables G, H, and I.

Table G: Existing (2018) Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase over Baseline CNEL (dBA) 50 feet from Centerline of Outermost Lane
Highway 62 north of Dillon Road	14,510	100	186	385	69.4	14,950	101	189	393	69.5	0.1
Highway 62 south of Dillon Road	15,780	104	196	407	69.7	16,380	106	200	417	69.9	0.2
Dillon Road west of Highway 62	220	< 50	< 50	< 50	43.8	300	< 50	< 50	< 50	45.2	1.4
Dillon Road between Highway 62 and Worsley Road	1,960	< 50	< 50	< 50	53.3	5,450	< 50	< 50	< 50	57.8	4.5
Dillon Road east of Worsley Road	1,780	< 50	< 50	72	61.3	2,310	< 50	< 50	85	62.4	1.1
Worsley Road north of Dillon Road	190	< 50	< 50	< 50	51.9	190	< 50	< 50	< 50	51.9	0.0
Worsley Road between Dillon Road and Project Driveway 1	370	< 50	< 50	< 50	54.8	4,700	< 50	63	136	65.8	11.0
Worsley Road between Project Driveway 1 and Project Driveway 2	370	< 50	< 50	< 50	54.8	3,030	< 50	< 50	101	63.9	9.1
Worsley Road between Project Driveway 2 and Project Driveway 3	370	< 50	< 50	< 50	54.8	1,470	< 50	< 50	63	60.8	6.0
Worsley Road between Project Driveway 3 and Project Driveway 4	370	< 50	< 50	< 50	54.8	1,030	< 50	< 50	< 50	59.2	4.4
Worsley Road between Project Driveway 4 and Project Driveway 5	370	< 50	< 50	< 50	54.8	610	< 50	< 50	< 50	56.9	2.1
Worsley Road between Project Driveway 5 and Project Driveway 6	370	< 50	< 50	< 50	54.8	480	< 50	< 50	< 50	55.9	1.1
Worsley Road south of Project Driveway 6	370	< 50	< 50	< 50	54.8	390	< 50	< 50	< 50	55.0	0.2

Source: Table P, Noise and Vibration Impact Analysis, Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, November 2018 (Appendix F).

Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information. See Footnote 23.

ADT = average daily traffic CNEL = Community Noise Equivalent Level dBA = A-weighted decibels

Table H: Opening Year (2020) Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase over Baseline CNEL (dBA) 50 feet from Centerline of Outermost Lane
Highway 62 north of Dillon Road	15,100	102	190	396	69.5	15,540	103	194	403	69.7	0.2
Highway 62 south of Dillon Road	16,410	106	200	418	69.9	16,990	108	205	427	70.1	0.2
Dillon Road west of Highway 62	220	< 50	< 50	< 50	43.8	300	< 50	< 50	< 50	45.2	1.4
Dillon Road between Highway 62 and Worsley Road	2,040	< 50	< 50	< 50	53.5	5,530	< 50	< 50	< 50	57.8	4.3
Dillon Road east of Worsley Road	1,850	< 50	< 50	73	61.5	2,380	< 50	< 50	87	62.5	1.0
Worsley Road north of Dillon Road	190	< 50	< 50	< 50	51.9	190	< 50	< 50	< 50	51.9	0.0
Worsley Road between Dillon Road and Project Driveway 1	380	< 50	< 50	< 50	54.9	4,710	< 50	63	136	65.8	10.9
Worsley Road between Project Driveway 1 and Project Driveway 2	380	< 50	< 50	< 50	54.9	3,040	< 50	< 50	102	63.9	9.0
Worsley Road between Project Driveway 2 and Project Driveway 3	380	< 50	< 50	< 50	54.9	1,480	< 50	< 50	63	60.8	5.9
Worsley Road between Project Driveway 3 and Project Driveway 4	380	< 50	< 50	< 50	54.9	1,040	< 50	< 50	< 50	59.3	4.4
Worsley Road between Project Driveway 4 and Project Driveway 5	380	< 50	< 50	< 50	54.9	620	< 50	< 50	< 50	57.0	2.1
Worsley Road between Project Driveway 5 and Project Driveway 6	380	< 50	< 50	< 50	54.9	490	< 50	< 50	< 50	56.0	1.1
Worsley Road south of Project Driveway 6	380	< 50	< 50	< 50	54.9	400	< 50	< 50	< 50	55.1	0.2

Source: Table Q, Noise and Vibration Impact Analysis, Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, November 2018 (Appendix F).

Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information. See Footnote 23.

ADT = average daily traffic CNEL = Community Noise Equivalent Level dBA = A-weighted decibels

Table I: Cumulative Opening Year (2020) Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase over Baseline CNEL (dBA) 50 feet from Centerline of Outermost Lane
Highway 62 north of Dillon Road	22,480	124	244	513	71.3	22,920	125	247	520	71.4	0.1
Highway 62 south of Dillon Road	23,790	128	253	533	71.5	24,370	129	256	542	70.6	0.1
Dillon Road west of Highway 62	260	< 50	< 50	< 50	44.6	340	< 50	< 50	< 50	45.7	1.1
Dillon Road between Highway 62 and Worsley Road	2,120	< 50	< 50	< 50	53.7	5,610	< 50	< 50	< 50	57.9	4.2
Dillon Road east of Worsley Road	1,910	< 50	< 50	75	61.6	2,440	< 50	< 50	88	62.7	1.1
Worsley Road north of Dillon Road	190	< 50	< 50	< 50	51.9	190	< 50	< 50	< 50	51.9	0.0
Worsley Road between Dillon Road and Project Driveway 1	480	< 50	< 50	< 50	55.9	4,810	< 50	64	138	65.9	10.0
Worsley Road between Project Driveway 1 and Project Driveway 2	470	< 50	< 50	< 50	55.8	3,130	< 50	< 50	104	64.0	8.2
Worsley Road between Project Driveway 2 and Project Driveway 3	470	< 50	< 50	< 50	55.8	1,540	< 50	< 50	65	61.0	5.2
Worsley Road between Project Driveway 3 and Project Driveway 4	400	< 50	< 50	< 50	55.1	1,060	< 50	< 50	51	59.3	4.2
Worsley Road between Project Driveway 4 and Project Driveway 5	400	< 50	< 50	< 50	55.1	640	< 50	< 50	< 50	57.1	2.0
Worsley Road between Project Driveway 5 and Project Driveway 6	400	< 50	< 50	< 50	55.1	510	< 50	< 50	< 50	56.2	1.1
Worsley Road south of Project Driveway 6	400	< 50	< 50	< 50	55.1	420	< 50	< 50	< 50	55.3	0.2

Source: Table R, Noise and Vibration Impact Analysis, Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, November 2018 (Appendix F).

Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information. See Footnote 23.

ADT = average daily traffic CNEL = Community Noise Equivalent Level dBA = A-weighted decibels

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
32. Other Noise				
NA <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Noise and Vibration Impact Analysis, Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, LSA, November 2018 (Appendix F).

Findings of Fact:

No other noise sources have been identified from the project site that would contribute a significant amount of noise to the environment.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

33. Noise Effects by the Project				
a) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan, Table N-1 ("Land Use Compatibility for Community Noise Exposure"); Project Application Materials; *Noise and Vibration Impact Analysis, Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California*, LSA, November 2018 (Appendix F); United States Environmental Protection Agency (EPA) in *Protective Noise Levels, Condensed Version of EPA Levels Document*, EPA 550/9-79-100, November 1978; Greve & Associates, LLC, Noise Analysis for the Woodbridge Car Wash, April 24, 2018. *Transit Noise and Vibration Impact Assessment Manual*, Federal Transit Administration (FTA). September 2018;

Findings of Fact

a) **Less than Significant with Mitigation Incorporated.** Long-term noise associated with the project site would be generated from vehicle traffic and on-site stationary sources associated with the proposed commercial and light industrial uses, including on-site truck delivery and truck loading/unloading activities; heating, ventilation, and air conditioning (HVAC) equipment; and car wash and parking lot activities. These activities are potential point sources of noise that could affect existing and proposed noise-sensitive receptors in proximity to the project site. Long-term noise level measurements were conducted to document the existing ambient noise environment in the project vicinity, as indicated in Table J.

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Table J: Long-Term Ambient Noise Monitoring Results

Monitoring No.	Location	Date	Start Time	Duration (hours)	Noise Level (dBA CNEL)			Average Daily Noise Level (dBA CNEL)
					Daytime	Evening	Nighttime	
LT-1	Approximately 70 feet east of Highway 62 and 530 feet south of Dillon Road	11/15/18	11:00 a.m.	24	59-63	61	52-62	65
LT-2	Between Worsley Road and Highway 62, just south of 18th Avenue	11/15/18	11:42 a.m.	24	61-65	61	54-66	68

Source: Table I, Noise and Vibration Impact Analysis, Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, LSA, November 2018 (Appendix F).

dBA = A-weighted decibels

CNEL = Community Noise Equivalent Level

Policy N-2.3 of the County General Plan Noise Element requires exterior and interior noises at residential land uses to be mitigated to the levels listed in Table K to the extent feasible for stationary sources.

Table K: Riverside County General Plan Exterior and Interior Noise Standards

Designated Noise Zone Land Use	Time	Interior Standards	Exterior Standards
Residential	Nighttime (10:00 p.m. to 7:00 a.m.)	40 L_{eq} (10-minute)	45 L_{eq} (10-minute)
	Daytime (7:00 a.m. to 10:00 p.m.)	55 L_{eq} (10-minute)	65 L_{eq} (10-minute)

Source: Table N-2, *Noise Element*, Riverside County General Plan, 2015.

