

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (CEQ / EA) Number: CEQ200112
Project Case Type (s) and Number(s): PPT200028
Lead Agency Name: County of Riverside Planning Department
Address: 4080 Lemon Street 12th Floor, Riverside, CA 92501
Contact Person: David Church
Telephone Number: (858) 352-0007
Applicant's Name: NNN Retail Development
Applicant's Address: 15882 Wakefield Lane, San Diego, CA 92127

I. PROJECT INFORMATION

Project Purpose and Background Information

NNN Retail Development (Applicant) proposes to construct a 9,100-square-foot Dollar General retail store with 46 parking spaces and two stormwater basins located along the north shore of the Salton Sea in the unincorporated community of North Shore, Riverside County (County), California (Project). The Project site would be located on 1.37 acres of vacant land in a rural area of the County.

Project Location and Site Characteristics

The Project site is located at the northern corner of West Access Road and Marina Drive at 99100 West Access Road in the unincorporated community of North Shore, California (Figure 1). Development would span Assessor's Parcel Numbers (APNs) 723-225-002, -004, -006, -008, and -010, covering approximately 1.37 acres. The site is located between State Route 111 (SR-111) and the shoreline of the Salton Sea. Site access would be provided via SR-111 with the entrance along West Access Road.

Currently the Project site is undeveloped, sparsely vegetated land approximately 0.1 mile from the North Shore Beach and Yacht Club on the Salton Sea. Three habitat types occur within the site, including 1.14 acres of disturbed fourwing saltbush scrub, 0.22 acre of disturbed non-vegetated areas, and 0.01 acre of upland vegetated ephemeral wash. The entire Project site has been previously disturbed by the use of motor vehicles, trash dumping, and, in some areas, grading. A residence is adjacent to the southern side of the Project site, and approximately six other residences are within 0.25 mile. SR-111 is approximately 150 feet northwest of the Project site.

Zoning and General Plan Designations

The Project site is located within the County's Eastern Coachella Valley Area Plan (ECVAP), which characterizes the site as being within the Mixed-Use Area (MUA) land use designation (County 2021a). According to the County General Plan, the intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses or other uses is planned (County 2015b).

The County designates zoning of all parcels within the Project site as Mixed Use (MU). The County's Zoning Ordinance states the intent of the MU zone is to implement the MUA land use designation, which assists the County in accommodating its share of the regional housing needs assessment allocation pursuant to the Riverside County Housing Element. Generally, the MU zone promotes a mix of land uses and facilitates development that offers a combination of housing, employment, and commercial opportunities, which encourages active transportation, such as walking, biking, and use of transit, while still allowing for other modes of transportation (County 2021b).

Project Description

The Project will involve the construction of a one-story, 9,100-square-foot retail building and 46 parking stalls. Onsite improvements include, but are not limited to, undergrounding of utilities; grading, paving, and striping; construction of two stormwater basins; landscaping; and installation of signage.

Grading

The Project proposes to grade and level the entire 1.37-acre Project site.

Retail Building

The Project proposes to build a 9,100-square-foot Dollar General retail store with the entrance along the southern side of the building. The retail space would include a customer entrance, a sales area, two restrooms, an office, and a break room. A concrete dumpster pad, trash enclosure, and concrete delivery pad would be built along the eastern side of the building as a receiving area for truck deliveries.

Parking Lot and Access Drive

The proposed parking lot associated with the Project would cover approximately 27,730 square feet of the site. A total of 46 standard 9-foot by 18-foot parking stalls would be provided for customers, including two ADA-compliant accessible stalls and two electrical vehicle stalls with charging stations. Drive aisles would be 24 feet wide. A bike parking area would also be provided, in accordance with the County's Climate Action Plan (CAP, County 2019a). Three streetlights would be installed in the parking lot for safety and security purposes. All onsite lighting would be focused, directed, or arranged to prevent glare or direct illumination on adjacent residential uses.

The access drive for the Project site would provide a 40-foot-wide entrance off West Access Road. The drive would implement heavy-duty paving along the eastern side of the building for truck access to the delivery pad and trash enclosure.

Stormwater Basins

The two proposed stormwater basins would be designed and developed along with the Water Quality Management Plan (WQMP). The stormwater basins would be lined with native soil to allow for stormwater percolation. One stormwater basin will be located adjacent to the retail building (approximately 2,400 square feet), and one will be located south of the parking lot (approximately 4,800 square feet).

Landscaping and Signage

Approximately 23,063 square feet of the Project site would be landscaped with drought-tolerant, native vegetation. A monument sign for the Dollar General store would be installed at the northern end of the site, which would be visible along Marina Drive. A Dollar General sign would also be installed on the southern end of the building above the front entrance.

Construction

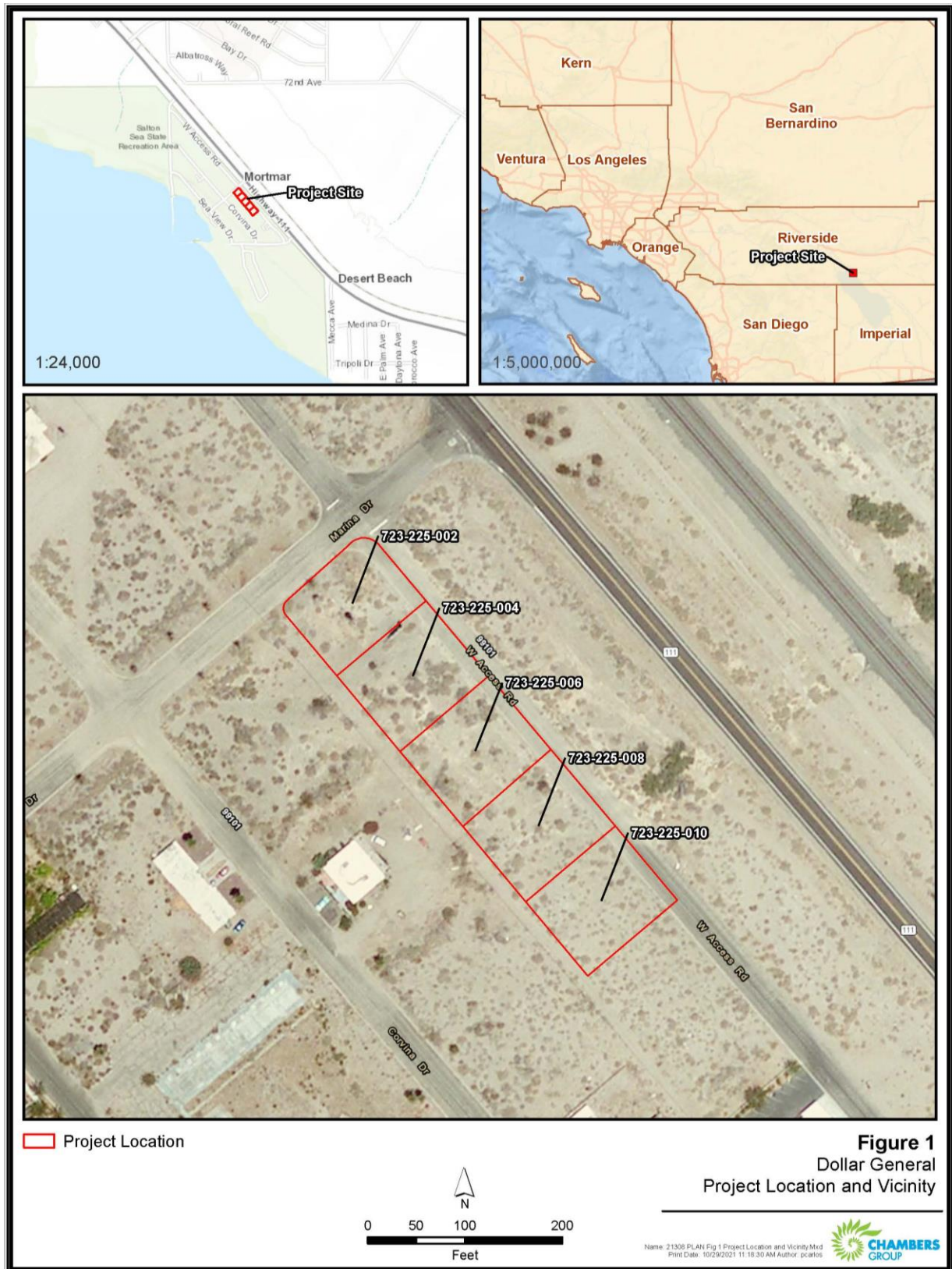
The Applicant intends to mobilize crews to the Project site in spring 2023 and complete construction activities by the fall of 2023. Construction activities occurring on the Project site will include vegetation removal, grading, excavation, paving, and structure building. Dust suppression methods will be implemented during construction. In addition to contractor vehicles, heavy equipment will be used on site, including pulverizers, excavators, backhoes, bulldozers, bobcats, graders, compactors, and dump trucks. All equipment will be staged on site.

Operations

Following completion of the Project, retail operations at the Dollar General will occur between the hours of 8 a.m. and 10 p.m. The store is anticipated to employ up to 10 people from the local community. Parking lot lighting is anticipated to be on only during store operational hours and would be turned off

after approximately 10 p.m. Propane would be delivered to the Project site by a licensed contractor in order to provide heat to the facility as needed.

Figure 1 – Project Site and Vicinity



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

B. Total Project Area:

Residential Acres:	Lots:	Units:	Projected No. of Residents:
Commercial Acres: 1.37	Lots: 4	Sq. Ft. of Bldg. Area: 9,100	Est. No. of Employees: 10
Industrial Acres:	Lots:	Sq. Ft. of Bldg. Area:	Est. No. of Employees:
Other:			

A. Assessor's Parcel No(s): 723-225-002, -004, -006, -008, and -010

Street References: West Access Road and Marina Drive

B. Section, Township & Range Description or reference/attach a Legal Description: Section 34, Township 7 South, Range 10 East

C. Brief description of the existing environmental setting of the project site and its surroundings: Currently, the Project site is undeveloped vacant land approximately 0.1 mile from the North Shore Beach and Yacht Club on the Salton Sea. The entire Project site has been previously disturbed by the use of motor vehicles, trash dumping, and, in some areas, grading. Three types of habitat currently exist on site: approximately 1.14 acres of disturbed fourwing saltbush scrub habitat, 0.22 acre of disturbed non-vegetated areas, and 0.01 acre of upland vegetated ephemeral wash. Soils within the Project site are classified as Coachella gravely sand (HES 2021a, 2021b, Appendices E and F). Elevations on the Project site range from 207 to 205 feet below mean sea level. All of the parcels associated with the Project site are located within the Federal Emergency Management Agency's 100-year floodplain. A residence is adjacent to the southern side of the Project site, and approximately six other residences are within 0.25 mile. SR-111 is approximately 150 feet northeast of the Project site.

D. Other Public Agency Involvement and Required Permits:

Agency and Department involvement and review: Riverside County Fire; Riverside County Sheriff's Department; South Coast Air Quality Management District; Coachella Valley Water District; Riverside County Transportation Department; Public Works and Community Services

Required Permits: Engineering Encroachment Permits; Grading Permit; Building Permit; Grading Permit.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. Land Use: *Riverside County General Plan*

Policy LU 29.1: Accommodate the development of commercial uses in areas appropriately designated by the General Plan and area plan land use maps.

The County General Plan characterizes the site as being within the MUA land use designation (County 2021a). According to the County General Plan, the intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses or other uses is planned (County 2015b). The Project would not require an amendment to the site's General Plan Land Use designation.

Policy LU 29.3: Site buildings along sidewalks, pedestrian areas, and bicycle routes and include amenities that encourage pedestrian activity.

No existing bike lanes or pedestrian improvements are present near the Project site. The ECVAP identifies one bike path planned within the Project vicinity: the “Combination Trail,” a regional trail and class I bike path along the Salton Sea (County 2021a). In an effort to improve pedestrian circulation adjacent to the Project site, the Project would include installation of sidewalk along the eastern site boundaries and bike racks for use by cyclists accessing the Project site.

Policy LU 29.3: Concentrate commercial uses near transportation facilities and high-density residential areas and require the incorporation of facilities to promote the use of public transit, such as bus turnouts.

The proposed land uses would serve nearby residences and travelers utilizing SR-111, adjacent to the Project site. No existing bus stops are located directly adjacent to the Project site boundary.

Policy LU 29.6: Require that commercial projects abutting residential properties protect the residential use from the impacts of noise, light, fumes, odors, vehicular traffic, parking, and operational hazards.

The nearest residential property to the Project site is across the alley on the southern side of the Project site; and approximately six other residences are within 0.25 mile. The proposed Project’s potential impacts on nearby residential land uses are analyzed in Section V, Environmental Issues Assessment. The analysis concluded that all potential impacts can be mitigated to a less-than-significant level.

Policy LU 29.7: Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.

The Project has been designed to provide adequate site access and onsite circulation. In addition, the Applicant has coordinated with the County to design roadway improvements along the Project site frontage to West Access Road. The Project would connect to existing utility infrastructure adjacent to the Project site, such as water and wastewater, to provide onsite utility services. Potential impacts associated with transportation and utilities are discussed in Section V, Environmental Issues Assessment.

Policy LU 29.10: Require that commercial development be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area.

The Project has been designed consistent with applicable design standards in the County’s Code of Ordinances. In addition, a retaining wall would be constructed along the western site boundary that would partially shield views from nearby residences. Roadway improvements, including curb and gutter, sidewalk, and landscaping would be installed along the Project frontage on West Access Road to further enhance the visual aesthetic of the site.

Policy LU 29.11: Floor to Area Ratio (FAR) is intended for planning purposes only. The Planning Director or his/her designee shall have the discretion to authorize the use of a FAR that is less intense in order to encourage good project design and efficient site utilization.

The MUA land use designation does not have a permitted building intensity range under the County General Plan or ECVAP.

Eastern Coachella Valley Area Plan

The ECVAP designates the Project site for MUA land uses, consistent with the County's General Plan Land Use Element. The Project would not affect parcels designated for residential land uses. In addition, the Project site is not within a County Policy Area.