Note: These are only preferred standards; final decision will be made by the Riverside County Planning Department and Office of Public Health.

L_{eq} = Equivalent continuous sound level.

Section 9.52.040 of the Riverside County Code of Ordinances prohibits creating any sound, or allowing the creation of any sound, on any property that causes the exterior sound level on any other occupied property to exceed the sound level standards listed in Table 1 of Section 9.52.040. Table L lists sound level standards that are applicable to the operation of the proposed project.

Table L: Riverside County Code of Ordinances Exterior Noise Standards

General Plan Foundation Component	Designated Noise Zone Land Use	L_{max}	
		7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
Rural	Rural Residential	45	45
Community Development	Community Center	65	55

Source: Section 9.52.040, Riverside County Code of Ordinances, 2006.

L_{max} = Maximum instantaneous noise level

The single-family residences in the vicinity of the project were evaluated as Rural Residential. The County Code does not provide noise standards for churches; therefore, the planned church was evaluated using the exterior daytime noise standard for Community Centers. Distances between off-site sensitive receptors and the project site vary for the purposes of measuring operational noise since proximities would vary depending on which specific operational activity is generating noise.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Truck Delivery and Truck Loading/Unloading Activities. Future on-site truck delivery and truck loading/unloading activities are expected to occur near the future retail use and convenience store (Parcel 3), the industrial park buildings (Parcel 1), and the self-storage buildings (Property C). Although a typical truck unloading process takes an average of 15 to 20 minutes, the maximum loading and unloading noise level occurs in a much shorter period of time, at most 5 minutes for each truck delivery. The proposed on-site commercial and light industrial uses would use small- to medium-sized trucks for delivery and truck loading and unloading activities. Noise levels generated from truck delivery and truck loading and unloading activities would range from 60 to 65 dBA equivalent continuous sound level (L_{eq}) at a distance of 50 feet. Table M details the predicted noise levels from truck loading/unloading at the sensitive land uses in the project vicinity.

Table M: Summary of Truck Delivery and Truck Loading/Unloading Activity Noise Levels

Land Use	Direction	Location	Distance from Loading Area (feet)	Reference Noise Level (dBA L_{max}) at 50 feet	Distance Attenuation (dBA)	Shielding (dBA)	Maximum Noise Level (dBA L_{max})
Planned Church	South/North	Between Parcels 3 & 1	320	65	16	0	49
Residential	West	Kimlin Avenue	520	65	20	5	40
Dormitories	West	Guide Dogs of the Desert	750	65	24	5	36
Residential	Northeast	Barrel Cactus Road	2,735	65	35	0	30

Source: Table S, Noise and Vibration Impact Analysis, Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, LSA, November 2018 (Appendix F).

dBA = A-weighted decibels

L_{max} = maximum instantaneous sound level

The closest truck loading/unloading area to an off-site sensitive receptor would be on the north side of the industrial park (Parcel 1), approximately 320 feet from the planned church between Parcels 1 and 3. The distance attenuation would provide a noise level reduction of 16 dBA. At this distance, truck delivery and truck loading/unloading noise would be reduced to 49 dBA maximum instantaneous noise level (L_{max}), which would not exceed the County's exterior daytime noise standard of 65 dBA L_{max} for Community Centers (the standard for which the planned church was evaluated).

The closest residence to a proposed truck loading/unloading area is the single-family residence along Kimlin Avenue west of Highway 62, the outdoor use area of which is approximately 520 feet from the nearest truck loading/unloading area when measured from the residential property line. The distance attenuation would provide a noise level reduction of 20 dBA, and the berm to the west of Highway 62 would provide a 5 dBA reduction. With this distance attenuation and shielding, truck loading/unloading noise would be reduced to 40 dBA L_{max} , as shown in Table M, which would result in noise levels that would not exceed the County's exterior daytime 10-minute (L_{eq}) and anytime (L_{max}) noise standards of 65 dBA L_{eq} and 45 dBA L_{max} , respectively, or the County's exterior nighttime 10-minute (L_{eq}) and anytime (L_{max}) noise standards of 45 dBA L_{eq} and 45 dBA L_{max} , respectively, for rural residential uses.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Based on the typical sound level reductions of buildings,²⁴ standard building construction in southern California would provide 24 dBA or more in noise reduction from exterior to interior with windows and doors closed. With windows and doors open, the exterior-to-interior noise reduction drops to 12 dBA or more. With windows and doors open, the closest residence to the proposed truck loading/unloading areas would experience an interior noise level of up to 28 dBA L_{max} (40 dBA - 12 dBA = 28 dBA), which would not exceed the County's interior daytime and nighttime 10-minute noise standards of 55 dBA L_{eq} and 40 dBA L_{eq} , respectively, for residential uses. With windows and doors closed, the closest residence to the proposed truck loading/unloading areas would experience an interior noise level of up to 16 dBA L_{max} (40 dBA - 24 dBA = 16 dBA) also which would not exceed the County's interior daytime and nighttime 10-minute noise standards of 55 dBA L_{eq} and 40 dBA L_{eq} , respectively, for residential uses. Therefore, truck delivery and truck loading/unloading activities would not generate a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

HVAC Equipment. On-site rooftop HVAC equipment associated with the light industrial buildings closest to the off-site sensitive receptors is located near the western border of the industrial park (Parcel 1). It is assumed that rooftop HVAC equipment would be at the center of the building's rooftop and would operate 24 hours a day as a worst-case scenario. Rooftop HVAC equipment would generate noise levels of 66.6 dBA L_{eq} at 5 feet based on previous measurements conducted by LSA. Nevertheless, Section 9.52.020(L) of the Riverside County Code of Ordinances exempts heating and air conditioning equipment noise from the Riverside County Code of Ordinances noise standards. Therefore, operation of HVAC equipment would not generate a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Parking Lot Activities. The project would include surface parking lots on all three parcels. Surface parking activities would generate noise that would potentially impact adjacent land uses. Noise generated from parking activities would include noise generated by vehicles traveling at slow speeds, engine start-up noise, car door slams, car horns, car alarms, and tire squeals. These activities would occur typically during daytime hours. Representative parking activities would generate approximately 60 to 70 dBA L_{max} at 50 feet. Noise levels generated from parking activities are intermittent in nature. Table N presents the noise levels from parking lot activities at the nearest noise-sensitive locations.

Table N: Summary of Parking Lot Activity Noise Levels

Land Use	Direction	Location	Distance from Parking Area (feet)	Reference Noise Level (dBA L_{max}) at 50 feet	Distance Attenuation (dBA)	Shielding (dBA)	Maximum Noise Level (dBA L_{max})
Planned Church	South/North	Between Parcels 3 & 1	310	70	16	0	54
Residential	West	Kimlin Avenue	520	70	20	5	45
Dormitories	West	Guide Dogs of the Desert	700	70	23	5	42
Residential	Northeast	Barrel Cactus Road	2,585	70	34	0	36

²⁴ As identified by the United States Environmental Protection Agency (EPA) in *Protective Noise Levels, Condensed Version of EPA Levels Document*, EPA 550/9-79-100. November 1978.

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Table N: Summary of Parking Lot Activity Noise Levels

Land Use	Direction	Location	Distance from Parking Area (feet)	Reference Noise Level (dBA L_{max}) at 50 feet	Distance Attenuation (dBA)	Shielding (dBA)	Maximum Noise Level (dBA L_{max})
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Source: Table U, Noise and Vibration Impact Analysis, Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, LSA, November 2018 (Appendix F).

Note: Development of a retail use on Parcel 3 is expected to generate fewer vehicle trips and less intense parking lot activity than would a fast-food restaurant with drive-through window. Therefore, the parking lot activity noise levels listed above are correspondingly reduced.

dBA = A-weighted decibels

L_{max} = maximum instantaneous sound level

At the planned church, noise levels from the nearest parking activities would reach up to 54 dBA L_{max} , which would not exceed the County's exterior daytime noise standard of 65 dBA L_{max} for Community Centers, the standard for which the planned church was evaluated. At the outdoor use area of the residence (i.e., the single-family residence along Kimlin Avenue) closest to the proposed parking areas, noise levels from parking activities would reach up to 45 dBA L_{max} , which would not exceed the County's exterior daytime 10-minute (L_{eq}) and anytime (L_{max}) noise standards of 65 dBA L_{eq} and 45 dBA L_{max} , respectively, or the County's exterior nighttime 10-minute (L_{eq}) and anytime (L_{max}) noise standards of 45 dBA L_{eq} and 45 dBA L_{max} , respectively, for rural residential uses. Therefore, parking lot activities would not generate a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Car Wash Operations. The proposed project would construct a drive-through (self-service) car wash as part of the gas station on Parcel 3, which would generate operational noise. Based on noise level data collection at an existing drive-through car wash,²⁵ reference noise levels vary depending on the orientation of the receptor location relative to the car wash. Table O presents the noise levels from car wash operations at the nearest noise-sensitive locations.

Table O: Summary of Car Wash Activity Noise Levels

Land Use	Direction	Location	Distance from Car Wash (feet)	Reference Noise Level (dBA L_{eq})	Distance Attenuation (dBA)	Shielding (dBA)	Noise Level (dBA L_{eq} and L_{max})
Planned Church	South/North	Between Parcels 3 & 1	260	77.8 at 44 feet	16	0	62
Residential	West	Kimlin Avenue	1,495	72.2 at 86 feet	25	5	42
Dormitories	West	Guide Dogs of the Desert	1,205	72.2 at 86 feet	23	5	44
Residential	Northeast	Barrel Cactus Road	2,870	63.3 at 93 feet	29	0	34

Source: Table V, Noise and Vibration Impact Analysis, Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, LSA, November 2018 (Appendix F).

dBA = A-weighted decibels

L_{eq} = equivalent continuous sound level

L_{max} = maximum instantaneous sound level

²⁵ Greve & Associates, LLC. Noise Analysis for the Woodbridge Car Wash. April 24, 2018.