Riverside County Zoning Ordinance

Existing Zoning designation for the Project site is Mixed Use (MU). The County's Zoning Ordinance states the intent of the MU zone is to implement the MUA land use designation, which assists the County in accommodating its share of the regional housing needs assessment allocation pursuant to the Riverside County Housing Element. Generally, the MU zone promotes a mix of land uses and facilitates development that offers a combination of housing, employment, and commercial opportunities, to encourage active transportation, such as walking, biking, and use of transit, while still allowing for other modes of transportation (County 2021b). Thus, the Project land uses and development concepts would be permitted under the existing zoning designation. The Project would be developed consistent with all development standards established for the MU zoning designation and all applicable regulations in the County's Ordinances relating to building requirements, as discussed in Section V, Environmental Issues Assessment.

2. **Circulation:** The Project has adequate circulation to/from and within the site and is therefore consistent with the Circulation Element of the General Plan. Two access points will be added to the Project site along West Access Road, approximately 150 feet southwest of SR-111 and at the south end to provide cross access with adjacent properties in the future. Within the site there will be 25-foot-wide drive aisles. The Project meets all other applicable circulation policies of the General Plan.
3. **Multipurpose Open Space:** The Project site is not designated as Open Space under the General Plan or ECVAP.
4. **Safety:** The proposed Project includes a 9,100-square-foot retail space but no habitable buildings that may be impacted by geologic and/or flood hazards. The Project is in a local responsibility area moderate fire hazard severity zone (CAL FIRE 2021). Further, the Project site is located approximately 500 feet southeast from the closest fire station, and the implementation of the proposed Project would not increase the risk of fire hazards. The Applicant would conduct regular weed abatement to reduce ladder fuels 100 feet from residences.
5. **Noise:** A residence is located adjacent to the southern side of the Project site, and approximately six other residences are within 0.25 mile. Construction activities would not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and would not occur between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May, in compliance with the County Noise Ordinance. Additionally, property maintenance during operations, including the operation of lawnmowers, leaf blowers, and other groundskeeping equipment, would occur between the hours of 7 a.m. and 8 p.m. (County 2007). Technical noise analyses were prepared and discussed in this Initial Study which concluded that the Project would not result in significant noise impacts. The Project meets all other applicable General Plan Noise Element policies.
6. **Housing:** The proposed Project does not include the construction of additional housing. Although the Project would create permanent employment opportunities, these jobs are anticipated to be filled by the local community. It is not expected that the Project would create

a demand for housing or affordable housing beyond that projected by the County's General Plan.

7. **Air Quality:** The proposed Project is in conformance with the Air Quality Element of the General Plan as well as the standards set forth by the South Coast Air Quality Management District (SCAQMD). The associated analyses and data models are provided in the appendices. A full discussion of air quality impacts associated with the proposed Project is included in Section V.
8. **Healthy Communities:** Land use patterns are critical to the health and well-being of residents because they affect, at a minimum, levels of physical activity, access to nutritious food, and the creation and exposure to pollutants. Healthy land use patterns can be achieved by encouraging infill focusing development within mixed use districts and along major transit corridors; avoiding leap-frog development; constructing a diverse mix of uses throughout Riverside County; and encouraging land use patterns that promote walking, bicycling, and transit use. The proposed Project would introduce new commercial development within walking distance of nearby existing residential land uses, include sidewalk along the Project frontage to encourage pedestrian circulation adjacent to the Project site, and provide bike racks for use by cyclists accessing the Project site. The Project would also provide two onsite parking spaces for low-emitting fuel-efficient vehicles pursuant to Chapter 17.188 of the County's zoning standards. The Project is consistent with this element of the General Plan.

a) Environmental Justice Summary: The Project is located in North Shore, which is within the Mecca-North Shore Environmental Justice Community. The Project Applicant has prepared and submitted the Environmental Justice Worksheet to analyze the Project with respect to Environmental Justice policies. The Project includes design features and mitigation measures to ensure compatibility with County policies.

- B. **General Plan Area Plan(s):** Eastern Coachella Valley Area Plan
- C. **Foundation Component(s):** Community Development
- D. **Land Use Designation(s):** Mixed Use Area
- E. **Overlay(s), if any:** Coachella Valley Multiple Species Habitat Conservation Plan
- F. **Policy Area(s), if any:** N/A
- G. **Adjacent and Surrounding:**
 1. **General Plan Area Plan(s):** East County - Desert Area to the east
 2. **Foundation Component(s):** N/A
 3. **Land Use Designation(s):** One parcel Single Family Residential to the west; Vacant Mixed-Use Area on all other parcels to the north, south, east, and west
 4. **Overlay(s), if any:** Coachella Valley Multiple Species Habitat Conservation Plan
 5. **Policy Area(s), if any:** N/A
- H. **Adopted Specific Plan Information**

1. Name and Number of Specific Plan, if any: N/A

2. Specific Plan Planning Area, and Policies, if any: N/A

I. Existing Zoning: Mixed Use

J. Proposed Zoning, if any: N/A

K. Adjacent and Surrounding Zoning: Mixed-Use to the north, south, east, and west

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agriculture & Forest Resources | <input checked="" type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Energy | <input checked="" 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 | |

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

For: John Hildebrand
Planning Director

Printed Name

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"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): California Department of Transportation (Caltrans) List of Eligible and Designated State Scenic Highways; Riverside County General Plan Figure C-8 “Scenic Highways”

Findings of Fact:

a) **Less Than Significant Impact.** The Project site is located approximately 150 feet southwest of SR-111. According to Caltrans, this segment of SR-111 is a State Eligible scenic highway (Caltrans 2019). County General Plan Figure C-8 includes the same designation for SR-111 (County 2015a).

During construction, the presence of construction equipment would increase activity on the Project site, visible from SR-111. Despite the visibility of construction equipment on the Project site, these activities would be temporary, lasting approximately four months, and views of the construction activities by vehicles traveling within the public right-of-way on SR-111 would be limited to a relatively brief duration. As such, views of Project construction would not have a substantial effect on this scenic corridor.

Northbound travelers on this segment of SR-111 have a view of hillsides to the east and the Salton Sea to the west. Upon implementation of the Project, the structures on site would be similar in character and scale as the existing North Shore Beach and Yacht Club, Riverside County Fire Station 41, and residences in the vicinity of the Project site. The existing development adjacent to SR-111 does not

substantially obstruct views of the Salton Sea or surrounding hillsides. As such, implementation of the Project would not result in a substantial effect on views from SR-111; and impacts would be less than significant.

b) **Less Than Significant Impact.** The 1.37-acre Project site is currently vacant, consisting of minimal ruderal vegetation. The Project site is void of visual resources, such as protected or native trees, rock outcroppings, or historic buildings that would be impacted by development of the Project. Figure 9 of the ECVAP identifies a proposed Combination Trail (Regional Trail/Class I Bike Path) but identifies no established trails in the area with views of the Project site (County 2021a). A residence is located across the public alley on the southern side of the Project site, and approximately six other residences are within 0.25 mile. All of these would have views of the Project site; however, the maximum height of the building would be 24 feet, thus scale and character of the Project would be consistent with nearby land uses such as the North Shore Beach and Yacht Club and a two-story apartment complex. Further, the Project would be accordant with applicable design standards established by the County. As such, the Project would not substantially alter the existing views of the Project area; and impacts would be less than significant.

c) **Less Than Significant Impact.** The Project site consists of undeveloped, disturbed land with minimal vegetation. Existing residential development is located across the public alley on the southern side of the Project site, and approximately six other residences are within 0.25 mile. Approximately 0.1 mile west is a Desert Recreation District public facility, North Shore Beach and Yacht Club, on the Salton Sea. The Project is consistent with the County's General Plan and zoning code, which designates land use at the Project site as MUA and zoning as MU (County 2021b). The scale and character of the Project would be consistent with nearby land uses and applicable design standards established by the County. In compliance with the County's Code of Ordinances, the Applicant has also submitted a Plot Plan application (PPT200028), and the County will conduct discretionary review of the Plot Plan. Review of the Plot Plan requires conformity with all the requirements of the County General Plan and with all applicable requirements of state law and the ordinances of Riverside County. As such, the Project would not conflict with the zoning regulations governing scenic quality or substantially degrade the visual quality of the site.

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(s): Riverside County Geographic Information System (GIS) database, Riverside County Ordinance No. 655

Findings of Fact:

a) **No Impact.** County Ordinance No. 655 regulates light pollution from outdoor lighting fixtures within a 45-mile radius of the Mt. Palomar Observatory. The Project site is located approximately 55 miles northwest of the Mt. Palomar Observatory; and, as shown on the ECVAP Figure 7, the Project site is outside the Mt. Palomar Nighttime Lighting Policy Area (County 2021a). Therefore, the Project would neither directly nor indirectly interfere with the nighttime use of the Mt. Palomar Observatory, and no impacts would occur.

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.

3. Other Lighting Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose residential property to unacceptable light levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County Code of Ordinances

Findings of Fact:

a, b) **Less Than Significant Impact.** Existing sources of lighting in the Project area are emitted from nearby residential development. All construction activities at the Project site would take place during the daylight hours between 6:00 a.m. at the earliest and 7:00 p.m. at the latest and, therefore, would not require nighttime lighting. Completion of the Project would introduce new light sources on the site associated with three exterior parking lot lights, signage, and storefront lighting. However, all onsite lighting would be focused, directed, or arranged to prevent glare or direct illumination on adjacent residential uses in accordance with Ordinance 655. Additionally, parking lot lighting would be turned off upon store closing time at 10 p.m. each night. Compliance with applicable County ordinances would ensure new exterior light sources associated with the Project would not introduce light spillover onto nearby residential land uses; thus, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AGRICULTURE & FOREST RESOURCES Would the project:				
4. Agriculture				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<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"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): Riverside County General Plan Figure OS-2 “Agricultural Resources,” GIS database, California Department of Conservation (DOC) Important Farmland Finder

Findings of Fact:

a) **No Impact.** According to the California Department of Conservation’s Important Farmland Finder, the Project site is not located in an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2021a). Therefore, no impacts to farmland would be associated with the implementation of the proposed Project.

b) **No Impact.** The Project site is neither zoned for agricultural uses nor under a Williamson Act Contract (County 2021b). Therefore, the proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act Contract, and no impacts would occur.

c) **No Impact.** The Project is not located within 300 feet of agriculturally zoned property. The closest agriculturally zoned area is located approximately 1.5 mile west of the Project site (County 2021b). Therefore, no impacts would be associated with the implementation of the proposed Project.

d) **No Impact.** The Project does not involve other changes to the existing environment which, due to their location or nature, would result in conversion of farmland to non-agricultural use. Therefore, no impacts would be associated with the implementation of the Project.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Forest				
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(s): County GIS Database

Findings of Fact:

a) **No Impact.** The Project site is currently vacant. The Project site and surrounding properties are zoned MU. The Project does not include or require uses or facilities that would potentially affect properties zoned for forest land, timberland, or timberland zoned Timberland Production. As such, the Project would have no potential to conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. Therefore, no impacts would be associated with the implementation of the Project.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b, c) **No Impact.** As shown on General Plan Figure OS-3a, Forestry Resources, Western Riverside County Parks, Forests, and Recreation Areas, neither the Project site nor surrounding properties are designated forest land (County 2015b). The Project does not include uses or facilities that would otherwise potentially result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts would be associated with the implementation of the Project.

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) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County Climate Action Plan (“CAP”), SCAQMD CEQA Air Quality Handbook

The proposed Project site is located in an unincorporated area of the County of Riverside. The proposed Project site is located within the Coachella Valley (Valley) portion of the Salton Sea Air Basin (SSAB), and air quality regulation is administered by the South Coast Air Quality Management District (SCAQMD). The SCAQMD implements the programs and regulations required by the federal and State Clean Air Acts.

Atmospheric Setting

Air quality is a function of both the rate and location of pollutant emissions under the influence of meteorological conditions and topographical features. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with physical features of the landscape to determine their movement and dispersal and, consequently, their effect on air quality. The SSAB is bounded by the San Jacinto Mountains to the west and the Salton Sea to the south. The Valley is impacted by transport of pollutants (primarily ozone) from coastal air basins to the west and locally generated particulate matter (PM). The mountains surrounding the region isolate the Valley from coastal influences and create a hot and drying low-lying desert. As the desert heats up, it draws cooler coastal air through the narrow San Geronio Pass, generating strong and sustained winds.

Each year, winter rains cause erosion of adjacent mountains, and water run-off produces substantial deposits of gravel and sand through the major drainage areas in the Valley. During the spring months and at other times of the year, persistent and strong winds suspend and transport large quantities of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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sand and dust southeast through the center of the Valley, reducing visibility, damaging property, and constituting a significant health threat.

This process effectively combines water and wind erosion to generate a wide range of sand and very fine dust. Sometimes referred to as “blowsand,” this natural sand migration produces particulate matter (PM) in two ways: (1) by direct particle erosion and fragmentation (natural PM), and (2) by secondary effects, such as sand deposits on road surfaces that can be ground into PM by moving vehicles and re-suspended in the air by those vehicles (man-made PM).

Average temperatures for the Mecca Fire Station (WRCC 2016), which is the nearest monitoring station with historical data, range from an average low of 38 degrees Fahrenheit (°F) in December to an average high of 106 °F in August. Rainfall averages approximately 3.12 inches a year.

Regulatory Setting

The proposed Project site lies within the SSAB, which is managed by the SCAQMD. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone, sulfur dioxide (SO₂), nitrogen dioxide (NO₂), inhalable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead. The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Areas are classified under the federal Clean Air Act as either “attainment” or “nonattainment” areas for each criteria pollutant, based on whether the NAAQS have been achieved or not. Attainment relative to the State standards is determined by the California Air Resources Board (CARB). The SSAB has been designated by the federal Environmental Protection Agency (EPA) as a nonattainment area for ozone and PM₁₀. Currently, the SSAB is in attainment with the NAAQS for CO, SO₂, NO₂, PM_{2.5}, and lead.

The EPA has designated the SSAB as nonattainment for the 8-hour average ozone standard. In 2015, the EPA strengthened its 8-hour “primary” and “secondary” ozone standards to 0.070 parts per million (ppm). The previous standard, set in 2008, was 0.075 ppm. The SCAQMD, the agency principally responsible for comprehensive air pollution control in the SSAB, adopted the 2016 Air Quality Management Plan (AQMP) in March 2016 that provides measures to reduce 8-hour ozone levels to below the federal standard by 2027.

Additionally, the EPA has designated the SSAB as nonattainment for PM₁₀. The EPA revoked the annual PM₁₀ standard that became effective December 18, 2006, and the 24-hour PM₁₀ standard deadline was December 31, 2006. On January 8, 2010, the SCAQMD adopted the Coachella Valley Attainment Re-designation request, that officially requests that the SSAB be redesignated to attainment for the PM₁₀ standard. Re-designation has been indefinitely postponed by the EPA, pending additional monitoring and analysis of the southeastern portion of the Valley.

The SSAB has been designated by CARB as a nonattainment area for ozone and PM₁₀. Currently, the SSAB is in attainment with the State ambient air quality standards for CO, NO₂, PM_{2.5}, SO₂, and sulfates and is unclassified for visibility-reducing particles and hydrogen sulfide. The adopted AQMPs provide measures to meet the State standards for ozone and PM₁₀. Table 1 presents the designations and classifications applicable to the proposed Project area.

Table 1: Designations/Classifications for the SSAB

Pollutant	Average Time Standard	National Standards Attainment Date ¹	California Standards ²
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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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1979 1-Hour Ozone (O ₃)	1-Hour (0.12 ppm)	Attainment 12/31/2013	Nonattainment
1997 8-Hour Ozone (O ₃)	8-Hour (0.08 ppm)	Nonattainment (Severe-15) 6/15/2019	
2008 8-Hour Ozone (O ₃)	8-Hour (0.075 ppm)	Nonattainment (Severe-15) 7/20/2027	
2015 8-Hour Ozone (O ₃)	8-Hour (0.070 ppm)	Pending – Expect Nonattainment (Severe)	
Carbon Monoxide (CO)	1-Hour (35 ppm) 8-Hour (9 ppm)	Unclassified/Attainment	Attainment
Nitrogen Dioxide (NO ₂)	1-Hour (100 ppb)	Unclassifiable/Attainment Attained	Attainment
	Annual (0.053 ppm)	Unclassifiable/Attainment Attained	
Sulfur Dioxide (SO ₂)	1-Hour (75 ppb)	Designation Pending/ Pending	Attainment
	24-Hour (0.14 ppm) Annual (0.03 ppm)	Unclassifiable/Attainment	
Particulate Matter (PM ₁₀)	24-Hour (150 µg/m ³)	Nonattainment (Serious) 12/31/2006	Nonattainment
Particulate Matter (PM _{2.5})	24-Hour (35 µg/m ³)	Unclassified/Attainment	Attainment
	1997 Annual (15.0 µg/m ³)	Unclassified/Attainment	
	Annual (12.0 µg/m ³)	Unclassified/Attainment	
Lead (Pb)	3-Months Rolling (0.15 µg/m ³)	Attainment	Attainment

¹ Obtained from <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=14>

² Obtained from <http://www.arb.ca.gov/design/adm/adm.htm>.

Monitored Air Quality

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the Valley as well as from the transport of pollutants (primarily ozone) from coastal air basins to the west. Estimates of the existing emissions within the SCAQMD jurisdictional area that are provided in the Final 2016 AQMP, March 2017, indicate that, collectively, mobile sources account for 33 percent of the volatile organic compounds (VOC), 88 percent of emissions from nitrogen oxides (NO_x), and 35 percent of directly emitted PM_{2.5}, with another 10 percent of PM_{2.5} from road dust. However, the mobile source regulations currently in place are anticipated to reduce the share of emissions currently produced by mobile sources; and by 2031 mobile source emissions are anticipated to create 14 percent of VOC emissions, 30 percent of NO_x emissions, and 23 percent of PM_{2.5} emissions with another 14 percent of PM_{2.5} from road dust.

SCAQMD has divided its jurisdictional area into 38 air monitoring areas. The Project site is located in Air Monitoring Area 30, which covers the Coachella Valley. Since not all air monitoring stations measure all of the tracked pollutants, the data from the following two monitoring stations, listed in the order of proximity to the Project site, have been used: Indio-Jackson Station (Indio Station) and Palm Springs-Fire Station (Palm Springs Station).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Indio Station is located approximately 21 miles northwest of the Project site at 46990 Jackson Street, Indio; and the Palm Springs Station is located approximately 42 miles northwest of the Project site at 590 Racquet Club Avenue, Palm Springs. Table 2 presents the monitored pollutant levels from these Monitoring Stations. Ozone, PM_{2.5}, and PM₁₀ were measured at Indio Station; and NO₂ was measured at the Palm Springs Station. It should be noted that due to the air monitoring stations' distances from the Project site, recorded air pollution levels at the air monitoring stations reflect, with varying degrees of accuracy, local air quality conditions at the Project site.

Table 2: Ambient Air Quality Monitoring Summary

Air Pollutant	2018	2019	2020
Ozone¹			
Max 1 Hour (ppm)	0.106	0.103	0.097
Days > CAAQS (0.09 ppm)	4	4	2
Max 8 Hour (ppm)	0.091	0.087	0.084
Days > NAAQS (0.070 ppm)	49	43	42
Days > CAAQS (0.070 ppm)	52	47	44
Nitrogen Dioxide (NO₂)²			
Max 1 Hour (ppb)	75.6	89.5	85.3
Days > NAAQS (100 ppb)	67	68	67
Days > CAAQS (180 ppb)	90	90	90
Particulate Matter (PM₁₀)¹			
Max Daily California Measurement	336.0	141.9	145.2
Days > NAAQS (150 µg/m ³)	2	0	0
Days > CAAQS (50 µg/m ³)	14	4	2
National Average (20 µg/m ³)	34.8	28.5	31.6
Particulate Matter (PM_{2.5})¹			
Max Daily National Measurement	28.7	15.0	25.6
Days > NAAQS (35 µg/m ³)	0	0	0
National Average (12 µg/m ³)	8.3	7.3	8.4
State Average (12 µg/m ³)	8.3	7.4	8.4
Abbreviations: > = exceed ppm = parts per million ppb = parts per billion µg/m ³ = micrograms per cubic meter CAAQS = California Ambient Air Quality Standard NAAQS = National Ambient Air Quality Standard ND = Insufficient or No Data Bold = exceedance ¹ Measurements taken from Indio Station ² Measurements taken from Palm Springs Station Source: http://www.arb.ca.gov/adam/			

California Emissions Estimator Model™ Employed To Estimate Air Quality Emissions

In May 2021, the SCAQMD, in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the California Emissions Estimator Model™ (CalEEMod) v2020.4.0. The purpose of this model is to more accurately calculate construction-source and operational-source criteria pollutants (nitrogen oxides [NO_x], volatile organic compounds [VOCs], particulate matter less than 10 microns [PM₁₀], particulate matter less than 2.5 microns [PM_{2.5}], sulfur oxides [SO_x], and carbon monoxide [CO]) and greenhouse gas (GHG) emissions from direct and indirect sources and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this proposed Project to determine construction and operational impacts related to the proposed Project. Outputs from the model runs are provided in Appendix A.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact:

a) **Less than Significant Impact.** CEQA requires a discussion of any inconsistencies between a proposed project and applicable general plans (GP) and regional plans (State CEQA Guidelines Section 15125). The regional plan that applies to the proposed Project includes the SCAQMD AQMP. Therefore, this section discusses any potential inconsistencies of the proposed Project with the AQMP and the County of Riverside General Plan.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed Project would interfere with the region’s ability to comply with federal and State air quality standards. If the decision-makers determine that the proposed Project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that “New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP.” Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

1. Whether the project will result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
2. Whether the project will exceed the assumptions in the AQMP in 2010 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

Criterion 1 – Increase in the Frequency or Severity of Violations?

Based on the air quality modeling analysis contained in this Air Analysis, it was determined that short-term construction impacts and long-term operations impacts would not result in significant impacts based on the SCAQMD regional, local, and toxic air contaminant thresholds of significance.

Therefore, the proposed Project is not expected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

Criterion 2 – Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed Project are based on the same forecasts as the AQMP. The AQMP is developed through use of the planning forecasts provided in the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal)*, adopted September 3, 2020, and the *2019 Federal Transportation Improvement Program (2019 FTIP)*, adopted September 2018 by the Southern California Association of Governments (SCAG). The Connect SoCal is a major planning document for the regional transportation and land use network within southern California. The Connect SoCal is a long-range plan required by federal and State requirements placed on the Southern California Association of Governments (SCAG) and updated every four years. The 2019 FTIP provides long-range planning for future transportation improvement projects that are constructed with State and/or federal

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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funds within southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA.

The proposed Project consists of development of a retail building. The proposed Project site is designated as Mixed-Use Area (MUA) in the General Plan and is zoned Mixed-Use (MU), which allows for commercial uses. The proposed Project is consistent with the current land use designations and would not require a General Plan Amendment or zone change. In addition, project construction would be required to comply with SCAQMD Rules and Regulations, including Rules 402 and 403 that control the emissions of air contaminants, odors, and fugitive dust. Therefore, based on the above, the proposed Project is not anticipated to exceed the AQMP assumptions for the proposed Project site and is found to be consistent with the AQMP for the second criterion.

Based on the discussion above, the proposed Project will not result in an inconsistency with the SCAQMD AQMP. Accordingly, the proposed Project would not conflict with or obstruct implementation of the applicable air quality plan.

b) **Less than Significant Impact.** The proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard. As shown above in Table 1, the proposed Project area is designated as a federal and/or State nonattainment area for ozone and PM₁₀. To estimate if the proposed Project may adversely affect the air quality in the region, the SCAQMD has prepared CEQA Air Quality Handbook (SCAQMD 1993) to provide guidance to those who analyze the air quality impacts of proposed projects. The SCAQMD CEQA Handbook states that any project in the Coachella Valley portion of the SSAB with daily emissions that exceed any of the identified significance thresholds should be considered to have an individually and cumulatively significant air quality impact. For the purposes of this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table 3.

Table 3: Regional Thresholds of Significance

	Pollutant Emissions (Pounds/Day) ¹						
	VOC	NOx	CO	SOx	PM ₁₀	PM _{2.5}	Lead
Construction	75	100	550	150	150	55	3
Operation	75	100	550	150	150	55	3

¹ The SCAQMD operational thresholds for the Coachella Valley are the same as the construction thresholds. Source: SCAQMD, <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>

Air emissions related to construction of the proposed Project may have the potential to exceed the State and federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SSAB. In order to assess local air quality impacts, the SCAQMD has developed Localized Significance Thresholds (LSTs) to assess project-related air emissions in the Project vicinity. SCAQMD has also provided Final Localized Significance Threshold Methodology (LST Methodology, July 2008), which details the methodology to analyze local air emission impacts. The LST Methodology found that the primary emissions of concern are NO₂, CO, PM₁₀, and PM_{2.5}.

The LST Methodology provides look-up tables with different thresholds based on the location and size of the project site and distance to the nearest sensitive receptors. The look-up tables provide 1-acre, 2-acre, and 5-acre project sizes. Since the Project site is 1.38 acres, the 1-acre and 2-acre thresholds were interpolated to determine the 1.38-acre thresholds. As detailed above, the proposed Project site

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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is located in Air Monitoring Area 30, which covers the Coachella Valley. The nearest sensitive receptor to the proposed Project is a home located across the 25-foot-wide alley on the southeast side of the Project site where the residential structure is located as near as 100 feet. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. Table 4 below shows the LSTs for NO_x, CO, PM₁₀, and PM_{2.5} for both construction and operational activities.

Table 4: Local Thresholds of Significance

Activity	Pollutant Emissions (Pounds/Day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Construction	154	1,038	5.1	3.8
Operation	154	1,038	1.4	1.4

¹ The nearest sensitive receptors is a home located across the 25-foot-wide alley on the southeast side of the Project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold. Source: SCAQMD's Mass Rate Look-Up Tables for one and two acres in Air Monitoring Area 30 found at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-1st-look-up-tables.pdf?sfvrsn=2>

Construction Emissions

Construction of the proposed Project would create air emissions primarily from equipment exhaust and fugitive dust. The air emissions from the proposed Project were analyzed through use of the CalEEMod model (see Appendix A). Construction activities for the proposed Project are anticipated to start around spring 2023 and be completed in 10 months, which is based on the CalEEMod model default timing. The construction activities would include site preparation and grading of the Project site, building construction, paving, and application of architectural coatings.

Table 5 shows the maximum summer or winter daily emissions that would be created from construction of the proposed Project, which is based on the default construction equipment assumptions provided by the CalEEMod model.

Table 5: Construction-Related Maximum Daily Criteria Pollutant Emissions

Construction Season	Pollutant Emissions (Pounds/Day) ¹					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Summer	22.58	17.00	13.14	0.02	4.01	2.25
Winter	22.58	17.00	13.08	0.02	4.01	2.25
Maximum Daily Construction Emissions	22.58	17.00	13.14	0.02	4.01	2.25
SCAQMD Regional Thresholds	75	100	550	150	150	55
SCAQMD Local Thresholds	--	154	1,038	--	5.1	3.8
Exceed Thresholds?	No	No	No	No	No	No

¹ Based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403. Source: CalEEMod Version 2020.4.0.

As shown in Table 5, maximum daily construction emissions would not exceed either the SCAQMD regional or local criteria pollutant thresholds. In addition, construction emissions would be short-term, limited only to the period when construction activity is taking place. As such, construction-related criteria pollutant emissions would be less than significant for the proposed Project.

Operational Emissions

The proposed Project consists of the development and operation of a retail building that may generate air emissions from mobile sources that are created from vehicular emissions, area sources, and energy

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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usage. Table 6 shows the estimated worst-case summer or winter daily emissions from operation of the proposed Project.

Table 6: Operations-Related Maximum Daily Criteria Pollutant Emissions

Activity	Pollutant Emissions in pounds/day					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Sources ¹	0.26	<0.00	0.01	<0.00	<0.00	<0.00
Energy Usage ²	<0.00	0.01	<0.00	<0.00	<0.00	<0.00
Mobile Sources (Summer) ³	1.02	0.93	6.44	0.01	1.17	0.32
Mobile Sources (Winter) ³	0.83	0.98	6.00	0.01	1.17	0.32
Total Worst-Case Project Emissions⁴	1.28	0.99	6.45	0.01	1.17	0.32
SCAQMD Regional Thresholds	55	55	550	150	150	55
SCAQMD Local Thresholds	--	154	1,038	--	1.4	1.4
Exceed Thresholds?	No	No	No	No	No	No

Notes:

¹ Area sources consist of emissions from consumer products, architectural coatings, and landscape equipment.

² Energy usage consists of emissions from onsite natural gas usage.

³ Mobile sources consist of emissions from vehicles and road dust.

⁴ Based on worst-case between summer and winter mobile source emissions.

Source: CalEEMod Version 2020.4.0.