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As indicated in Table O, noise levels at the planned church to the south of the Parcel 1 would reach up to 62 dBA L_{eq} . This average noise level would be equivalent to the maximum instantaneous noise level of 62 dBA L_{max} because noise levels generated from the car wash, such as the blow dryer, would be constant. This noise level would not exceed the County's exterior daytime noise standard of 65 dBA L_{max} . Furthermore, the County's exterior nighttime noise standard of 55 dBA L_{max} for Community Centers, the standard for which the planned church was evaluated, would not be exceeded because the planned church would not have any nighttime activities or services.

Table O also indicates that the noise levels at the closest residence to the car wash would reach 42 dBA L_{eq} , which would be equivalent to 42 dBA L_{max} . This noise level would not exceed the County's exterior daytime 10-minute (L_{eq}) and anytime (L_{max}) noise standards of 65 dBA L_{eq} and 45 dBA L_{max} , respectively, or the County's exterior nighttime 10-minute (L_{eq}) and anytime (L_{max}) noise standards of 45 dBA L_{eq} and 45 dBA L_{max} , respectively, for rural residential uses.

Noise minimization features (e.g., installing baffles or silencers on the car wash blow dryer) must be incorporated in the design and construction of the proposed car wash to ensure compliance with the noise standard in Section 9.52.040 of the Riverside County Code of Ordinances so that car wash activities would not generate a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Therefore, **Mitigation Measure (MM) NOI-1** is required.

MM NOI-1: During final design, the project shall incorporate equipment that minimizes noise levels or dampens noise (e.g., installing baffles or silencers on the car wash blow dryer) such that compliance with the noise standards in Section 9.52.040 of the Riverside County Code of Ordinances at nearby noise sensitive land uses is achieved. This measure shall be implemented to the satisfaction of the County of Riverside.

With implementation of **MM NOI-1**, the project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Impacts would be reduced to less than significant levels.

b) Less Than Significant Impact. Short-term noise levels are associated with excavation, trenching, and building construction. Construction noise levels would be higher than existing ambient traffic noise levels at the planned church (if it is built and occupied before project construction begins) and single-family residence, but noise generated from construction activities would stop once the project construction is completed. Short-term noise level measurements were conducted to document the existing ambient noise environment in the project vicinity, as indicated in Table P.

Table P: Short-Term Ambient Noise Monitoring Results

Monitoring No.	Location	Date	Start Time	Duration (minutes)	Noise Level (dBA)		Noise Source(s)
					L_{eq}	CNEL ¹	
ST-1	Near the corner of Worsley Road and Dillon Road, approximately 55 feet west of the edge of pavement on Worsley Road	11/15/18	11:04 a.m.	20	48.6	56	Traffic on Highway 62, Dillon Road, and Worsley Road

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Table P: Short-Term Ambient Noise Monitoring Results

Monitoring No.	Location	Date	Start Time	Duration (minutes)	Noise Level (dBA)		Noise Source(s)
					L _{eq}	CNEL ¹	
ST-2	Between Worsley Road and Highway 62, just south of 18th Avenue	11/15/18	11:42 a.m.	20	46.9	54	Traffic on Highway 62, and Worsley Road

Source: Table J, Noise and Vibration Impact Analysis, Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, LSA, November 2018 (Appendix F).

¹ CNEL estimated value is based on the long-term noise level measurements at LT-1 (Appendix F) as well as the short-term noise level measurement of 62.1 dBA L_{eq} at ST-1.

dBA = A-weighted decibels

L_{eq} = equivalent continuous sound level

CNEL = Community Noise Equivalent Level

Two types of short-term noise impacts could occur during the construction of the proposed project. First, construction crew commute and the transport of construction equipment, materials, and fill to the site for the proposed project would incrementally increase noise levels on access roads leading to the site. Although there would be a relatively high single event noise exposure potential, at a maximum of 84 dBA maximum instantaneous noise level (L_{max}) at 50 feet from passing trucks causing possible short-term intermittent annoyances, the effect in long-term ambient noise levels would be negligible when averaged over a longer period of time.

The building construction phase would generate the most trips out of all the construction phases (i.e., 16 vehicles at peak hour or 157 vehicles per day). Roadways that would be used to access the project site are Highway 62, Dillon Road, and Worsley Road, which have estimated existing hourly/daily traffic trip volumes of 1,451/14,510, 196/1,960, and 37/370, respectively, near the project site (Refer to Tables G, H, and I). Construction-related traffic would increase traffic noise levels by 0.0 dBA along SR-62, 0.3 dBA along Dillon Road, and 1.5 dBA along Worsley Road. Since a noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment, short-term construction related impacts associated with worker commute and equipment transport to the project site would result in a less than significant impact on noise sensitive receptors along the access routes.

The second type of short-term noise impact is related to noise generated during excavation, grading, and building erection on the project site. Construction is completed in discrete steps, each of which has its own mix of equipment, and consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site, and therefore, the noise levels surrounding the site as construction progresses. The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment.

The site preparation phase is expected to require the use of scrapers, bulldozers, and water trucks/pickup trucks. According to the project-specific Noise and Vibration Impact Analysis (Appendix F), each doubling of the sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, the worst-case combined noise level during this phase of construction would be 88 dBA L_{max} at a distance of 50 feet from the active construction area. Based on a usage factor of 40 percent, the worst-case combined noise level during this phase of construction would be 84 dBA equivalent continuous sound level (L_{eq}) at a distance of 50 feet from the active construction area.

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The closest sensitive receptor in the vicinity of the project site is the planned church located approximately 70 feet north of the Parcel 1 construction boundary and would be exposed to a noise level of 85 dBA L_{max} (81 dBA L_{eq}) after attenuation by distance, as detailed in Table Q. Construction noise levels at the outdoor use of the closest residence, which is located approximately 520 feet west of the Parcel 1 construction boundary, would be exposed to a noise level of 63 dBA L_{max} (59 dBA L_{eq}).

Table Q: Summary of Construction Noise Levels

Land Use	Direction	Maximum Noise Level (dBA L_{max}) at 50 feet	Average Noise Level (dBA L_{eq}) at 50 feet	Distance (feet)	Shielding (dBA)	Maximum Noise Level (dBA L_{max})	Average Noise Level (dBA L_{eq})
Planned Church	Between Parcels 3 and 1	88	84	70	0	85	81
Residential	West	88	81	520	5	63	59

Source: Table M, Noise and Vibration Impact Analysis, Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, LSA, November 2018 (Appendix F).
dBA = A-weighted decibels
ft = feet
 L_{eq} = equivalent continuous sound level
 L_{max} = maximum instantaneous sound level

Construction noise levels would be higher than existing ambient traffic noise levels at the planned church (if it is built before project construction begins) and single-family residence, but noise generated from construction activities would stop once the project construction is completed. Construction equipment would be equipped with noise mufflers that are properly operating and maintained, staged away from off-site sensitive uses, and positioned so that emitted noise is directed away from sensitive receptors whenever feasible in order to further attenuate construction noise. Additionally, the implementation of standard regulatory measures that include compliance with the construction hours specified in the County's Noise Ordinance Section 9.52.020(I) and No. 847, Section 2 would restrict construction activities within one-quarter (1/4) mile of an inhabited dwelling to between 6:00 a.m. and 6:00 p.m. during the months of June through September and 7:00 a.m. and 6:00 p.m. during the months of October through May. Compliance with County Noise Ordinance Section 9.52.020(I) and No. 847 is a required action of every development project as a matter of regulatory policy and would ensure impacts from a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project would be less than significant.

c) **Less than Significant with Mitigation Incorporated.** Response to Checklist Question V.33.b details the County's Noise Ordinance Section 9.52.020(I) and No. 847, Section 2, which restricts construction activities within one-quarter (1/4) mile of an inhabited dwelling to between 6:00 a.m. and 6:00 p.m. during the months of June through September and 7:00 a.m. and 6:00 p.m. during the months of October through May. Compliance with County Noise Ordinance Section 9.52.020(I) and No. 847 is a required action of every development project as a matter of regulatory policy and would ensure construction of the project would not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance. Construction noise impacts would be less than significant.

County General Plan and Code of Ordinances exterior and interior noise standards are listed in Table K and Table L, respectively (refer to response to Checklist Question V.33.a). The single-family residences in the vicinity of the project were evaluated as Rural Residential. Because the County Code does not provide noise standards for churches, the planned church was evaluated using the exterior

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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daytime noise standard for Community Centers. Distances between off-site sensitive receptors and the project site vary for the purposes of measuring operational noise since proximities would vary depending on which specific operational activity is generating noise.

As detailed in Table M, Table N, and Table O (refer to response to Checklist Question V.33.a), implementation of **MM NOI-1** would ensure operation of the project would not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance. Operational noise impacts would be reduced to less than significant levels.

d) **Less Than Significant Impact.** During the construction phase of the project, tools and machinery may be used that would produce groundborne vibration in the immediate vicinity of the construction area. It is anticipated that graders, trenchers, backhoes, trucks, and cranes may be used during construction of the proposed project. The closest vibration-sensitive receptors to the project construction limits are the planned church, which would be located approximately 70 feet north of the Parcel 1 construction boundary and the actual structure of the single-family residence located approximately 620 feet west of the Parcel 1 construction boundary across (west of) Highway 62 (a four lane divided highway).

Short-term Vibration Impacts

Federal Transit Administration (FTA) guidelines show that a vibration level of up to 102 vibration velocity decibels (VdB) (equivalent to 0.5 in/sec in root-mean-square (RMS)) is considered safe and would not result in any construction vibration damage.²⁶ For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 in/sec in RMS). Table R lists the vibration source amplitudes for construction equipment.

Table R: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV (in/sec) / Lv ¹ (VdB)	
	PPV at 25 ft	Lv at 25 ft
Vibratory Roller	0.210	94
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: *Transit Noise and Vibration Impact Assessment* (FTA 2018).

Note: Equipment shown in **bold** is expected to be used on-site.

¹ RMS VdB re 1 µin/sec.

µin/sec = microinches per second

ft = feet

FTA = Federal Transit Administration

in/sec = inches per second

Lv = velocity in decibels

PPV = peak particle velocity

RMS = root-mean-square

VdB = vibration velocity decibels

Table R identifies the PPV and VdB values at a distance of 25 feet from the construction vibration source. The project construction is expected to use bulldozers and a loaded trucks. The greatest levels of vibration are anticipated to occur during the site preparation phase. As shown in Table R, bulldozers and loaded trucks generate approximately 87 VdB and 86 VdB, respectively, of ground-borne vibration when measured at a distance of 25 feet. The distance to the nearest buildings for vibration impact

²⁶ *Transit Noise and Vibration Impact Assessment Manual*. Federal Transit Administration (FTA). September 2018.

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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 normally occur within the buildings, as detailed in Table S.

Table S lists the projected vibration level from construction equipment expected to be used on the project site to the nearest buildings in the project vicinity. Construction equipment expected to be used with the highest vibration generation potential includes large bulldozers and loaded trucks, which would generate 87 VdB (0.089 PPV [in/sec]) and 86 VdB (0.076 PPV [in/sec]), respectively, at 25 feet. As indicated in Table S, the closest structure is the planned church (if it is built before construction of the proposed project is completed), which would be located 70 feet north of the construction boundary of Parcel 1, and would experience vibration levels of up to 74 VdB (0.019 PPV [in/sec]). Construction vibration levels at all other land uses surrounding the project would be lower, due to the greater distance from the source.

Table S: Summary of Vibration Construction Levels

Land Use	Direction	Equipment/ Activity	Reference Vibration Level at 25 ft		Distance (ft) ¹	Maximum Vibration level	
			VdB	PPV		VdB	PPV
Planned Church	Between Parcels 3 and 1	Large bulldozers	87	0.089	70	74	0.019
		Loaded trucks	86	0.076	70	73	0.016
Residential	West (Kimlin Avenue)	Large bulldozers	87	0.089	620	45	0.001
		Loaded trucks	86	0.076	620	44	0.001
	Northeast (Barrel Cactus Road)	Large bulldozers	87	0.089	2,785	26	0.000
		Loaded trucks	86	0.076	2,785	25	0.000

Source: Table O, Noise and Vibration Impact Analysis, Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, LSA, November 2018, (Appendix F).

Note: The FTA-recommended building damage threshold is 94 VdB (0.2 PPV [in/sec]) at receiving non-engineered timber and masonry structures and 98 VdB (0.3 PPV [in/sec]) at receiving engineered concrete and masonry building industrial structures.

¹ Distances reflect the nearest structure of each land use category in a given direction to the nearest project construction boundary. All other structures of each land use category in the given direction would experience lower vibration levels.

µin/sec = microinches per second

ft = feet

FTA = Federal Transit Administration

in/sec = inches per second

Lv = velocity in decibels

PPV = peak particle velocity

RMS = root-mean-square

VdB = vibration velocity decibels

Construction vibration levels at the structures of the planned church and the residences would not exceed the FTA threshold of 94 VdB (0.2 PPV [in/sec]) for building damage. In addition, construction vibration levels would not exceed the vibration annoyance thresholds of 72 VdB for residential or 75 VdB for institutional land uses (the vibration standard for which the planned church was evaluated). Therefore vibration generated from construction activities would be less than significant.

Operation of the proposed gas station, convenience store, car wash, retail use, industrial park, and self-storage facility would not generate vibration. In addition, vibration generated from project-related traffic on the adjacent roadways (i.e., Highway 62, Dillon Road, and Worsley Road) would be unusual for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Therefore, vibration generated from project-related traffic on the adjacent roadways would be less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: **MM NOI-1:** During final design, the project shall incorporate equipment that minimizes noise levels or dampens noise (e.g., installing baffles or silencers on the carwash blow dryer) such that compliance with the noise standards in Section 9.52.040 of the Riverside County Code of Ordinances at nearby noise sensitive land uses is achieved. This measure shall be implemented to the satisfaction of the County of Riverside.

Monitoring: Monitoring for Mitigation Measure NOI-1 shall be subject to the timing detailed in the project-specific Mitigation Monitoring and Reporting Plan (Appendix H)..

PALEONTOLOGICAL RESOURCES

34. Paleontological Resources

a) Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan Figure OS-8 "Paleontological Sensitivity"

Findings of Fact:

a) **Less Than Significant Impact.** According to 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. Nevertheless, the project will be conditioned to incorporate measures during the execution phase of construction which would address any unanticipated paleontological resources encounters during ground disturbing activities. Therefore impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

POPULATION AND HOUSING Would the project

35. Housing

a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Affect a County Redevelopment Project Area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: Project Application Materials; GIS database; Riverside County General Plan Housing Element; Employment Density Study Summary Report, Southern California Association of Governments, October 31, 2001; Self-Storage Association, 2015-16 Self Storage Industry Facts Sheet (as of 07/01/2015); Demographics & Growth Forecast (Appendix), 2016-2040 Southern California Associated Governments Regional Transportation Plan-Sustainable Communities Strategy, adopted April 7, 2016; Traffic Impact Analysis, Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, prepared by LSA, October 2018 (Appendix G).

Findings of Fact:

a and c) **No Impact.** Since no housing exists on-site, the project would not displace a significant number of people or housing. No impact would occur.

b, e, and f) **Less Than Significant Impact.** The proposed project includes construction of a gasoline station with 16 fueling positions beneath a 6,048-square foot canopy, a 2,696-square foot convenience store, a 1,727-square foot car wash, and a 3,107-square foot retail use on 2.46 acres (Figure 2a). Parcel 1 (APN 668-200-020) will consist of a 107,335 square-foot industrial park including industrial buildings, offices buildings, and a convenience center for workers and visitors on 10.05 acres (Figure 2b). Property "C" (APN 668-200-008) will consist of a 140,579-square foot self-storage facility including an on-site residence/administrative office on 9.82 acres (Figure 2c).

Project-generated population estimates are based on anticipated employment generation from development of the proposed project for commercial and light industrial uses. SCAG²⁷ anticipates 1 employee per 629 square feet or 12.26 employees per acre of development of a neighborhood retail commercial center with services (e.g., fuel station and car wash)²⁸ in Riverside County. Employment estimates for the light industrial uses on Parcel 1 are based on the project trip generation detailed in Table 5-A of the project-specific Traffic Impact Analysis (TIA) (Appendix G), which indicates 75 total (i.e., in and out) peak hour trips during the A.M. and 67 total peak hour trips during the P.M.. Since the light industrial uses are expected to generate negligible patron/customer trips, the 75 total peak hour trips are attributed to employees of the proposed light industrial uses for the purposes of employment generation. Finally, studies conducted by the Self-Storage Association conclude a self-storage facility would generate an average of 3.5 employees per 56,900 square feet.²⁹

Using these factors, the proposed project would generate between 9 and 30 new jobs for Parcel 3,³⁰ approximately 75 new jobs for Parcel 1, and approximately 9 new jobs for Property "C".³¹ Therefore, development of the project site would generate between 93 and 114 new employees in the County, of which two (2) are expected to be permanent residents at the proposed on-site residence/administrative office on Property "C."

²⁷ *Employment Density Study Summary Report*. Table 10A. Southern California Association of Governments. October 31, 2001.

²⁸ It is anticipated the 16 gas station fuel positions will be installed beneath the proposed 6,048-square foot canopy structure; however, neither the canopy structure nor the 1,727-square foot car wash are included in the calculation of commercial square footage for the purposes of employment generation because they will not be regularly attended by employees of the gas station, who are expected to occupy primarily the 2,696-square foot convenience store. Therefore, employment generation estimates for the retail commercial center with services is based on a 2,696-square foot convenience store and a 3,107-square foot retail use.

²⁹ *2015-16 Self Storage Industry Facts Sheet (as of 07/01/2015)*. Self-Storage Association. <http://www.selfstorage.org/portals/0/Library/Public%20Library/Preamble%20and%20Fact%20Sheet%20%282015%29%20July%202015.pdf> (Accessed January 10, 2019).

³⁰ 5,803 square feet of proposed commercial/retail uses ÷ 629 square feet per employee = 9.23 employees. Conversely, 2.46 acres × 12.26 employees per acre = 30.16 employees.

³¹ 140,579 square feet of self-storage × 3.5 employees/56,900 square feet = 8.65 employees.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The jobs-to-housing ratio of the Southern California Associated Governments (SCAG) region is currently 1.25 jobs for every household.³² 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 1.25 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. Conversely, a "jobs rich" scenario would indicate that additional housing would be needed to fill the available employment vacancies in order to balance the ratio. The 2012 jobs-to-housing ratios for the County and SCAG region are 0.89 and 1.25, respectively.³³ These jobs/housing ratios indicate that the County trends towards a "jobs poor" scenario compared to the SCAG region, and the County has more housing than jobs. 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.

d) **No Impact.** The project is proposed on vacant land surrounded by Highway 62 to the west, wind and solar fields to the east, and vacant land to the north and south. Scattered rural residential uses occur farther to the west across Highway 62. As the project proposes commercial and light industrial uses in accordance with *Western Coachella Valley Area Plan Policy WCVAP 2.6*, which allows for limited commercial and industrial uses where appropriate and consistent with existing residential uses, the project would not affect a County Redevelopment Project Area. No impact would occur.