As shown in Table 6, operations-related emissions would not exceed either SCAQMD regional or local thresholds. As such, operations-related criteria pollutant emissions would be less than significant for the proposed Project.

Accordingly, the proposed Project would not result in a cumulative considerable net increase of any criteria pollutant.

c) **Less than Significant Impact.** The proposed Project has the potential to expose nearby sensitive receptors to criteria pollutants, including CO hotspots, and toxic air contaminants (TACs). The nearest sensitive receptor to the proposed Project is a home located across the 25-foot-wide alley on the southeast side of the Project site. As discussed above in (b), the local concentrations of criteria pollutant emissions have been calculated for construction and operational activities. The analysis above found that less than significant criteria pollutant concentrations would occur during construction and operation of the proposed Project at the nearby sensitive receptors. As such, a less-than-significant impact would occur to sensitive receptors from localized criteria pollutant concentrations.

According to SCAQMD methodology, health effects from TACs are usually described in terms of "individual cancer risk." "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology.

Construction-Related TAC Emissions

Construction of the proposed Project would generate TAC emissions from the onsite operation of diesel-powered equipment in the form of diesel particulate matter (DPM). Given the relatively limited number of heavy-duty construction equipment, the varying distances to the nearby sensitive receptors that construction equipment would operate, and the short-term construction schedule, the proposed Project

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In addition, California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes and requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet’s usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet; currently, no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment and by January 2023 no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. Therefore, less than significant short-term toxic air contaminant impacts would occur during construction of the proposed Project.

Operations-Related TAC Emissions

The proposed Project consists of development of a retail building that would generate DPM emissions from diesel truck deliveries to the Project site. Particulate matter from diesel exhaust is the predominant TAC in most areas; and, according to The California Almanac of Emissions and Air Quality 2013 Edition, prepared by CARB, about 80 percent of the outdoor TAC cancer risk is from diesel exhaust. Some chemicals in diesel exhaust, such as benzene and formaldehyde, have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program.

According to Health Risk Assessments for Proposed Land Use Project, prepared by CAPCOA, July 2009, a potential cancer risk impact from DPM emissions would occur if sensitive receptors are placed within 1,000 feet of distribution centers that generate more than 100 trucks deliveries per day or more than 40 trucks deliveries per day with transport refrigeration units (TRUs). According to the Traffic Memorandum (Salem Engineering Group Inc. 2021), the proposed Project would generate a total of 344 daily trips; however, since the Traffic Memorandum does not include a breakdown of how many of these trips would be from trucks, the vehicle from the CalEEMod model was utilized (see Appendix A), that found the Project would generate 0.73 percent of Light-Heavy Duty Trucks, 1.13 percent of Medium-Heavy Duty Trucks, and 1.86 percent of Heavy-Heavy Duty Trucks; therefore, a total of 3.72 percent of the project trips would be truck trips, which equates to 13 daily truck trips generated from the proposed Project. Since a trip is generated when a truck either arrives at the Project site or leaves the Project site, the 13 daily truck trips equate to 6.5 truck deliveries per day. Since the proposed Project would generate well below the 100 truck deliveries per day threshold that would have the potential to create a significant TAC impact at the nearby sensitive receptors as determined by CAPCOA’s screening criteria, a less-than-significant TAC impact would occur during the ongoing operations of the proposed Project; and no mitigation would be required.

CO “Hot Spot”

The proposed Project would not result in potentially adverse CO concentrations or “hot spots.” At the time of the 1993 Handbook, the SSAB was designated nonattainment for CO under the CAAQS and NAAQS. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technologies on industrial facilities, CO concentrations in the SSAB and in the state have steadily declined. In 2007, the SSAB was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO hot spot analysis for attainment at the busiest intersections in Los Angeles during the peak morning and afternoon periods and did not predict a violation of CO standards. The four intersections analyzed by the SCAQMD were: Long Beach Boulevard and Imperial Highway, Wilshire Boulevard and Veteran Avenue, Sunset Boulevard and Highland Avenue, and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire Boulevard and Veteran Avenue) had a daily traffic volume of approximately 100,000 vehicles per day with Level of Service

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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(LOS) E in the morning and LOS F in the evening peak hour. An LOS is a qualitative measure that is used to determine the quality of traffic services within a traffic stream.

Since the nearby intersections to the proposed Project are much smaller with less traffic than what was analyzed by the SCAQMD and since the CO concentrations are now approximately 60 percent lower than when CO was designated in attainment in 2007, no local CO hotspots are anticipated to be created from the proposed Project and no CO hotspot modeling was performed. Therefore, a less-than-significant impact to sensitive receptors from potential CO hotspots is anticipated.

Therefore, implementation of the proposed Project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

d) **Less than Significant Impact.** Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints, and solvents and from emissions from diesel equipment. Standard construction requirements that limit the time of day when construction may occur as well as SCAQMD Rule 1108 that limits VOC content in asphalt and Rule 1113 that limits the VOC content in paints and solvents would minimize odor impacts from construction. As such, the objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the Project site's boundaries. Through compliance with the applicable regulations that reduce odors and due to the transitory nature of construction odors, a less than significant odor impact would occur and no mitigation would be required.

Potential sources of odor emission during operation of the proposed Project would include diesel emissions from truck deliveries as well as from trash storage areas. Diesel truck emissions odors would be generated intermittently from truck loading and unloading activities at the Project site and would not likely be noticeable for extended periods of time beyond the Project site boundaries. Pursuant to County regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Due to the distance of the nearest sensitive receptor from the Project site and through compliance with SCAQMD's rules that include Rule 402 (odor regulations) and Rule 1110.2 (backup generator regulations) and the County's trash storage regulations, a less-than-significant impact related to odors would occur during the ongoing operations of the proposed Project. Operational-related odor impacts would be less than significant and no mitigation would be required.

Therefore, construction and operation of the proposed Project would not create objectionable odors affecting a substantial number of people, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

BIOLOGICAL RESOURCES Would the project:

7. Wildlife & Vegetation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): GIS database, MSHCP, General Biological Assessment (Appendix F), Jurisdictional Delineation (Appendix E)

Hernandez Environmental Services (HES) prepared a General Biological Assessment (GBA) for the Project dated September 2021 and a Jurisdictional Delineation (JD) for the Project dated August 2021. HES conducted a literature review, reviewed aerial photographs and topographic maps, and performed a field survey of the Project site for both reports. Linear transects spaced approximately 50 to 100 feet apart were walked across the Project site, and all species observed were recorded for the GBA. Results from the GBA and JD have been summarized and incorporated below. For further information regarding methods, please refer to Appendix E and Appendix F of this initial study.

Findings of Fact:

a) **Less Than Significant Impact.** The Project site is located within the boundaries of the Coachella Valley Multi-Species Habitat Conservation Plan (CVMSHCP). Pursuant to Section 5.2.1.1 of the CVMSHCP, four categories of new development are required to be mitigated for through the payment of local development mitigation fees to the County. The four categories include the following: residential with a density between 0 and 8.0 dwelling units per acre; residential with a density between 8.1 and 14.0 dwelling units per acre; residential with a density greater than 14.0 dwelling units per acre; and non-residential. The Project consists of new development of non-residential property; and, therefore, the Applicant will be required to pay the local development fee prior to Project implementation. The Project site is not located within or adjacent to a CVMSHCP conservation area, so the avoidance,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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minimization, and mitigation measures described in the Section 4.4 of the CVMSHP, as well as the land use adjacency guidelines outlined in Section 4.5, do not apply to the Project. As concluded in the GBA, the Project does not propose a threat to any sensitive species since the site has been previously disturbed, no suitable habitat for sensitive species exists on site, and the Project site is bordered by existing paved roads and residential developments. Impacts regarding implementation of the CVMSHCP would be less than significant.

b, c) **Less Than Significant Impact.** The Project site contains three habitat types: 1.14 acres of disturbed fourwing saltbush scrub habitat, 0.22 acre of disturbed non-vegetated areas, and 0.01 acre of upland vegetated ephemeral wash (HES 2021b, Appendix F). Nonetheless, as previously mentioned, the entire Project site has been disturbed by the use of motor vehicles, trash dumping, and, in some areas, grading. According to the GBA, a review of state and federal databases resulted in a total of 22 sensitive species of plants and 44 sensitive species of animals with the potential to occur on or within the vicinity of the Project location. These include species listed or candidates for listing by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), and the California Native Plant Society (CNPS). All habitats for use by these species were evaluated during HES’s site visit, and a determination was made that no suitable habitat for sensitive species exists within the Project site. Additionally, the Project is not located within designated federal critical habitat. None of the 22 sensitive plant species and 44 sensitive animal species were recorded as being present on site during the field survey. Thus, impacts to any endangered or threatened species would be less than significant.

d) **Less Than Significant With Mitigation.** Although the Project is sparsely vegetated, the Project area does not contain mountains, canyons, or riparian corridors that have the potential to be used by wildlife as corridors. Furthermore, the Project area is surrounded by development in the form of SR-111, railroad tracks, roads, and residential housing. Vegetation removal activities required for construction would occur outside migratory nesting bird season to the extent possible. Nonetheless, construction is scheduled for spring 2023 to fall 2023, and nesting bird season occurs from February 1 through September 15. To avoid potential impacts to potential nesting bird species in the Project area during the nesting bird season, a pre-construction nesting bird survey will be performed in accordance with MM-BIO-2. Implementation of this mitigation measure will ensure impacts to migratory nesting birds are less than significant.

e, f) **Less Than Significant with Mitigation.** Jurisdictional waters are regulated by federal, state, and local governments by the U.S. Army Corps of Engineers (USACE), CDFW, and the Regional Water Quality Control Board (RWQCB) under a no-net-loss policy; and all impacts are considered significant and to be avoided to the greatest extent possible. According to the JD prepared for the Project (HES 2021a, Appendix E, the Project site contains an approximately 114-foot-long ephemeral stream that flows from east to west and is an unnamed tributary to the Salton Sea. The Salton Sea is a navigable water as defined by USACE. The onsite ephemeral stream receives upland sheet flow during rain events.

Under USACE’s Navigable Waters Protection Rule, ephemeral features and other excluded artificial and natural features are not jurisdictional Waters of the United States and do not become jurisdictional. However, ephemeral streams are regulated under Section 1602 of the California Fish and Game Code, Section 401 of the Clean Water Act, and the Porter-Cologne Water Quality Control Act.

Any impacts to CDFW jurisdictional waters would require a 1602 Streambed Alteration Agreement. Any impacts to WUS would require a Section 404 permit authorization from the USACE and a 401 State

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Water Quality Certification from the RWQCB. Any impacts to Waters of the State the project applicant will need to obtain a Section 401 State Water Quality Certification from the Colorado River Basin RWQCB to mitigate impacts to state beneficial uses of state and federal waters. Should impacts to jurisdictional waters and wetlands result from project implementation, mitigation for impacts to jurisdictional resources will be addressed in a mitigation plan to be submitted for approval with the permit application packages.

The Project will result in impacts to approximately 0.04 acre of CDFW jurisdictional ephemeral stream and approximately 0.01 acre of ephemeral stream that are considered Waters of the State subject to Porter-Cologne (HES 2021a, Appendix E). Impacts to jurisdictional waters require mitigation through habitat creation, restoration, or enhancement as determined by consultation with the regulatory agencies during the permitting process.

The Proposed Project shall implement MM-BIO-1 to address impacts to jurisdictional waters. The Applicant will be required to obtain a Section 1602 Streambed Alteration Agreement from CDFW and a 401 State Water Quality Certification from the RWQCB, which will initiate the consultation process regarding mitigation of impacts to jurisdictional waters. With obtainment of these two mandatory permits, impacts would be reduced to less than significant levels.

MM-BIO-1 The Proposed Project shall require a Section 1602 Streambed Alteration Agreement and 401 State Water Quality Certification prior to any alterations to a bed, bank, streambed, lake or other waterways. To ensure no-net-loss of state and federal waters, impacts to onsite jurisdictional waters and associated habitat will be mitigated for at a minimum of 1:1. The final mitigation ratio will be determined through consultation with the agencies during the permitting process. Impacts to jurisdictional waters require mitigation through habitat creation, restoration, or enhancement as determined by consultation with the regulatory agencies during the permitting process. Any unavoidable impacts to jurisdictional areas can be mitigated for through the purchase of credits at an existing mitigation bank or in lieu fee program. In the case that the permittee cannot obtain credits within an approved conservation bank, the permittee can provide for the permanent protection and management of habitat management lands. Best management practices outlined in the project permits will also ensure the Proposed Project does not result in indirect impacts to offsite jurisdictional waters.

g) **Less than Significant Impact.** County Ordinance Number 559 requires a tree removal permit for removal of living native trees on any parcel or property greater than 0.5 acre in size, located in an area above 5,000 feet in elevation, and within the unincorporated area of the County (County 2000). Three palm trees are proposed to be removed during the Project; however, these palms are non-native species. Therefore, no impact to protected biological resources would occur that may conflict with local ordinances.

Mitigation: The potential adverse impacts to biological resources would be mitigated to a less than significant level through implementation of the measures described below.

MM-BIO-2: If vegetation removal will occur during the migratory bird nesting season, February 1 through September 15, the Applicant shall retain a qualified biologist to perform a pre-construction nesting bird survey. The survey shall be performed within three days prior to vegetation removal. If nests are found during surveys, they shall be flagged and a 300-

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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foot buffer to a 500-foot buffer (for raptors) shall be fenced around the nests. The buffer area shall be kept in place until the young have fledged and leave the nest.

Monitoring: Compliance with these mitigation measures would require monitoring by qualified biologists.

CULTURAL RESOURCES Would the project:

8. Historic Resources

a) Alter or destroy a historic site?

b) Cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?

Source(s): County GIS Database, National Register of Historic Places

Findings of Fact:

a, b) **No Impact.** As defined by CEQA Public Resources Code Section 5020.1(j), a historical resource consists of, but is not limited to, "any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California." In addition, CEQA Guidelines define historical resources as: (1) resources listed in or eligible for listing in the California Register of Historical Resources (CRHR); (2) listed in a local register of cultural resources; or (3) determined to be significant by a Lead Agency (California Code of Regulations 15064.5[a][1]-[3]). A resource may be eligible for listing in the CRHR if it meets any one of the ensuing criteria (Public Resources Code 5024.1[c]):

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
2. Is associated with the lives of persons important in our past
3. 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
4. Has yielded, or may be likely to yield, information important in prehistory or history

In addition to CEQA Guidelines criteria, the Riverside County Planning Department has established the following criteria for listing a resource as a Riverside County Historical Landmark (Rivco 2008):

1. Is associated with events that have made a significant contribution to the broad patterns of Riverside County's history and cultural heritage
2. Is associated with the lives of persons important to the history of Riverside County or its communities
3. Embodies the distinctive characteristics of a type, period, Riverside County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
4. Has yielded or may be likely to yield information important in Riverside County, state of California, or national prehistory or history

An initial inventory of Historical Resources in the County was completed and mapped in the 1980s, as shown in Figure OS-7 in the County General Plan. According to Figure OS-7, no designated historical

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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resources occur within the vicinity of the Project site (County 2015b). Since the 1980s the National Register of Historic Places designated the North Shore Beach and Yacht Club, approximately 0.1 mile west of the Project site, as a locally significant historical landmark (NPS 2021). The Yacht Club was built in 1959 and exemplifies Albert Fry “desert modernism” architecture. Following restoration in 2010, the Yacht Club is now used as a community center and the Salton Sea Museum (County 2021a). However, the construction and operational activities associated with the Project would be contained within the Project site and would have no negative impacts on the Yacht Club. The Project site itself is vacant, undeveloped land with no significant historic sites or resources eligible for listing in the CRHR or as a Riverside County Historical Landmark located on site.

The Phase I archaeological assessment for the 99100 West Access Road Project was negative for the presence of cultural resources. However, as previously stated, the project did contain structures as early as 1959, and the level of disturbance associated with the prior development within the subject property is unknown. When land is cleared, disked, or otherwise disturbed, evidence of surface artifact scatters is typically lost. Therefore, whether archaeological resources have ever existed on the project parcel is unclear. The current status of the property appears to have affected the potential to discover any surface scatters of artifacts, and cultural materials that may have been on site could have been masked by the prior development and clearing of the project. Given the prior historic development within the project there remains a potential that buried archaeological deposits are present within the project boundaries. Therefore, it is recommended that the project be allowed to proceed with the implementation of a cultural resources monitoring program. With the implementation of a monitoring program impacts would be less than significant.

Mitigation: Mitigation is required.

Monitoring: Monitoring is required.

9. Archaeological Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Alter or destroy an archaeological site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

Source(s): County General Plan

Findings of Fact:

a, b) **Less Than Significant with Mitigation Incorporated.** An archaeological records search for the project and the surrounding area within a one mile radius was requested from the EIC at UCR. The records search identified 11 resources (four prehistoric and seven historic) within a one-mile radius of the project, none of which are within the project’s boundaries (Table 4.1–1). The previously recorded prehistoric resources consist of one artifact scatter, two ceramic scatters, and one trail alignment.

The archaeological survey of the property was an intensive reconnaissance consisting of a series of parallel survey transects spaced at approximately 10-meter intervals. The entire property was

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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accessible with very good ground visibility, and the topography is characterized as flat. The survey did not locate any historic or prehistoric resources.

Nonetheless, ground disturbance of native soil during Project construction may have potential impacts to unanticipated cultural resources. Thus, mitigation measures MM-CUL-1 would be implemented to reduce potential impacts to archaeological resources to less-than-significant levels.

c) **Less Than Significant Impact.** The potential to encounter human remains is anticipated to be low; however, in the unlikely event that human remains are discovered during ground-disturbing activities, then the Project would be subject to California Health and Safety Code 7050.5, CEQA Section 15064.5, and California Public Resources Code Section 5097.98. If human remains are found during ground-disturbing activities, State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner shall be notified immediately. If the human remains are determined to be prehistoric, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Impacts would remain less than significant.

Mitigation: The potential adverse impacts to cultural resources would be mitigated to a less than significant level through implementation of the measures described below.

MM CUL-1: Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a **Cultural Resource Monitoring Program (CRMP)**. A Cultural Resource Monitoring Plan shall be developed in coordination with the consulting tribe(s) that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a digitally-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.

Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features.

Monitoring: Compliance with the mitigation measure would require monitoring by a Qualified Archaeologist.

ENERGY Would the project:				
10. Energy Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
consumption of energy resources, during project construction or operation?				
b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County Climate Action Plan (“CAP”)

Energy conservation management in the state was initiated by the 1974 Warren-Alquist State Energy Resources Conservation and Development Act that created the California Energy Resource Conservation and Development Commission (currently named California Energy Commission [CEC]), which was originally tasked with certifying new electric generating plants based on the need for the plant and the suitability of the site of the plant. In 1976 the Warren-Alquist Act was expanded to include new restrictions on nuclear generating plants that effectively resulted in a moratorium of any new nuclear generating plants in the state. The following lists specific regulations adopted by the State in order to reduce the consumption of energy.

- California Code of Regulations Title 20 – Regulations for appliance efficiency standards
- California Code of Regulations Title 24 Part 6 – Energy efficiency standards for residential and nonresidential buildings
- California Code of Regulations Title 24 Part 11 – CalGreen Building Standards
- Senate Bill 100 – Regulations for retail sales of electricity
- Executive Order N-79-20 – Requires all new passenger vehicles and trucks to be zero-emission by the year 2035
- Assembly Bill 1109 – Requires the use of high-efficiency lighting in new structures

Findings of Fact:

a, b) **Less than significant Impact.** The Project would impact energy resources during construction and operation. Energy resources that would potentially be impacted include electricity and petroleum-based fuel supplies and distribution systems. It should be noted that no natural gas lines are in the vicinity of the Project; as such, the Project is being designed to use limited natural gas. Propane would be delivered to the Project site by a licensed contractor for heating; however, electric water heaters would be used for the restrooms. This analysis includes a discussion of the potential energy impacts of the Project, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. A general definition of each of these energy resources is provided below.

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for onsite distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands. In 2019, Imperial Irrigation District (IID), which provides electricity to the Project vicinity, provided 3,322 gigawatt-hours (GWh) per year of electricity (CEC 2019).

Petroleum-based fuels currently account for a majority of the California’s transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the state has been working on developing strategies to reduce petroleum use. Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, petroleum-based fuel consumption in California has declined. According to the CEC, in 2017, 1,052 million gallons of gasoline and 148 million gallons of diesel was sold in Riverside County (CEC 2018).

The following section calculates the potential energy consumption associated with the construction and operations of the proposed Project and provides a determination whether any energy utilized by the Project is wasteful, inefficient, or unnecessary consumption of energy resources.

Construction Energy

The Project would consume energy resources during construction in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, as well as delivery and haul truck trips (e.g., hauling demolition material to offsite reuse and disposal facilities)
2. Electricity associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass

Construction-Related Electricity

During construction the Project would consume electricity to construct the new structures and infrastructure. Electricity would be supplied to the Project site by IID and would be obtained from the existing electrical lines in the vicinity of the Project site. The use of electricity from existing power lines rather than temporary diesel or gasoline-powered generators would minimize impacts on fuel consumption. Electricity consumed during Project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary and nominal and would cease upon the completion of construction. Overall, construction activities associated with the proposed Project would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during Project construction would not be wasteful, inefficient, or unnecessary.

Since power lines currently exist in the vicinity of the Project site, it is anticipated that only nominal improvements to IID distribution lines and equipment would be required with development of the proposed Project. Compliance with the County’s guidelines and requirements would ensure that the Project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with construction of the Project. Construction of the Project’s electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

Construction-Related Petroleum Fuel Use

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Project site and on-road automobiles transporting workers to and from the Project site and on-road trucks transporting equipment and supplies to the Project site.

The off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions provided in Appendix B, which found that the off-road equipment utilized during construction of the Project would consume 20,630 gallons of fuel. The fuel usage for on-road construction trips was calculated through use of the construction vehicle trip assumptions and fuel use assumptions provided in Appendix B, which found that the on-road trips generated from construction of the Project would consume 1,741 gallons of fuel. As such, the combined fuel used from off-road construction equipment and on-road construction trips for the Project would result in the consumption of 22,370 gallons of petroleum fuel. This equates to 0.002 percent of the gasoline and diesel consumed annually in Riverside County. As such, the construction-related petroleum use would be nominal when compared to current county-wide petroleum usage rates.

Construction activities associated with the Project would be required to adhere to all State and SCAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. As such, construction activities for the proposed Project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Impacts regarding transportation energy would be less than significant. Development of the Project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the Project. It is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete; therefore, it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business.

Operational Energy

The ongoing operation of the Project would require the use of energy resources for multiple purposes including, but not limited to, pumps and other mechanical industrial equipment, heating/ventilating/air conditioning (HVAC), refrigeration, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment, and vehicle trips.

Operations-Related Electricity

Operation of the Project would result in consumption of electricity at the Project site. According to the CalEEMod model printouts (see Appendix A), the proposed Project would consume 116,914 kilowatt-hours per year of electricity. This equates to 0.0035 percent of the rate of electricity consumed annually by IID. As such, the operations-related electricity use would be nominal when compared to current electricity usage rates by IID.

Additionally, the Project would comply with all federal, State, and County requirements related to the consumption of electricity, including California Code of Regulations Title 24, Part 6, Building Energy Efficiency Standards and CCR Title 24, Part 11, the CALGreen Code. The California Code of Regulations Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the Project, including enhanced insulation and use of energy-efficient lighting and appliances as well as requiring a variety of other energy efficiency measures to be incorporated into the proposed structure. Therefore, it is anticipated the Project will be designed and built to minimize electricity use and that existing and planned electricity capacity and electricity supplies would be sufficient to support the proposed Project’s electricity demand. Thus, impacts with regard to electrical

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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supply and infrastructure capacity would be less than significant, and no mitigation measures would be required.

Operations-Related Transportation Energy

Operation of the proposed Project would result in increased consumption of petroleum-based fuels related to vehicular travel to and from the Project site. As calculated in Appendix B, the Project would consume 17,261 gallons of transportation fuel per year. This equates to 0.001 percent of the gasoline and diesel consumed in the County annually. As such, the operations-related petroleum use would be nominal when compared to current petroleum usage rates in the County.

Additionally, the Project would comply with all federal, State, and County requirements related to the consumption of transportation energy, including California Code of Regulations Title 24, Part 11, the CALGreen Code, which requires all new parking lots to provide preferred parking for clean air vehicles. Therefore, it is anticipated the Project will be designed and built to minimize transportation energy through the promotion of the use of electric-powered vehicles and that existing and planned capacity and supplies of transportation fuels would be sufficient to support the Project’s demand. Thus, impacts regarding transportation energy supply and infrastructure capacity would be less than significant, and no mitigation measures would be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project directly or indirectly:

11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?				

Source(s): Riverside County GIS database; GEO210003: “Geotechnical Report, Dollar General, 99100 W. Access Road, North Shore, California, LCI Report No. LP20151”, dated October 23, 2020 by Landmark Consultants, Inc.

Findings of Fact:

a) **Less Than Significant Impact.** According to the Project Geologist (LCI, 2020), the project does not lie within a State of California, Alquist-Priolo Earthquake Fault Zone. Surface fault rupture is considered to be unlikely at the project site because of well-delineated fault lines through the Coachella Valley as shown on USGS and CDMG maps. However, because of the high tectonic activity and deep alluvium of the region, we cannot preclude the potential for surface rupture on undiscovered or new faults that may underlie the site. Design and construction of the Project would require compliance with all seismic-safety development requirements, including the County’s building standards and Title 24 standards of the current California Building Code. 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.

12. Liquefaction Potential Zone

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

Source(s): Riverside County GIS Database; GEO210003: “Geotechnical Report, Dollar General, 99100 W. Access Road, North Shore, California, LCI Report No. LP20151”, dated October 23, 2020 by Landmark Consultants, Inc.

Findings of Fact:

a) **Less Than Significant Impact.** Liquefaction occurs when saturated, cohesionless soils temporarily lose shear strength (i.e., liquefy) due to increased pore water pressures induced by strong, cyclic ground motion during an earthquake. According to the County’s GIS Database, the Project site is within an area highly susceptible to liquefaction (County 2021b). To reduce the potential for seismic-related ground failure on the site, Project design and construction would be implemented in conformance with the California Building Code and County building standards. Additionally, the Project Geologist concluded that evaluation of liquefaction potential at the site indicates that it is unlikely that the subsurface soil will liquefy under seismically induced shaking due to the dense nature of the underlying saturated granular soils. No mitigation is required for liquefaction effects at the site. Therefore, impacts associated with the implementation of the Project would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

13. Ground-shaking Zone

a) Be subject to strong seismic ground shaking?

Source(s): California Geological Survey Earthquake Shaking Potential for California; GEO210003: “Geotechnical Report, Dollar General, 99100 W. Access Road, North Shore, California, LCI Report No. LP20151”, dated October 23, 2020 by Landmark Consultants, Inc.

Findings of Fact:

a) **Less Than Significant Impact.** According to a map produced by the State Geologist in 2016, the Project site is located in an area with high risk of ground shaking (CGS 2016). No fault lines travel through the Project site; however, the San Andreas Fault is approximately 0.25 mile east (County 2021b). Design and construction of the Project would require compliance with all seismic-safety development requirements, including the County’s building standards and Title 24 standards of the current California Building Code.. Therefore, impacts 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
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14. Landslide Risk

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

Source(s): California Department of Conservation Landslide Inventory Map; City of Perris General Plan Exhibit S-4: Slope Instability; GEO210003: “Geotechnical Report, Dollar General, 99100 W. Access Road, North Shore, California, LCI Report No. LP20151”, dated October 23, 2020 by Landmark Consultants, Inc.

Findings of Fact:

a) **No Impact.** The Project site is flat in topography, with elevations ranging between 207 and 205 feet below mean sea level (Appendix F). According to Figure S-5, Regions Underlain by Steep Slope, of the County General Plan, the Project site is not within or adjacent to an area with slopes 15 percent or greater (County 2019b). The maximum slopes proposed within the Project site would be associated with the stormwater basins, with slopes at a 4:1 ratio for the northern basin and a 3:1 ratio for the southern basin. However, these slopes would be limited to the retention basins, and the remainder of the site would have slopes less than a 2:1 ratio. Implementation of the Project would not introduce significant engineered slopes or otherwise increase the potential for landslide risk. As such, the Project would not be susceptible to landslides, rockfall, or lateral spreading, and no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

15. Ground Subsidence

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

Source(s): County GIS Database, USDA Soil Series, General Biological Assessment (Appendix F); GEO210003: “Geotechnical Report, Dollar General, 99100 W. Access Road, North Shore, California, LCI Report No. LP20151”, dated October 23, 2020 by Landmark Consultants, Inc.