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 public services:

36. Fire Services

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan Safety Element.

Findings of Fact:

Less Than Significant Impact. The proposed project is required to comply with applicable provisions of the California Building Code, California Fire Code, Riverside County Ordinance 460, Riverside County Ordinance 787, and Riverside County Fire Department Standards pertaining to human health and safety (through the building plan check process) to ensure the project would minimize exposure of people or structures to a significant risk of loss, injury, or death involving fires.

Development of the proposed project would incrementally increase demand for fire protection services, but not to the degree that existing fire stations could not meet the demand. Project design features incorporated into the structural design and layout would keep service demand increases to a minimum. The County's plan check process includes County Fire Department review of proposed fire hydrant

³² *Demographics & Growth Forecast (Appendix)*. 2016-2040 Southern California Associated Governments Regional Transportation Plan-Sustainable Communities Strategy. Table 11. Adopted April 7, 2016.

³³ *Ibid.*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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spacing and incorporation of automatic sprinkler systems in accordance with applicable Sections of Ordinance 787.1 (e.g., Sections 901.6.1, 903.2, 903.4.2.1, 4.3, 3, 5, and 8603.1), proper roadway turning radii (minimum 38 feet), fire lane widths (minimum 24 feet), etc. Additionally, the project site layout includes provisions for emergency vehicle access, which also would be reviewed for adequacy by the County Fire Department. Furthermore, the project would be required to pay Development Impact Fees (DIFs) used to fund capital costs associated with constructing new public safety structures and purchasing equipment for new public safety structures in accordance with County Ordinance No. 659.

Any future construction of new or expansion of existing fire protection facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated. However, it is reasonable to conclude that construction of the proposed project in accordance with applicable County policies would not require new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts. Therefore, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

37. Sheriff Services

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Source: Riverside County General Plan

Findings of Fact:

Less Than Significant Impact. The Riverside County Sheriff's Department (RCSD) provides law enforcement and crime prevention services to the project site. Similar to fire protection services, the proposed project is expected to incrementally increase demand for sheriff protection services in the project area. However, due to the proposed project's relatively limited size and scale, the project would not create a significant impact on Sheriff's services.

The project would incorporate crime prevention through environmental design (CPTED) features to keep service demand increases to a minimum. For example, the project would incorporate public zones and private zones via physical and symbolic barriers to define acceptable uses of the proposed commercial and light industrial facilities and determine who has a right to occupy such zones. Additionally, the proposed development would be equipped with formal surveillance through the use of closed-circuit television, electronic monitoring, and potential security patrols, as well as informal surveillance such as architecture, landscaping, and lighting designed to minimize visual obstacles and eliminate places of concealment for potential assailants.

Riverside County Ordinance No. 659 collects DIFs used to fund capital costs associated with constructing new public safety structures and purchasing equipment for new public safety facilities, which are indented to offset any incremental increases of demand for sheriff protection services. The proposed project would be required to pay applicable DIFs prior to issuance of building permits. Any future construction of new or expansion of existing sheriff protection facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated. However, it is reasonable to conclude that construction of the proposed project in accordance with applicable County policies would not require new or physically

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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altered sheriff protection facilities, the construction of which could cause significant environmental impacts. Therefore, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

38. Schools

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Palm Springs Unified School District correspondence, GIS database

Findings of Fact:

Less Than Significant Impact. The Palm Springs Unified School District provides public education services for the project area. The project does not propose a residential use, although one on-site residence will be developed to support commercial and light industrial operations at the proposed self-storage facility on Property "C." Development of the project as proposed is expected to generate between 93 and 114 new employees in the County, of which two are expected to be permanent residents at the proposed on-site residence/administrative office on Property "C;" however, any increase in population would be business-related and is not expected to entail school-aged children. Nevertheless, the project proponent will be required to pay applicable school impact fees prior to issuance of building permits pursuant to County Ordinance No. 659. Through payment of such fees, impacts on schools would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

39. Libraries

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan

Findings of Fact:

Less Than Significant Impact. Development of the project as proposed is expected to generate between 93 and 114 new employees in the County. Therefore, there could be an incremental increase of demand for library services due to the generation of end users. Riverside County Ordinance No. 659 collects DIFs used to fund capital costs associated with constructing new public facility structures and purchasing equipment for new public facilities, including libraries, which are indented to offset any incremental increases of demand for library services. The proposed project would be required to pay applicable DIFs prior to issuance of building permits. Any future construction of new or expansion of existing library facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated. However, it is reasonable to conclude that construction of the proposed project in accordance with applicable County policies would not require new or physically altered library facilities, the construction of which could cause significant environmental impacts. Therefore, 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
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Monitoring: No monitoring is required.

40. Health Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan; Air Quality and Greenhouse Gas Analysis for the Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, November 2018 (Appendix A1); Health Risk Assessment of the Proposed Gasoline Station Associated with the Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, November 2018 (Appendix A2).

Findings of Fact:

Less Than Significant Impact. The project would develop typical commercial and light industrial uses which have been demonstrated not to pose significant health risks to the public. A project-specific Air Quality and Greenhouse Gas Analysis (Appendix A1) 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 residential uses in proximity to the project site. Additionally, a site-specific Health Risk Assessment (Appendix A2) for the proposed gasoline station on Parcel 3 indicates operation of the gasoline station would not generate emissions in excess of the health screening level criteria established in the SCAQMD Risk Assessment Guidelines. Furthermore, as indicated in response to Checklist Question 26, the project site would not generate a significant health risk to the public with regards to hazardous materials. Accordingly, the project will not create significant additional demand for health services, and no shortage of provisions of health care services is expected. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

RECREATION				
41. Parks and Recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project include 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Is the project located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: GIS database; Ord. No. 460; Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications); Ord. No. 659 (Establishing Development Impact Fees); Parks & Open Space Department Review.

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a and b) **Less Than Significant Impact.** Development of the project as proposed is expected to generate between 93 and 114 new employees in the County. Therefore, there could be an incremental increase of demand for parks due to the generation of end users. Riverside County Ordinance No. 659 collects DIFs used to fund capital costs associated with constructing new park and recreation facilities and purchasing equipment for such facilities. DIFs are intended to offset any incremental increases of demand for park and recreation facilities and services.

The proposed project would be required to pay applicable DIFs prior to issuance of building permits. Any future construction of new or expansion of existing park and recreation facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated. However, it is reasonable to conclude that construction of the proposed project in accordance with applicable County policies would not require new or physically altered park and recreation facilities, the construction of which could cause significant environmental impacts. Therefore, impacts would be less than significant.

c) **Less Than Significant Impact.** The project site is not within a Community Service Area. All projects are required to pay parks and recreation fees to the County service area or other appropriate parks district, which would off-set increases in demand for park and recreation facilities. Therefore, payment of DIFs pursuant to County Ordinance No. 659 would ensure impacts to park and recreation facilities would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

42. Recreational Trails

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Riv. Co. 800-Scale Equestrian Trail Maps; Open Space and Conservation Map for Western County trail alignments; Riverside County General Plan, Circulation Element Figure C-6.

Findings of Fact:

No Impact. The County General Plan Circulation Element (Figure C-6) identifies Dillon Road as an Arterial Highway with Combination trail (Regional Trail / Class I Bike Path). Additionally, Worsley Road is planned with a Class II Bikeway within its ultimate ROW. The proposed project is conditioned through project design to dedicate sufficient ROW along Dillon Road for public use to provide for a 64-foot half-width ROW and also along Worsley Road for public use to provide for a 59-foot half-width ROW.

As determined by the County Transportation Department, improvements along Dillon Road may include the installation of concrete curb and gutter 43 feet from centerline and match-up paving, reconstruction, and/or resurfacing of existing pavement within the ROW pursuant to County Standard No. 92. Additionally, a 5-foot-wide concrete meandering sidewalk would be constructed within the 21-foot parkway pursuant to County Standard No. 404.

Project design along Worsley Road includes the installation of concrete curb and gutter 38 feet from centerline and match-up paving, reconstruction, and/or resurfacing of existing pavement the half-width ROW pursuant to County Standard No. 93. Additionally, a 5-foot-wide concrete meandering sidewalk would be constructed within the 21-foot parkway pursuant to County Standard No. 404.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Through dedication of requisite ROW to facilitate development of planned bicycle routes and construction of 5-foot-wide concrete meandering sidewalks within the 21-foot parkways pursuant to County Standard No. 404, no impacts to recreational trails will occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

TRANSPORTATION/TRAFFIC Would the project				
43. Circulation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Alter waterborne, rail or air traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan, Circulation Element; Western Coachella Valley Area Plan, County of Riverside, revised July 11, 2017; Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition); Traffic Impact Analysis, Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, prepared by LSA, October 2018 (Appendix G).

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a and b) **Less Than Significant Impact.** Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (LOS), which are defined using the letter grades A through F. These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience rapidly deteriorate as traffic approaches the absolute capacity. Under such conditions, congestion is experienced.

Study intersections in this analysis are under the jurisdictions of the County of Riverside, one of which is under the jurisdiction of the California Department of Transportation (Caltrans). The project is located within the *Western Coachella Valley Area Plan*, intersections within which the County uses LOS D as its minimum level of service criteria. Meanwhile, Caltrans considers an acceptable LOS to be between LOS C and LOS D at all intersections under its jurisdiction (delay of 45 seconds at signalized intersections and delay of 30 seconds at unsignalized intersections). Therefore, study intersections that would operate at LOS E or F as a result of the project are required to be mitigated to LOS D or better.³⁴

A project-specific Traffic Impact Analysis (TIA) was prepared and included the following eight intersections as the project study area for LOS analysis (Appendix G):

1. Highway 62/Dillon Road (Caltrans);
2. Worsley Road/Dillon Road (County of Riverside);
3. Worsley Road/Project Driveway 1 (County of Riverside);
4. Worsley Road/Project Driveway 2 (County of Riverside);
5. Worsley Road/Project Driveway 3 (County of Riverside);
6. Worsley Road/Project Driveway 4 (County of Riverside);
7. Worsley Road/Project Driveway 5 (County of Riverside); and
8. Worsley Road/Project Driveway 6 (County of Riverside);

Each of these intersections was analyzed for LOS under the following six scenarios:

- Existing Conditions;
- Existing with Project Conditions;
- Project Completion without Project Conditions;
- Project Completion with Project Conditions;
- Cumulative without Project Conditions; and
- Cumulative with Project Conditions.

Additionally, a Caltrans Facility Multiple-Period Analysis was prepared specifically for the Highway 62/Dillon Road intersection to determine if there is extended periods of delay and queue that extends from the peak hour to subsequent periods along this facility.

Trip generation rates are calculated using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition). Rates for the gasoline station, convenience store, and car wash are

³⁴ LOS D delay in seconds is between >25 and ≤35 for unsignalized intersections and between >35 and ≤55 for signalized intersections.
LOS E delay in seconds is between >35 and ≤50 for unsignalized intersections and between >55 and ≤80 for signalized intersections.
LOS F delay in seconds is >50 for unsignalized intersections and >80 for signalized intersections.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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based on Land Use 945 "Gasoline/Service Station with Convenience Market." Rates for the fast-food restaurant are based on Land Use 934 "Fast-Food Restaurant with Drive-Through Window."³⁵ Rates for the light industrial uses proposed on Parcel 1 are based on Land Use 110 "General Light Industrial." As detailed in Appendix G, the resulting industrial trips were converted to trucks and passenger vehicles based on the splits obtained from the City of Fontana *Truck Trip Generation Study*, dated August 2003. Rates for the self-storage facility proposed on Property "C" are based on Land Use 151 "Mini-Warehouse."

The gasoline station is estimated to generate 200 a.m. peak hour trips, 224 p.m. peak hour trips, and 3,286 daily trips. The fast-food restaurant is estimated to generate 125 a.m. peak hour trips, 102 p.m. peak hour trips, and 1,463 daily trips.³⁶ The light industrial buildings are estimated to generate 96 a.m. peak hour PCE trips, 85 p.m. peak hour PCE trips, and 678 daily PCE trips. The self-storage facility is estimated to generate 14 a.m. peak hour trips, 24 p.m. peak hour trips, and 212 daily trips. Overall, the project is estimated to generate 435 gross a.m. peak hour PCE trips, 435 gross p.m. peak hour PCE trips, and 5,639 gross daily PCE trips.³⁷

The following analysis is based on the findings of the project-specific TIA.

Existing Conditions. All study area intersections currently operate at satisfactory LOS under existing conditions.³⁸

Existing with Project Conditions. All study area intersections are forecast to continue to operate at satisfactory LOS under Existing with Project Conditions.³⁹ Therefore no improvements are required.

Project Completion without Project Conditions. A 2 percent per year growth rate was applied to the project study area. All study area intersections under the Project Completion without Project Conditions scenario are projected to operate at satisfactory LOS.⁴⁰

Project Completion with Project Conditions. All study area intersections are forecast to continue to operate at satisfactory LOS under Project Completion with Project Conditions.⁴¹ Therefore no improvements are required.

Cumulative without Project Conditions. A 2 percent per year growth rate was applied to the project study area. All study area intersections under the Cumulative without Project Conditions scenario are projected to operate at satisfactory LOS.⁴²

³⁵ Vehicle trip rates and resulting trip generation for proposed uses on Parcel 3 assume operation of a 3,107-square foot fast-food restaurant with drive-through window and therefore are based in part on Land Use 934 "Fast-Food Restaurant with Drive-Through Window." However, the actual use of the proposed 3,107-square foot building on Parcel 3 will be a retail use, which is expected to generate fewer vehicle trips than would a fast-food restaurant with drive-through window. Therefore, the vehicle trip rates and resulting trip generation on Parcel 3 are overestimated.

³⁶ *Ibid.*

³⁷ *Ibid.*

³⁸ Traffic Impact Analysis, Van Dorpe-Bettencourt Highway 62 Project. Riverside County, California. Table 7-A. Prepared by LSA, October 2018. (Appendix G).

³⁹ *Ibid.*

⁴⁰ *Ibid.* Table 7-B.

⁴¹ *Ibid.*

⁴² *Ibid.* Table 7-C.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Cumulative with Project Conditions. All study area intersections are forecast to continue to operate at satisfactory LOS under Cumulative with Project Conditions.⁴³ Therefore no improvements are required.

Caltrans Facility Multiple-Period Analysis. For projects that may create an impact on a Caltrans facility, a multiple-period analysis is prepared to determine if there is extended periods of delay and queue that extends from the peak hour to subsequent periods. Therefore, a multiple-period analysis along Highway 62 was conducted to determine if there are extended period of congestion along this facility in proximity to the Dillon Road intersection.

Daily roadway segment counts were collected during April 2017 along Highway 62 north of Dillon Road over a period of three consecutive days. The day with the highest traffic counts (April 13, 2017) was used for this analysis, and a 2 percent per annum growth was applied to the counts since the daily counts were conducted in 2017, while the peak hour counts used for this analysis were conducted in 2018.

The 2017 plus 2 percent growth counts were compared with existing (2018) peak hour counts at the north leg of the intersection of Highway 62/Dillon Road.⁴⁴ The hourly counts outside of the peak hour are all lower than the peak hour counts. Additionally, as illustrated in the analysis above, the intersection of Highway 62/Dillon Road operates and is forecasted to operate at a satisfactory LOS under all analysis scenarios. Since, the traffic volumes are lower compared to the peak hour volumes, the LOS for all other hours throughout the day will be better than the peak hour LOS, and there would not be extended periods of delay or queue that would extend from the peak hour to subsequent periods.

With implementation of the proposed project, all study area intersections are forecast to operate at satisfactory LOS under all the scenarios specified above. Pursuant to County Ordinance No. 673, the project will be conditioned to pay standard Transportation Uniform Mitigation Fees (TUMF) in accordance with the fee schedule in effect at the time of entitlement. Therefore, the project would not conflict with an applicable plan, ordinance, policy, or applicable congestion management program establishing a measure of effectiveness for the performance of the circulation system. Impacts would be less than significant.

c and d) **No Impact.** The project site is not within the planning area of an airport land use plan or within two miles of a public airport or public use airport. Additionally, the project site is not in proximity to any navigable waterway or railroad. Therefore, the project will not result in a change in air traffic patterns or alter waterborne, rail, or air traffic. No impact would occur.

e) **No Impact.** Project design along Dillon Road includes concrete curb and gutter 43 feet from centerline and match-up asphalt concrete paving, reconstruction, and/or resurfacing of existing pavement as determined by the County Transportation Department within the 64-foot half-width dedicated ROW pursuant to County Standard No. 92. Additionally, a 5-foot-wide concrete meandering sidewalk would be constructed within the 21-foot parkway pursuant to County Standard No. 404.

As determined by the County Transportation Department, improvements along Dillon Road may include the installation of concrete curb and gutter 43 feet from centerline and match-up paving, reconstruction, and/or resurfacing of existing pavement within the ROW pursuant to County Standard No. 92.

⁴³ *Ibid.*

⁴⁴ *Ibid.* Table 8-A.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Additionally, a 5-foot-wide concrete meandering sidewalk would be constructed within the 21-foot parkway pursuant to County Standard No. 404.

Project design along Worsley Road includes the installation of concrete curb and gutter 38 feet from centerline and match-up paving, reconstruction, and/or resurfacing of existing pavement the half-width ROW pursuant to County Standard No. 93. Additionally, a 5-foot-wide concrete meandering sidewalk would be constructed within the 21-foot parkway pursuant to County Standard No. 404.

Plans for the required improvements, including preparation of a signing and striping plan, would be based upon a design profile extending a minimum 300 feet beyond the limits of construction at a grade and alignment as approved by the Riverside County Transportation Department pursuant to their Street Improvement Plan Policies and Guidelines. Additionally, driveways would be designed and constructed in accordance with County Standard No. 207A and reviewed for approval by the Riverside County Transportation Department.