Findings of Fact:

a) **Less Than Significant Impact.** Subsidence is a gradual settling or sudden sinking of the Earth’s surface caused by natural events such as earthquakes, soil compaction, glacial isostatic adjustment, erosion, sinkhole formation, and addition of water to fine soils deposited by wind. Project site soils are characterized as Coachella gravely sand (Appendix F). The Coachella series are well-drained, moderately rapidly permeable soils in lacustrine basins; the sediments are from dominantly igneous rocks (USDA 2015). According to the County’s GIS database, the Project site is located within an active subsidence area; however, design and construction of the Project would require compliance with all seismic-safety development requirements, including the County’s building standards and Title 24 standards of the current California Building Code. Additionally, the Project Geologist has determined that the project area has experienced up to 12 inches of regional subsidence between 1996 and 2005

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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(USGS, 2007). The risk of regional subsidence at the project site is considered moderate. Therefore, impacts associated with subsidence due to the implementation of the Project would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

16. Other Geologic Hazards	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): U.S. Geological Survey; County of Riverside General Plan Safety Element

Findings of Fact:

a) **Less Than Significant Impact.** According to the Project Geologist (LCI, 2020) tsunamis are giant ocean waves created by strong underwater seismic events, asteroid impact, or large landslides. Seiches are large waves generated in enclosed bodies of water in response to strong ground shaking. The site is located near Salton Sea, but the threat of tsunami and seiche is considered unlikely. Therefore, potential impacts related to seiches, mudflows, or volcanic hazards would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

17. Slopes	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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(s): Project Information

Findings of Fact:

a, b) **Less Than Significant Impact.** The Project site is flat in topography with elevations ranging from 207 to 205 feet below mean sea level. Development of the Project would require rough grading and finished pad construction in accordance with the California Building Code. Proposed grading within the Project site would not change the general gradient of the Project site. The maximum slopes within the Project site would be associated with the stormwater basins, with slopes at a 4:1 ratio for the northern basin and a 3:1 ratio for the southern basin. However, these slopes would be limited to the retention basins and the remainder of the site would have slopes less than a 2:1 ratio. As such, the cut and fill required for Project implementation would not substantially change the topography or surface relief features of the site; therefore, 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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c) **No Impact.** No subsurface sewage disposal systems have been identified within the Project site. Existing wastewater infrastructure is located within West Access Road and Marina Drive. The Project would not require grading that would affect the existing subsurface wastewater infrastructure. As such, grading required for the Project would not result in excavation that would impact existing subsurface utility infrastructure, including sewage disposal systems, and no impacts would be associated with the implementation of the Project.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

18. Soils	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 1803.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): U.S.D.A. Soil Conservation Service Soil Surveys, Onsite Inspection, Soils Report

Findings of Fact:

a) **Less Than Significant Impact.** Project construction would be subject to local and State codes and requirements for erosion control and grading. Because construction activities would disturb one or more acres, the Project must adhere to the provisions of the National Pollution Discharge Elimination System (NPDES) Construction General Permit. Construction activities subject to this permit include clearing, grading, and other soil disturbances such as stockpiling and excavating. The NPDES Construction General Permit requires implementation of a Storm Water Pollution Prevent Plan (SWPPP), which would include temporary project construction features (i.e., best management practices [BMPs]) designed to prevent erosion and protect the quality of stormwater runoff. Sediment-control BMPs may include stabilized construction entrances, straw wattles on earthen embankments, sediment filters on existing inlets, or the equivalent.

In addition, grading activities would be required to conform to the most current version of the California Building Code, the County Code, the approved grading plans, and good engineering practices. The Project must also comply with SCAQMD Rule 402 (Nuisance) and Rule 403 (Fugitive Dust), which would reduce construction erosion impacts. Rule 403 requires control measures to reduce fugitive dust from active operations, storage piles, or disturbed surfaces, with a goal to omit visibility beyond the property line or avoid exceedance of 20-percent opacity. Rule 402 requires dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance off site. Compliance with these federal, regional, and local requirements would reduce the potential for both onsite and offsite erosion effects to accepted levels during Project construction. Upon completion of construction

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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activities, ground surfaces would be stabilized by Project structures, paving, and landscaping. Therefore, impacts associated with soil erosion, topsoil loss, and expansive soils would be less than significant.

b) **No Impact.** Expansive soils have a significant amount of clay particles which can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The Project site is characterized primarily by Coachella gravely sand (Appendix F). The Coachella series are well-drained, moderately rapidly permeable soils in lacustrine basins; the sediments are from dominantly igneous rocks (USDA 2015). These soils exhibit low plasticity and, thus, are not expansive; no impacts would occur.

c) **No Impact.** The Coachella Valley Water District (CVWD) provides wastewater collection services to the Project area. The Project would connect to the existing sewer line within the public right-of-way on West Access Road, east of the Project site, or on Marina Drive, north of the Project site. As such, the use of septic tanks or other alternative wastewater disposal systems would not be required for the Project and no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

19. Wind Erosion and Blowsand from project either on or off site.

a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?

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

Findings of Fact:

a) **Less Than Significant Impact.** The Project site is in an area with high susceptibility for wind erosion (County 2019b). During construction of the Project, loose soil would be exposed during grading activities, thereby increasing the potential for wind or water-related erosion. During construction activities, the contractor would be required to comply with federal, State, and local requirements and guidelines to minimize the potential for wind erosion, including compliance with SCAQMD Rule 403, through application of standard BMPs. Development of the Project would result in construction of impervious surfaces across most of the Project site that would reduce the exposure of soils within the Project site, resulting in reduced impacts associated with wind erosion during long-term operation of the Project.

Riverside County Ordinance No. 484 requires protective actions from landowners disturbing sandy or sandy loam soils to prevent substantial quantities of soil from being deposited on public roads and private property. The Applicant would adhere to Ordinance No. 484, implementing protective actions described herein to prevent soil deposition as a result of excavating, leveling, or removing natural or planted vegetation or root crops; by depositing or spreading a substantial quantity of similar soil on said land; by any other act likely to cause or contribute to wind erosion of said land; or to aggravate an existing wind erosion condition.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As previously addressed, the Project would be required to comply with SCAQMD Rule 403 to control dust emissions generated during the grading activities. Standard construction practices that would be employed to reduce fugitive dust emissions include watering the active sites three times per day depending on weather conditions. Compliance with existing SCAQMD regulations and Ordinance No. 484 would ensure that impacts associated with wind erosion are less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GREENHOUSE GAS EMISSIONS Would the project:

20. Greenhouse Gas Emissions

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<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(s): Riverside County Climate Action Plan (“CAP”)

Climate change is the observed increase in the average temperature of the Earth’s atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHGs) that contribute to the “greenhouse effect,” a natural occurrence that takes place in Earth’s atmosphere to help regulate the temperature of the planet. The majority of radiation from the sun hits the Earth’s surface and warms it. The surface, in turn, radiates heat back toward the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions. However, anthropogenic activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat. Emissions resulting from human activities thereby contribute to an average increase in Earth’s temperature.

The majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project’s contribution towards an impact would be cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]).

Significant legislative and regulatory activities directly and indirectly affect climate change and GHGs in California. The primary climate change legislation in California is Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing greenhouse gas emissions in California, and AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. In addition to AB 32, Executive Order B-30-15 was issued on April 29, 2015, that aims to reduce California’s GHG emissions 40 percent below 1990 levels by 2030. In September 2016, AB 197 and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Senate Bill (SB) 32 codified into statute the GHG emission reduction targets provided in Executive Order B-20-15.

CARB is the State agency charged with monitoring and regulating sources of emissions of GHGs in California that contribute to global warming in order to reduce emissions of GHGs. The CARB Board approved the Climate Change Scoping Plan (Scoping Plan) in December 2008, the First Update to the Scoping Plan in May 2014, and California’s 2017 Climate Change Scoping Plan in November 2017, and 2022 Scoping Plan for Achieving Carbon Neutrality in November 2022. The 2022 Scoping Plan lays out a path to achieve carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279. The Scoping Plans define a range of programs and activities that will be implemented primarily by State agencies but also include actions by local government agencies. Primary strategies addressed in the Scoping Plans include new industrial and emission control technologies; alternative energy generation technologies; advanced energy conservation in lighting, heating, cooling, and ventilation; reduced-carbon fuels; hybrid and electric vehicles; and other methods of improving vehicle mileage. Local government will have a part in implementing some of these strategies. The Scoping Plans also call for reductions in vehicle-associated GHG emissions through smart growth that will result in reductions in vehicle miles traveled (CARB 2010, 2016, 2017a, 2018, 2022).

The County of Riverside CAP was adopted on December 2015 and revised on November 2019 (County 2019a). The 2015 CAP utilized a GHG emissions reduction target of a 15-percent decrease from 2008 levels by the year 2020 in order to meet the requirements of AB 32 and SB 375. The County’s 2008 GHG emissions were calculated at 7,012,938 MtCO_{2e}; and, in order to reach the reduction target, the County of Riverside will need to reduce community-wide emissions to 5,960,998 MtCO_{2e} by the year 2020. The CAP was updated in 2019 in order to address a 2017 Settlement Agreement with the Sierra Club and other groups as well as to bring the CAP in conformance with SB 32 and AB 197 that set a statewide 2030 goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. The 2030 target is an interim year goal set to make it possible to reach the ultimate goal of reducing GHG emissions 80 percent below 1990 levels by 2050. The 2019 CAP provides several new measures to meet the 2030 target that include promoting energy efficiency, renewable energy, and development and promoting zero-emission vehicles, water conservation, and increased waste diversion.

The CAP has developed a process for determining significance of GHG impacts from new development projects that includes (1) applying an emissions level that is determined to be less than significant for small projects, and (2) utilizing Screening Tables to mitigate project GHG emissions that exceed the threshold level. The CAP has provided a threshold of 3,000 MtCO_{2e} per year to be used to identify projects that require the use of Screening Tables. If the 3,000 MtCO_{2e} per year threshold is exceeded, than specific mitigation from the CAP’s Screening Tables will be selected to garner a total of 100 points or greater. According to the CAP, such projects that implement 100 points of mitigation measures from the Screening Tables would be determined to have a less than significant individual impact for greenhouse gas emissions.

Findings of Fact:

a) **Less Than Significant Impact.** The CalEEMod model used above to calculate the criteria pollutant emissions was also utilized to calculate the GHG emissions associated with construction and operation of the Project (see Appendix C). The CalEEMod model calculated GHG emissions generated from both construction and operation of the proposed Project. Per the analysis methodology presented in the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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SCAQMD Working Group meetings, the construction emissions were amortized over 30 years. Table 7 shows the estimated GHG emissions that would be predicted from development of the Project.

Table 7: Annual Greenhouse Gas Emissions from the Proposed Project

Sector	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources	<0.00	<0.00	<0.00	<0.00
Energy Uses	11.14	<0.00	<0.00	11.26
Mobile Sources	155.86	0.01	0.01	159.04
Solid Waste	1.94	0.11	<0.00	4.80
Water and Wastewater	1.37	0.02	<0.00	2.08
Construction ¹	6.96	<0.00	<0.00	7.00
Total GHG Emissions	177.27	0.15	0.01	184.18
County of Riverside CAP Threshold of Significance				3,000
Exceed Threshold?				No
Notes:				
¹ Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.				
Source: CalEEMod Version 2016.3.2 (see Appendix C).				

As shown in Table 7, the proposed Project would generate 184.18 M tCO₂e per year. According to the County of Riverside CAP threshold of significance detailed above, if a project creates less than 3,000 MtCO₂e per year, the GHG emissions from the proposed project is determined to be less than significant. It should also be noted that the proposed structure will be required to meet the 2019 Title 24 Part 6 building standards that require all new structures to install enhanced insulation as well as require the installation of energy-efficient lighting and appliances. The County also requires all new developments to institute the water conservation measures that are detailed in the California Green Building Code. For these reasons, a less than significant generation of greenhouse gas emissions would occur from construction and operation of the Project.

b) **Less Than Significant Impact.** The Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. The County adopted the County of Riverside CAP in December 2015 and updated it November 2019. The 2015 CAP utilized a GHG emissions reduction target of a 15-percent decrease from 2008 levels by the year 2020 in order to meet the requirements of AB 32 and SB 375. The CAP was updated in 2019 in order to address a 2017 Settlement Agreement with the Sierra Club and other groups as well as to bring the CAP in conformance with SB 32 and AB 197 that set a statewide 2030 goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. The 2017 Settlement Agreement updated the CAP to also be in alignment with the goal and policies for new development provided in California's 2017 Climate Change Scoping Plan prepared by CARB in November 2017. Specifically, the 2017 Settlement Agreement now requires all new residential developments to install electric vehicle (EV) charging stations in the garages of new residential units, requires rooftop solar photovoltaic (PV) systems to be installed on all new homes and new commercial buildings that total more than 100,000 square feet of building space, and requires use of high-efficiency bulbs in new traffic signals.

The CAP has developed a process for determining significance of GHG impacts from new development projects that includes (1) applying an emissions level that is determined to be less than significant for small projects, and (2) utilizing Screening Tables to mitigate project GHG emissions that exceed the threshold level. The CAP has provided a threshold of 3,000 MtCO₂e per year, which was based on capturing 90 percent of emission from all projects in the County, to be used to identify projects that

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions. As detailed above in Impact a), the proposed Project would generate 184.18 MtCO_{2e} per year, which is well below the 3,000 MtCO_{2e} per year threshold. It should also be noted that the proposed structure will be required to meet the 2019 Title 24 Part 6 building standards that require all new structures to install enhanced insulation as well as require the installation of energy-efficient lighting and appliances. For these reasons, the proposed Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HAZARDS AND HAZARDOUS MATERIALS Would the project:

21. Hazards and Hazardous Materials

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<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 (1/4) 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"/>

Source(s): Department of Toxic Substances Control; State Water Resources Control Board

Findings of Fact:

a, b) **Less Than Significant Impact.** During construction of the Project, hazardous and potentially hazardous materials typically associated with construction activities would be routinely transported to/from and used on the Project site. These hazardous materials could include gasoline, diesel fuel, lubricants, and other products used to operate and maintain construction equipment. The transport, use, and handling of these materials would be a temporary activity coinciding with short-term Project construction activities.