The existing roadways abutting the project site (e.g., Dillon Road and Worsley Road) currently feature minimal improvements. Street improvements incorporated into project design and conditioned by the County would reduce roadway hazards in the project vicinity through lane improvements, striping, etc. Therefore, no impact would occur.

f) Less Than Significant Impact. Implementation of the proposed project would contribute an incremental amount of additional vehicle trips to the project area. As detailed in response to Checklist Question 43.f, the project will include improvements to Dillon Road and Worsley Road to improve circulation, safety, and aesthetics of the project site and vicinity. Impacts associated with such improvements have been analyzed throughout this Initial Study and determined to be less than significant.

g) Less Than Significant Impact. The project will generate temporary impacts to circulation during project construction, which includes improvements to Dillon Road and Worsley Road. During construction, standard traffic control devices such as warning signs, warning lights, and flaggers will be utilized as applicable to minimize obstructions and ensure the safe passage of emergency vehicles as necessary. Implementation of these traffic control measures will include guidance and navigational tools throughout the project area in order to maintain traffic flow and safety during construction. Therefore, impacts would be less than significant.

h) Less Than Significant Impact. The proposed project will not result in inadequate emergency access to the site or any nearby uses. The project is proposed with six access driveways that would provide multiple entry and exit points along the project site frontage. Additional improvements to Worsley Road and Dillon Road would further improve emergency vehicle access throughout the project area. Fire department emergency vehicle apparatus access road locations and design would be in accordance with the California Fire Code, Riverside County Ordinance 787, and Riverside County Fire Department Standards. proper roadway turning radii (minimum 38 feet), fire lane widths (minimum 24 feet), etc. Additionally, the project site layout includes provisions for emergency vehicle access, which also would be reviewed for adequacy by the County Fire Department. Therefore, impacts would be less than significant.

i) No Impact. The proposed project would not conflict with adopted policies supporting alternative transportation. A 5-foot-wide concrete meandering sidewalk would be constructed within the 21-foot parkway along both the Dillon Road and Worsley Road frontages pursuant to County Standard No. 404,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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and dedication of requisite ROW along these roadways will facilitate development of planned bicycle routes to promote alternative transportation and contribute to the reduction of vehicle trips. Therefore, no impact will occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

44. Bike Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Riv. Co. 800-Scale Equestrian Trail Maps; Open Space and Conservation Map for Western County trail alignments; Riverside County General Plan, Circulation Element Figure C-6.

Findings of Fact:

No Impact. The County General Plan Circulation Element (Figure C-6) identifies Dillon Road as an Arterial Highway with Combination trail (Regional Trail / Class I Bike Path). Additionally, Worsley Road is planned with a Class II Bikeway within its ultimate ROW. The proposed project is conditioned through project design to dedicate sufficient ROW along Dillon Road for public use to provide for a 64-foot half-width ROW and also along Worsley Road for public use to provide for a 59-foot half-width ROW.

Through dedication of requisite ROW to facilitate development of planned bicycle routes, no impacts to bicycle trails will occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

TRIBAL CULTURAL RESOURCES Would the project

45. Tribal Cultural Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) 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, 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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k); or,

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 for the purpose of this paragraph, the lead	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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agency shall consider the significance to a California Native tribe.

Source: "A Phase I Cultural Resources Assessment of a 22.56 acre Change of Zone Project Site Located Southwest of the Intersection of Dillon and Worsley Roads, Near Desert Hot Springs Riverside County" Robert S White Archaeological Associates April 2017.

Findings of Fact:

a-b)

SB18:

In compliance with Senate Bill 18 (SB18), on May 18, 2018, Riverside County sent a request for a Sacred Lands File search and a consultation list from the Native American Heritage Commission ("NAHC") of tribes whose historical extent includes the project area. Based on the May 21, 2018 list provided by NAHC, project notices were sent on May 22, 2018 to 24 Native American Tribal representatives. Of these 24, only 4 tribes responded to the County's notice.

The Soboba Band of Luiseno Indians (Soboba) requested SB 18 consultation in a letter dated July 12, 2018. Consultation took place with Soboba on July 30, 2018. Although no sacred sites were identified by the tribe, they did express concern for the potential for subsurface resources to be present and recommended that a Tribal monitor be present during ground disturbing activities associated with the project.

The Augustine Band of Cahuilla Indians (Augustine) responded to the County's notice in a letter dated June 5, 2018. In the letter the Augustine indicated they had no knowledge of resources within the project area and deferred to closer tribes.

The Morongo Band of Mission Indians responded in a letter dated June 28, 2018. The letter stated they had no information to provide at this time but did not waive their rights to consult under AB52.

The San Manuel Band of Mission Indians responded in an email dated May 30, 2018 and stated that because the project was located about 1.8 miles outside of Serrano ancestral territory, they would not be requesting to consult.

The Viejas Band of Kumeyaay Indians responded in a letter dated May 30, 2018 and stated the project area has little cultural significance or ties to Viejas and recommended that Planning contact closer tribes.

AB52

In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to all requesting tribes on May 14, 2018. One (1) timely response (within 30 days of notification) was received from 29 Palms Band of Mission Indians (29 Palms), and one (1) late response was received from the Agua Caliente Band of Cahuilla Indians (Agua Caliente). Neither tribe requested consultation pursuant to AB52. No other tribes responded to the County's AB52 notification.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The cultural report and the project conditions of approval were provided to Agua Caliente on June 15, 2018; on July 02, 2018, Agua Caliente provided the County a consultation conclusion letter. No Tribal Cultural Resources were identified by Agua Caliente.

29 Palms sent the County a letter dated June 01, 2018. The letter indicated the tribe was not aware of any Tribal Cultural Resources within the project area, and requested copies of any available cultural report(s) related to the project. The project cultural report was provided to 29 Palms and a response letter was then received from them dated June 18, 2018. No Tribal Cultural Resources were identified by the tribe, but they did recommend Cultural Sensitivity Training be conducted by the 29 Palms prior to grading activities. The project conditions of approval were provided to 29 Palms on August 10, 2018. These conditions include both archaeological and tribal monitors be present during ground disturbing activities and a sensitivity training is part of this process.

Mitigation: None.

Monitoring: None.

UTILITY AND SERVICE SYSTEMS Would the project

46. Water

a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Sources: Mission Springs Water District 2015 Urban Water Management Plan, June 20, 2016.

Findings of Fact:

a and b) **Less Than Significant Impact.** According to the MSWD 2015 Urban Water Management Plan (UWMP), per capita water use for new development land uses categorized as commercial/industrial/institutional (CII) is 30 gallons per capita per day (gpcd).⁴⁵ This water use rate assumes various water conservation strategies in accordance with Title 24 of the California Green Building Code and compliance with MSWD Ordinance No. 93-3, Section 15 (adopted October 18, 1993). For example, the proposed car wash would utilize recycled/reclaimed water. Since the proposed project is anticipated to generate between 93 and 114 new employees in the County, the project would demand between 2,790 gallons (0.0085 acre foot) per day and 3,420 gallons (0.01 acre foot) per day (3.1 acre feet per year (AFY) to 3.65 AFY).

MSWD water supply source is 100 percent groundwater produced from District-owned and operated wells within the Coachella Valley Groundwater Basin. MSWD primarily produces groundwater from the Mission Creek Subbasin via ten active wells, and also from the San Geronio Pass Subbasin via four active wells and from the Garnet Hill Subbasin via one active well. None of the groundwater basins in

⁴⁵ Mission Springs Water District 2015 Urban Water Management Plan, Table 4-5A, June 20, 2016.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the Coachella Valley are adjudicated; therefore, there are no legal agreements limiting MSWD's pumping from any of the subbasins.

The reliability of the MSWD's water supply is dependent on the reliability of groundwater supplies, which are supplemented by imported surface water used for groundwater replenishment and the planned implementation of recycled water supply as discussed in response to Checklist Question 47.a. Imported supplies are managed and delivered by the Metropolitan Water District of Southern California (Metropolitan) through the Desert Water Agency (DWA). Although MSWD currently receives 100 percent of its water supply from groundwater production and does not purchase imported water from a water wholesaler, the Coachella Valley Water District (CVWD) and DWA are remediating the overdraft condition of the groundwater in the Upper Coachella Valley by replenishment with Colorado River and State Water Project (SWP) Exchange Water from Metropolitan. As identified in MSWD's 2015 UWMP, MSWD has the ability to meet current and project water demands through 2040 during normal, historic single-dry, and historic multiple-dry year periods using imported water from Metropolitan with existing supply resources.⁴⁶

Metropolitan has projected supply surpluses for normal, dry-year and multiple-dry year demand scenarios through the year 2040: from 3 percent to 102 percent of projected demands not including supplies under development; and from 8 percent to 121 percent of projected demands including supplies under development. Therefore, sufficient water resources are available to accommodate the project's incremental increase in water demand (3.1 AFY to 3.65 AFY) from MSWD, and no construction of new or expansion of existing water treatment facilities is required. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

47. Sewer				
a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Department of Environmental Health Review; Mission Springs Water District 2015 Urban Water Management Plan, June 20, 2016; Appendix H-Private Sewage Disposal Systems, 2016 California Plumbing Code, <https://up.codes/viewer/california/ca-plumbing-code-2016/chapter/H/private-sewage-disposal-systems#H> (accessed December 14, 2018).

Findings of Fact:

a and b) Less Than Significant Impact. Wastewater will be disposed of through on-site septic facilities to be permitted by the RWQCB (Colorado River Basin Program) Local Agency Management Plan and maintained in accordance with RWQCB standards for septic systems and Appendix H of the California

⁴⁶ *Ibid.* Tables 7-2 through 7-4.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Plumbing Code.⁴⁷ The project proponent must obtain documentation of a percolation test, permission from the Riverside County Health Department, and a letter of permission from the MSWD, which is the water and wastewater purveyor for the project site, to incorporate septic systems in the project design and execution. Therefore, the project will not generate additional demand from wastewater treatment facilities and therefore will not result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

48. Solid Waste				
a) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan; Riverside County Waste Management District correspondence; Solid Waste Information System Facility Detail: Lamb Canyon Sanitary Landfill (33-AA-0007), CalRecycle, 2019; California 2016 Per Capita Disposal Rate Estimate, CalRecycle, 2019.