Operation of the proposed retail store would involve the routine transport, use, and disposal of minor quantities of hazardous materials associated with commercial uses, such as cleaning products, solvents, lubricants, adhesives, refrigerants, sealants, other chemical materials used in building

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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maintenance and interior improvements, and paints. This level of hazardous materials use is typical for commercial areas and has not been identified as a significant threat to the environment.

Any handling, transport, use, or disposal would comply with all applicable federal, State, and local agencies and regulations, including the U.S. Environmental Protection Agency, the Department of Toxic Substances Control (DTSC), the California Department of Transportation, the Occupational Safety and Health Administration (OSHA), the Resource Conservation and Recovery Act, and the Riverside County Department of Environmental Health (the Certified Unified Program Agency for Riverside County). In addition, as mandated by the OSHA, all hazardous materials stored on site would be accompanied by a Material Safety Data Sheet, which would inform onsite personnel about the necessary remediation procedures in the case of accidental release. Therefore, impacts associated with the Project would be less than significant.

c) **Less Than Significant Impact.** The Project includes development of a 9,100-square-foot retail building and parking lot on four parcels that are slated for mixed use development under the County’s General Plan. No existing or proposed roadways would be impacted by the Project that would affect the evacuation routes established by the County. In addition, the Project would be required to implement any applicable programs for the County Disaster Preparedness Plan in the event of a natural disaster or other emergency. As such, the Project would not impair implementation of or interfere with an adopted emergency response plan, and impacts would be less than significant.

d) **No Impact.** The Project site is not located within 0.25 mile of a school. The closest school is Saul Martinez Elementary School, approximately 8 miles northwest of the Project site. Therefore, no impact would be associated with implementation of the Project.

e) **No Impact.** According to the State Water Resources Control Board’s (SWRCB) GeoTracker database and the DTSC’s EnviroStor database, the Project site is not located within the vicinity of a contaminated site. The closest open (although inactive) contaminated site is a leaking underground storage tank approximately 6 miles northwest of the Project site (DTSC 2021; SWRCB 2021). Therefore, no impact would be associated with implementation of the Project.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

22. Airports	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 (2) 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"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): Riverside County Airport Land Use Compatibility Plan; Imperial County Airport Land Use Compatibility Plan

Findings of Fact:

a-d) **No Impact.** The nearest public use airports to the Project site are Salton Sea Airport and Chiriaco Summit Airport. Salton Sea Airport is located approximately 15 miles southwest of the Project site, and Chiriaco Summit Airport is located approximately 16 miles northeast of the Project site. The Project site is not located within the planning area of an airport land use plan or within 2 miles of a public airport or public use airport (ICALUC n.d.; RCALUC 2004). Additionally, the Project site is also not within the vicinity of a private airstrip or heliport. Therefore, the Project would not result in an inconsistency with an Airport Master Plan, would not require review by the Airport Land Use Commission, and would not result in a safety hazard for people working at the Project site. No impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HYDROLOGY AND WATER QUALITY Would the project:				
23. Water Quality Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<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(s): 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. Hydrology Study – Mour Group Engineering + Design 2022.

Findings of Fact:

a) **Less Than Significant Impact.** Construction of the Project would be subject to County and State requirements for erosion control and grading. Because construction activities would disturb one or more acres, the Applicant would be required to adhere to the provisions of the NPDES Construction General Permit. Construction activities subject to this permit include clearing, grading, and soil disturbance through stockpiling and grading. The NPDES Construction General Permit requires implementation of a SWPPP, which would include BMPs designed to prevent erosion and sedimentation in stormwater runoff. Collectively, these construction BMPs would help retain stormwater and any constituents, pollutants, and sediment contained therein, on the Project site, which, in turn, would help prevent water quality impacts to downstream receiving waters during construction. Therefore, the Project would not violate any water quality standards or waste discharge requirements and would not substantially degrade surface or ground water quality, resulting in less than significant impacts.

b) **Less Than Significant Impact.** The Project site would be served by the Coachella Valley Water District (CVWD). The Coachella Valley Groundwater Basin is used by CVWD as their primary source of supply for meeting municipal water demands. However, CVWD also acts as a Colorado River water importer and a California State Water Project contractor (CVWD 2020). The 2020 Coachella Valley Regional Urban Water Management Plan (RUWMP) accounts for existing and forecasted development in its supply and demand forecasts for six water providers that serve customers in the Coachella Valley, including CVWD. The Project would include construction and operation of land uses that are consistent with the MUA land use designation established by the County’s General Plan. Therefore, the RUWMP supply and demand forecasts accounted for potential commercial development within the Project site. The 2020 RUWMP forecasts that the multiple dry-year urban water supply reliability is 100 percent through the year 2045 (CVWD 2020).

The Project would introduce impervious surfaces across the majority of the Project site through construction of the parking lot and retail store. An increase in impervious surfaces would decrease percolation potential within the Project site. Although implementation of the Project would reduce the pervious areas available for potential natural recharge, all stormwater flows would be directed to the retention basins which are required to be designed to hold 100 percent of the stormwater runoff from a 100-year storm. The retention basins would allow for direct percolation into the groundwater basin below. Additionally, the Project site’s only source of water currently is from direct precipitation, providing little opportunity to recharge under existing conditions. Due to the size of the Project and onsite stormwater management design, implementation of the Project would not significantly deplete groundwater supplies or interfere with groundwater recharge; impacts would be less than significant.

c, d) **Less Than Significant Impact.**

Construction

Construction of the Project would result in grading and ground disturbance, which could alter the current drainage pattern of the Project site. Erosion during construction would be related primarily to disturbed soils and sediments that may enter the stormwater during rainfall events or winds. Implementation of the SWPPP, including erosion control and sediment control BMPs, would reduce erosion on and off

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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site. Therefore, compliance with existing water quality regulations would ensure short-term construction impacts would be less than significant.

Operation

Development of the Project would alter existing ground contours of the Project site and increase the impervious surface area on the site, all of which would result in changes to the existing drainage patterns interior to the site. Proposed grading within the Project site would not change the general gradient of the site. By increasing the area of impervious surfaces on the site, more surface runoff would be generated; and the rate and volume of runoff would increase. Although installation of impervious surfaces would increase surface runoff, sedimentation within the runoff would be reduced due to site development, landscaped areas, and implementation of BMPs. Thus, onsite erosion would be reduced with development of the Project. To manage surface runoff, the Project would incorporate two retention basins to capture 100 percent of stormwater runoff from the site. The design for the retention basins will consider the high groundwater levels and clay soils of the area. Thus, impacts associated with the alteration of drainage patterns and erosion would be less than significant with adherence to applicable local, regional, and State requirements.

e) **Less Than Significant Impact.** Development of the Project would result in the conversion of onsite permeable surfaces to impermeable surfaces, which would alter the current drainage pattern of the Project site. Stormwater runoff within the Project site would be directed to two stormwater basins, one located north of the retail building, and one located south of the parking lot. Prior to the issuance of a grading permit, the Project developer shall comply with Riverside County Ordinance No. 458 in preparing onsite flood protection facilities and implementing the recommendations provided by CVWD on October 15, 2020. Retention basins will be designed to hold 100 percent of stormwater runoff from the site. The Project’s onsite storm drain systems would adequately convey stormwater flows. In addition, the proposed onsite storm drain and water quality system would adequately treat onsite flows. In addition, the Project developer will pay the necessary fees and plans to the County as part of the flood management review and establish a finished floor elevation, provide erosion protection for the foundation, and allow conveyance of offsite flow through the property. Therefore, the Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in onsite or offsite flooding. Impacts would be less than significant.

f) **Less Than Significant Impact.** The Project would be served by the County’s existing stormwater drainage system. Construction activities such as demolition, grading, and paving could introduce additional pollutants and sediment into water runoff and flow into nearby storm drains. Implementation of erosion control and sediment control BMPs as part of the SWPPP would reduce pollutants in stormwater runoff. The Project would also be required to comply with applicable regulations for the long-term protection of water quality, including the development and implementation of a WQMP that must be approved by the County. The Project-specific WQMP would identify structural and nonstructural BMPs to remove pollutants generated on site and capture stormwater onsite. Impacts would be less than significant.

g) **Less Than Significant Impact.** The Project site is located within Zone A of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map panel 06065C2975G, dated August 27, 2008 (FEMA 2008). Zone A represents areas subject to inundation by the 1-percent-annual-chance flood event. Construction of the Project could therefore impede and redirect flood flows within a designated 100-year flood plain. The base flood elevation was estimated to be up to 1 foot in depth per discussions with the Coachella Valley Water District. The development of the Project would raise the finished floor

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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elevations to be at least 3 feet above the existing ground elevations thereby reducing the flow leaving the Project site. In addition, the property owner shall purchase mandatory flood insurance to meet FEMA requirements and shall coordinate with CVWD in their determination of what additional actions are required. The Hydrology Report prepared by Mour Group Engineering + Design analyzed pre-development and post-development conditions of the Project. The results of the exhibits show that the post-development will result in a 37.5% reduction from the pre-development condition. On site BMPs that will be implemented would result in lower contribution to the downstream storm drain system (Mour 2022). Impacts therefore would be less than significant.

h) Less Than Significant Impact. The Project site is located approximately 85 miles west of the Pacific Ocean and is therefore not at risk of tsunami. The Salton Sea, the closest water body, is approximately 0.1 mile west of the Project site; therefore, the site may be susceptible to seiches. However, in the event that weather conditions may lead to a seiche, employees and shoppers would be notified to evacuate the Project site in accordance with the Multi-Jurisdictional Local Hazard Mitigation Plan.

The entirety of the Project site is within the 100-year floodplain, according to the FEMA Flood Insurance Rate Map Panel 06065C2975G. While the Project would utilize potentially hazardous materials during construction and maintenance, workers handling these materials will do so in compliance with local, State, and federal guidelines in handling, storing, and discarding hazardous materials. Furthermore, in the event of a flood, the quantities of hazardous materials that are proposed to be used are not in significantly large quantities that could result in a significant impact in the event of a flood. Should an immediate evacuation occur, these materials would be removed immediately. Therefore, the risks of a flood, tsunami, or seiche releasing pollutants due to Project site inundation is low, and impacts would be less than significant.

i) Less Than Significant Impact. The Project site is under the jurisdiction of the Colorado River Regional Water Quality Control Board (CRRWQCB). The CRRWQCB sets water quality objectives and beneficial uses in the Colorado River Water Quality Control Plan (Basin Plan) for the Colorado River Basin, which includes the Project site. These water quality objectives are intended to protect the present and probable beneficial uses of California inland water bodies including bays, estuaries, and groundwater. The Sustainable Groundwater Management Act (SGMA) is a law requiring that groundwater basins are managed to achieve sustainability. CVWD submitted the Coachella Valley Water Management Plan as an alternative to the Groundwater Sustainability Plan (Alternative Plan) for the Indio Subbasin. The elements described in the Alternative Plan shall be incorporated into the design, construction, and operation of the proposed Project to reduce its impact on the Indio Subbasin, as the proposed Project is located within the Indio Subbasin and will contribute to the total water demand.

To address the potential for urban pollutants, such as oil, grease, sediment, and trash, discharged in stormwater during operation, the Applicant would implement a site-specific WQMP to capture stormwater runoff within the Project site and operate a low-impact development (LID) BMP bioretention system to ensure the 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 Design Handbook for Low Impact Development Best Management Practices (RCFC 2016) and therefore are not anticipated to obstruct implementation of the Basin Plan. Impacts 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
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LAND USE AND PLANNING Would the project:				
24. Land Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Cause an environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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(s): Riverside County General Plan; County GIS Database

Findings of Fact:

a) **Less than Significant.** The County’s General Plan and Zoning Ordinance defines the permitted land uses and the corresponding development standards within the County. The Project site has a General Plan land use designation of Mixed-Use Area (MUA) and a zoning designation of Mixed Use (MU) (County 2021b). For a consistency analysis with applicable policies within the General Plan, refer to Section II. Applicable General Plan And Zoning Regulations, above. The Project would comply with all Zoning Code development and design standards for the MU zone.

The proposed Dollar General retail store is permitted within the MU zoning designation. A Plot Plan is required by the County Zoning Code for uses that are necessary and appropriate in the designation with specific consideration of the proposed use due to the use’s unique character, including but not limited to, the possible effect of the use on public facilities and/or surrounding uses. Thus, in compliance with the Zoning Code, the Applicant has submitted a Plot Plan application (PPT200028) to the County for development of the Project. The County will conduct discretionary review of the Plot Plan for consistency with County design and development standards. The potential for environmental impacts resulting from implementation of the Project, including impacts to surrounding uses, have been addressed in this Initial Study.

In summary, as presented in the analysis above and in the respective sections of this Initial Study, the Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts would be less than significant.

b) **No Impact.** The Project site is currently vacant and has an existing Mixed-Use land use designation. Development of the Project site with a Dollar General retail store would not physically disrupt or divide the arrangement of an established community. Existing roadways are adjacent to the north and east of the Project site. An existing single-family residence is adjacent to the west of the Project site. Additional single-family development is located north and south of the Project site. Connectivity between the Project site and surrounding areas would be maintained, and no division of an established community would occur. Therefore, no impact would occur.

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
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MINERAL RESOURCES Would the project:

25. Mineral Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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) Potentially 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(s): Riverside County General Plan Figure OS-6 “Mineral Resources Area”

Findings of Fact:

a, b) **Less Than Significant Impact.** According to the County General Plan Figure OS-6, the Project site is designated as Mineral Resource Zone (MRZ) 4, meaning the presence and significance of mineral deposits in the area is undetermined. However, no significant State-designated mineral sectors are in the vicinity of the Project (County 2015b); and no proposed, existing, or abandoned mines or geothermal wells exist on the site (CaGEM 2021; DOC 2021b). Although it is mapped in MRZ 4, no mineral resource deposit sites are known within or near the Project site (County 2015b). Moreover, any potential mineral resources located within or adjacent to the Project site would not be commercially viable to extract because the majority of the properties in the immediate vicinity have been previously developed with land uses incompatible with mining activities (such as residential).

Project construction would require use of common construction materials, such as asphalt, concrete, and gravel. These materials are widely available throughout the region; therefore, the Project would not result in the loss of regionally or locally designated “significant” deposits of mineral resources required for Project construction (i.e., deposits classified by the California Geological Survey as MRZ-2 or deposits listed as locally important in a general plan).