Findings of Fact:

a) **Less Than Significant Impact.** Solid waste collection is a “demand-responsive” service, and current service levels can be expanded and funded through user fees without difficulty. Solid waste generated within the proposed project could be served by the Riverside County Waste Management Department’s (RCWMD) Lamb Canyon Landfill located at 16411 State Highway 79, Beaumont, approximately 23-miles west of the project site. The Lamb Canyon Sanitary Landfill has a maximum daily permitted throughput of 5,000 tons per day, a remaining capacity of 19,242,950 cubic yards, and an estimated closure of 2029.⁴⁸

Based on a solid waste disposal⁴⁹ rate of 11.4 pounds per employee per day,⁵⁰ the proposed project (between 93 and 114 employees) is anticipated to generate between 1,060.2 pounds (0.53 tons) and 1,300 pounds (0.65 tons) of solid waste per day. With an estimated daily permitted throughput of 5,000 tons, the Lamb Canyon Landfill has adequate capacity to serve the proposed project. Impacts would be less than significant.

⁴⁷ Appendix H-Private Sewage Disposal Systems. 2016 California Plumbing Code. <https://up.codes/viewer/california/ca-plumbing-code-2016/chapter/H/private-sewage-disposal-systems#H> (accessed December 14, 2018).

⁴⁸ Solid Waste Information System Facility Detail: Lamb Canyon Sanitary Landfill (33-AA-0007). CalRecycle, 2019. <https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0007/> (accessed January 11, 2019).

⁴⁹ “Disposal” is defined as all waste created by all sources within each jurisdiction (including businesses, government agencies and residents) which is disposed at CalRecycle-permitted landfills (Source: <https://www.calrecycle.ca.gov/LGCentral/Basics/PerCapitaDsp/> (accessed January 11, 2019)).

⁵⁰ California 2016 Per Capita Disposal Rate Estimate. CalRecycle, 2019. <https://www.calrecycle.ca.gov/LGCentral/GoalMeasure/DisposalRate/MostRecent/> (accessed January 11, 2019).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) **Less Than Significant Impact.** The project shall be conditioned to submit a Recyclables Collection and Loading Area plot plan to the Riverside County Department of Waste Resources (RCDWR) to confirm the Design Guidelines for Recyclables Collection and Loading Areas in accordance with standards established by the Department of Waste Resources. Additionally a Waste Recycling Plan (WRP) shall be submitted to the RCDWR for approval prior to issuance of grading and building permits. The WRP would identify materials to be generated during construction, their projected amounts, and the measures to be implemented to ensure recycling in accordance with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939 (CalRecycle), and other local, state, and federal solid waste disposal standards. Therefore, impacts associated with solid waste disposal regulations would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

49. Utilities

Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?

a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Application Materials; Riverside County Planning Department Planning Case Progress Report, dated November 16, 2018.

Findings of Fact:

a through c) **Less Than Significant Impact.** The project is conditioned to install requisite electrical power, natural gas, telephone, communication, street lighting, and cable television utilities underground in accordance with County Ordinance 460 and 461, or as approved by the County Transportation Department. The project proponent must coordinate with each utility company to ensure relocation of utilities occurs according to standard construction and operation procedures administered by the California Public Utilities Commission. Written verification of initiation of design and/or application of relocation from each affected utility must be provided to the County Transportation Department.

Each of the utility systems is available at the project site frontage, and excavation would be required to extend these lines and interconnect to the project site. Since the footprint of proposed utility relocations is encompassed by the project site, impacts associated with such relocations have been addressed throughout this Initial Study and mitigated as applicable. Impacts would be less than significant.

d) **Less Than Significant Impact.** Please refer to the response to Checklist Question 24. Since all storm water drainage facilities are proposed on-site, impacts associated with implementation of storm water drainage facilities have been addressed throughout this Initial Study and mitigated as applicable. Impacts would be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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e) **Less Than Significant Impact.** The project is conditioned to provide a streetlight plan to demonstrate compliance with the County's Dark Sky Criteria in support of the Coachella Valley Dark Sky Ordinance. Streetlights would be installed at street intersections and at the ends of cul-de-sacs, as approved by the County Transportation Department. No change in the design and location of street lights is proposed relative to the general circulation elements adjacent to the project site. Therefore, impacts associated with implementation of street lighting have been addressed throughout this Initial Study and mitigated as applicable. Impacts would be less than significant.

f) **Less Than Significant Impact.** Please refer to the response to Checklist Question 43. Since the footprint of proposed improvements to all public facilities, including roads, is encompassed by the project site, impacts associated with improvements to public facilities have been addressed throughout this Initial Study and mitigated as applicable. Impacts would be less than significant.

g) **Less Than Significant Impact.** Please refer to response to Checklist Questions 36 through 40 for a discussion on impacts to governmental services. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

50. Energy Conservation

a) Would the project conflict with any adopted energy conservation plans?

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Source: County of Riverside Climate Action Plan, July 2018.

Findings of Fact:

No Impact. The County's CAP encourages the implementation of realistic sustainable design strategies into the project design, which would conserve energy and reduce GHG emissions. As shown in the County's CAP Screening Table (Appendix A1), sustainable design strategies that may be utilized in the proposed project would include the following:

- E5.A.1: Install enhanced insulation (walls R-13, roof/attic, R-38);
- E5.A.2: Install modestly enhanced window insulation (5% > Title 24);
- E5.A.3: Install enhanced cool roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance);
- E5.B.1: Install modest duct insulation (R-6);
- E5.B.2: Install improved efficiency heating, ventilating, and air conditioning (HVAC) (SEER 14/65% AFUE or 8 HSPF);
- E5.B.4: Install high efficiency water heater (0.72 Energy Factor);
- E5.B.6: Install efficient lights (25% of in-unit fixtures considered high efficacy, defined as 40 lumens/watt for 15 watt or less fixtures, or 50 lumens/watt for 15-40 watt);
- W1.C.1: Eliminate conventional turf from landscaping;
- W1.C.2: Install weather based irrigation control systems or moisture sensors (demonstrate 20% reduced water use);

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- W1.D.2 and W1.D.3: Install water efficient toilets/urinals (1.5 gallons per minute (gpm)) and faucets (1.28 gpm);
- W2.A.1: Install recycled water (purple pipe) irrigation system on site;
- T1.A.3: Complete sidewalk around project site and provide bike lockers and secure racks;
- T4.A.1: Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles;
- T7.B.1: Install electric vehicle charging stations in garages/parking areas, consistent with CALGreen code;
- T8.A.1: Idling of all commercial vehicles is restricted to 5-minutes or less per trip on-site and at loading docks;
- SW1.B.1: Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pickup; and
- SW2.B.1: Recycle 20 percent of construction debris.

With the implementation of the above project design features, the project would garner 116 points (Appendix A1), which exceeds the minimum 100 point requirement to demonstrate consistency with the County's CAP and the goals and strategies of the state regulations aimed at conserving energy and reducing GHG emissions from land use development. Therefore, no impact from conflict with any adopted energy conservation plans would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

OTHER				
51. Other:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Staff review

Findings of Fact: Please refer to the analysis provided in response to Checklist Questions 52 through 54.

Mitigation: No additional mitigation is required.

Monitoring: No additional monitoring is required.

MANDATORY FINDINGS OF SIGNIFICANCE				
52. Does the project 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, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: Staff review; Project Application Materials

Findings of Fact:

Less Than Significant with Implementation of Mitigation. With implementation of **MM BIO-1** through **MM BIO-3**, as well as implementation of the standard conditions of project approval for unanticipated encounters with cultural and paleontological resources, 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 reduced to less than significant levels.

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| <p>53. Does the project 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.)</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source: Staff review; Project Application Materials; Air Quality and Greenhouse Gas Analysis for the Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, November 2018 (Appendix A1); Health Risk Assessment of the Proposed Gasoline Station Associated with the Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, November 2018 (Appendix A2);

Findings of Fact:

Less Than Significant Impact. The project TIA evaluated cumulative projects (see response to Checklist Question 43.a), and the associated analysis determined the project would not generate significant amounts of cumulative traffic. Air pollutant and greenhouse gas emissions would be correspondingly less than significant. In addition, there are no other projects whose impacts would comeingle with the proposed project and create a cumulatively significant impact over and above those previously identified in this Initial Study. 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 GHG emissions were determined to be less than significant. Cumulative impacts from development of the proposed project would be less than significant.

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| <p>54. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Source: Staff review; Project Application Materials; Air Quality and Greenhouse Gas Analysis for the Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, November 2018 (Appendix A1); Health Risk Assessment of the Proposed Gasoline Station Associated with the Van Dorpe-Bettencourt Highway 62 Project, Riverside County, California, November 2018 (Appendix A2)

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Less Than Significant with Implementation of Mitigation. The proposed project will produce construction- and operation- related noise levels in the project area with the potential to significantly impact nearby sensitive receptors. Days and times of construction are limited in the County, and temporary construction noise levels were determined to be less than significant. Implementation of **MM NOI-1** would reduce operational noise impacts to less than significant levels.

The project would develop typical commercial and light industrial uses which have been demonstrated not to pose significant health risks to the public. A project-specific Air Quality and Greenhouse Gas Analysis (Appendix A1) 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 residential uses in proximity to the project site. Additionally, a site-specific Health Risk Assessment (Appendix A2) for the proposed gasoline station on Parcel 3 indicates operation of the gasoline station would not generate emissions in excess of the health screening level criteria established in the SCAQMD Risk Assessment Guidelines. Furthermore, as indicated in response to Checklist Question 26, the project site would not generate a significant health risk to the public with regards to hazardous materials.

Standard Condition of Approval GEO-1 would ensure that impacts related to strong seismic ground shaking and unstable geology would be less than significant. 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. Accordingly, the project does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly. Impacts would be less than significant.

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: None

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

Location: County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92505

VII. AUTHORITIES CITED

Authorities cited: Public Resources Code Sections 21083 and 21083.05; References: California Government Code Section 65088.4; Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.05, 21083.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

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