As such, implementation of the Project would not result in loss of availability of a known mineral resource that is of value on a statewide, regional, or local level; and impacts would be less than significant.

c) **No Impact.** The closest active mine is approximately 5.6 miles northeast of the Project site (DOC 2021b). No abandoned mines are within the Project site or vicinity. As such, implementation of the Project would not expose people or property to hazards from existing or abandoned quarries or mines.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

NOISE Would the project result in:

26. Airport Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Source(s): Riverside County Airport Land Use Compatibility Plan; Imperial County Airport Land Use Compatibility Plan

Findings of Fact:

a, b) **No Impact.** The nearest public use airports are Salton Sea Airport and Chiriaco Summit Airport. Salton Sea Airport is located approximately 15 miles southwest of the Project site, and Chiriaco Summit Airport is located approximately 16 miles northeast of the Project site. The Project site is not located within the planning area of an airport land use plan or within 2 miles of a public airport or public use airport (ICALUC n.d.; RCALUC 2004). Additionally, the Project site is also not within the vicinity of a private airstrip or heliport; therefore, the Project would 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.

27. Noise Effects by the Project				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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(s): Riverside County Noise Ordinance

This section describes the existing noise setting and potential noise and vibration effects from Project implementation on the site and its surrounding area (study area). Construction noise modeling was performed through use of the Roadway Construction Noise Model (RCNM) Version 1.1. The model output is provided in Appendix D along with the noise measurement printouts and a photo index of the noise measurements.

Existing Noise Conditions

The proposed Project site is located within an unincorporated area of the County of Riverside. In order to determine the existing noise levels, two short-term (15-minute) ambient noise measurements were taken in the vicinity of the proposed Project between 12:34 p.m. and 1:07 p.m. on Tuesday, September 7, 2021. The results of the noise level measurements are presented in Table 8; and the noise measurement printouts, along with photos of the noise measurement sites, are provided in Appendix D.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table 8: Ambient Air Quality Monitoring Summary

Site Description	Start Time of Measurement	Primary Noise Source	Noise Levels
Located on the northeastern portion of the Project site, approximately 25 feet southwest of Access Road centerline and 100 feet southeast of Marina Drive centerline	12:34 p.m.	Vehicles on Highway 111	50.8 dBA L_{eq} 66.3 dBA L_{max}
Located on the southwestern portion of the Project site near power pole, approximately 130 feet southwest of Access Road centerline and 75 feet northeast of the home at 99190 Corvina Drive	12:52 p.m.	Rooftop AC unit at 99190 Corvina Drive	45.8 dBA L_{eq} 59.2 dBA L_{max}
Source: Larson-Davis Model 831 precision sound level meter programmed in "slow" mode to record noise levels in "A" weighted form. dBA Leq: Equivalent Continuous Level. Equivalent; the total sound exposure for the period of interest. Lmax: Maximum sound level during a period of measurement. dBA: Weighted schale for determining the loudness that corresponds to the hearing threshold of the human hear.			

County of Riverside Noise and Vibration Standards

For construction activities within the County, the Project shall comply with Ordinance No. 847 that provides the established hours of construction operations and details that construction activities that occur between 6:00 a.m. and 6:00 p.m. during the months of June through September and between 7:00 a.m. and 6:00 p.m. during the months of October through May are exempt from the Noise Ordinance.

For operational activities within the County, Chapter 9.52 of the Riverside County Code limits noise created by the proposed commercial uses on the nearby residential properties to 55 dBA between 7 a.m. and 10 p.m. and to 45 dBA between 10 p.m. and 7 a.m.

For vibration within the County, General Plan Policy N 16.3 limits vibration exposure to residential dwellings to perceptible ground vibration, which is defined as a motion velocity of 0.01 inches per second over a range of 1 to 100 Hertz (Hz).

Findings of Fact:

a) **Less Than Significant Impact.** The Project may generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the General Plan or Noise Ordinance or applicable standards of other agencies. The following section calculates the potential noise emissions associated with the construction and operations of the proposed Project and compares the noise levels to the County standards.

Construction-Related Noise

Construction activities for the proposed Project are anticipated to include site preparation and grading of the Project site, building construction, paving, and application of architectural coatings. Noise impacts from construction activities associated with the proposed Project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest sensitive receptor to the proposed Project is a home located across the 25-foot-wide alley on the southeast side of the Project, where the residential structure is located as near as 100 feet southwest of the Project site. A church is also located as near as 250 feet southeast of the Project site.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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General Plan Policy N 13.1 requires that construction noise impacts be minimized on adjacent uses through acceptable practices. General Plan Policy N 13.2 requires that construction activities are limited to established hours of operation in order to mitigate the generation of excessive or adverse noise impacts on the surrounding community. The County’s Ordinance No. 847 provides the established hours of construction operations and details that construction activities that occur between 6:00 a.m. and 6:00 p.m. during the months of June through September and between 7:00 a.m. and 6:00 p.m. during the months of October through May are exempt from the Noise Ordinance. General Plan Policy 13.4 requires that all construction equipment utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effectively than what was originally installed by the manufacturer. Through adherence to County regulations, construction of the proposed Project would not exceed the applicable standards in the General Plan and County ordinance.

However, the County construction noise standards do not provide any limits to the noise levels that may be created from construction activities; and, even with adherence to the County standards, the resultant construction noise levels may result in a significant substantial temporary noise increase to the nearby sensitive receptors. In order to determine if the proposed construction activities would create a significant substantial temporary noise increase, the construction noise standards provided in the *Transit Noise and Vibration Impact Assessment Manual (FTA Manual)*, prepared by the Federal Transit Administration (FTA), September 2018, has been utilized, since this is the only guidance document from a government agency that defines what constitutes a significant construction noise impact from implementing a project. The FTA Manual details that a significant construction noise impact would occur if construction noise exceeds 80 dBA L_{eq} over an 8-hour workday at any of the nearby homes.

Construction noise impacts to the nearby sensitive receptors have been calculated through the use of the Roadway Construction Noise Model (RCNM) and through use of the construction equipment assumptions generated by the CalEEMod model (see Appendix A). For each phase of construction, all construction equipment was analyzed based on being placed in the middle of the Project site, which is based on the analysis methodology detailed in the FTA Manual for a General Assessment. However, in order to provide a conservative analysis, all equipment was analyzed, instead of just the two noisiest pieces of equipment as detailed in the FTA Manual. The results are shown below in Table 9, and the RCNM printouts are provided in Appendix D.

Table 9: Worst Case Construction Noise Levels at Nearby Sensitive Receptors

Construction Phase	Construction Noise Level (dBA L_{eq}) at:	
	Home to Southwest	Church to Southeast
Site Preparation	75	65
Grading	75	65
Building Construction	75	65
Paving	73	63
Architectural Coatings	64	54
FTA Construction Noise Threshold³	80	80
Exceed Threshold?	No	No
Notes:		
¹ The nearest home is located as near as 100 feet southwest of the Project site (160 feet from the center of the Project site)		
² The nearest church is located as near as 250 feet southeast of the Project site (500 feet from the center of the Project site)		
³ Obtained from the FTA Manual (FTA 2018)		
Source: RCNM, Federal Highway Administration, 2006 (See Appendix D).		

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table 9 shows that the greatest noise impact would occur during the site preparation, grading, and building construction phases of construction at the homes on the southwest side of the Project site with a noise level as high as 75 dBA, which is within the FTA’s construction noise threshold of 80 dBA. Therefore, through adherence to the allowable construction times detailed in Section 9.52.020(I) of the Riverside County Code, the proposed Project would not create a substantial temporary increase in ambient noise levels from construction of the proposed Project. Impacts would be less than significant.

Operational-Related Noise

The proposed Project consists of the development and operation of a retail building. Potential noise impacts associated with the operations of the proposed Project would be from project-generated vehicular traffic on the nearby roadways and from onsite activities, which have been analyzed separately below.

Offsite Roadway Noise Impacts

Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires. The level of traffic noise depends on three primary factors: (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The proposed Project does not propose any uses that would require a substantial number of truck trips; and the proposed Project would not alter the speed limit on any existing roadway, so the proposed Project’s potential offsite noise impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur with development of the proposed Project.

According to the Traffic Memorandum (Salem Engineering Group Inc. 2021; Appendix H), the proposed Project would generate a total of 344 daily trips. Since the Traffic Memorandum did not compare the Project increase to existing traffic volumes, this analysis is limited to analyzing the Project roadway noise impacts to SR-111. Caltrans publishes annual daily traffic (ADT) volumes in the *2019 Annual Average Daily Truck Traffic on the California State Highway System* showing that SR-111 south of the unincorporated community of Mecca currently has 5,000 ADT. As such, the Project-generated trips would increase the ADT on SR-111 by 6.8 percent. The County relies on the FICON noise increase standards to analyze roadway noise impacts, which is a sliding scale based on the existing roadway noise level and when the ambient is over 65 dBA, a project related increase of 1.5 dBA would be considered significant. In order for Project-generated vehicular traffic to increase the noise level on any of the nearby roadways by 1.5 dB, the roadway traffic would have to increase by 25 percent. As such, the proposed Project’s roadway noise impacts would be well below a 1.5-dB increase threshold. It should also be noted that Table 5 from General Plan Appendix I-1 provides traffic noise levels for several roadways in Riverside County, although Highway 111 in the vicinity of the project site was not analyzed, the roadway with smallest ADT of 6,200 that was analyzed found that the 65 dBA noise level occurred at 51 feet from the centerline of the roadway. Since the nearest home to Highway 111 is over 200 feet away, the use of the 65 dBA threshold provides for a worst-case analysis. of perception of an increase in noise levels. Therefore, operational roadway noise impacts would be less than significant.

Onsite Noise Impacts

The operation of the proposed Project may create an increase in onsite noise levels from truck loading/unloading activities, rooftop mechanical equipment, and automobile parking lot activities. Section 4 Of Riverside County Ordinance No. 847 limits noise created by the proposed commercial uses on the nearby residential properties to 55 dBA between 7 a.m. and 10 p.m. and to 45 dBA between 10 p.m. and 7 a.m.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In order to determine potential noise impacts from the operation of rooftop mechanical equipment, automobile parking lots, forklifts, and truck loading/unloading activities, reference noise measurements were taken of each noise source, and the reference noise measurement output files are provided in Appendix D. The noise levels were calculated through use of standard geometric spreading of noise from a point source of 6 dB per doubling of distance between source and receptor. A summary of the calculated noise level at the nearby homes is shown in Table 10.

Table 10: Onsite Operational Noise Levels at Nearby Sensitive Receptors

Noise Source	Home to Southwest		Church to Southeast	
	Distance from Receptor to Source (feet)	Noise Level (dBA L _{eq})	Distance from Receptor to Source (feet)	Noise Level ¹ (dBA L _{eq})
Rooftop HVAC ¹	120	39.1	550	25.9
Auto Parking Lot ²	135	34.5	300	27.5
Truck Unloading Activities ³	120	42.8	320	34.2
Combined Noise Level from all Sources		44.7		35.6
County Noise Standards (Day/Night) ⁴		55/45		55/45
Exceed County Standard?		No/No		No/No
Notes:				
¹ The rooftop HVAC noise level is based on a reference measurement of 65.1 dBA at 6 feet.				
² The auto parking lot noise level is based on a reference measurement of 63.1 dBA at 5 feet..				
³ The truck unloading activities noise level is based on a reference measurement of 54.8 dBA at 30 feet.				
⁴ From Section 9.52.040 of the Municipal Code				

The data provided in Table 10 shows that all onsite noise sources would be within both the County's daytime noise standard of 55 dBA and nighttime noise standard of 45 dBA at the nearest home located as near as 100 feet to the southwest of the Project site and church to the southeast of the Project site. As such, operations-related onsite noise impacts would be less than significant for the proposed Project. Therefore, implementation of the proposed Project would result in a less-than-significant noise impact from onsite noise sources.

b) **Less Than Significant Impact.** The Project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels. The following section analyzes the potential vibration impacts associated with the construction and operations of the Project.

Construction-Related Vibration Impacts

Construction activities for the proposed Project are anticipated to include site preparation and grading of the Project site, building construction, paving, and application of architectural coatings. Vibration impacts from construction activities associated with the proposed Project would typically be created from the operation of heavy off-road equipment, such as bulldozers, excavators, scrapers, vibrator rollers, etc. The nearest sensitive receptor to the proposed Project is a home located across the 25-foot-wide alley on the southeast side of the Project, where the residential structure is located as near as 100 feet southwest of the Project site.

For vibration within the County, General Plan Policy N 16.3 limits vibration exposure to residential dwellings to perceptible ground vibration, which is defined as a motion velocity of 0.01 inches per second over a range of 1 to 100 Hz. Table 11 shows the typical peak particle velocity (ppv) produced from some common construction equipment that would likely be utilized during construction of the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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proposed Project. It should be noted that the County threshold is based on the root mean square (RMS) vibration descriptor, which according to the FTA Manual is typically four times lower than the ppv values shown in Table 11.

Table 11: Typical Construction Equipment Vibration Emissions

Equipment	Peak Particle Velocity in inches per second at 25 feet	Vibration Level (L _v) at 25 feet
Vibratory roller	0.210	94
Hoe ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded truck (off road)	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Federal Transit Administration 2018.

From the list of equipment shown in Table 11, a vibratory roller with a vibration level of 0.210 inch-per-second ppv at 25 feet would be the source of the highest vibration levels of all equipment utilized during construction activities for the proposed Project. Based on typical propagation rates at 100 feet, this would result in a vibration level of 0.01 inch-per-second ppv (0.003 inch-per-second RMS) at the nearest offsite residential structure to the Project site. The construction-related vibration levels would be below the 0.01 inch-per-second RMS threshold detailed above. Therefore, a less than significant vibration impact is anticipated from construction of the Project.

Operational-Related Vibration Impacts

The Project would consist of the development and operation of a retail building. The ongoing operation of the proposed Project would not result in the creation of any known vibration sources. Therefore, a less than significant vibration impact is anticipated from the operation of the proposed Project.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

PALEONTOLOGICAL RESOURCES:

28. Paleontological Resources

a) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?

Source(s): County GIS Database, Riverside County General Plan Figure OS-8

Findings of Fact:

a) **Less Than Significant Impact with Mitigation Incorporated.** The Project site is located in an area mapped as having high sensitivity for paleontological resources per the General Plan. The Project site is characterized primarily by Coachella gravely sand. Soils onsite have the potential to contain paleontological resources; therefore, further coordination with the County will be required to develop

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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minimization measures, as appropriate. Submittal of a Paleontological Resource Impact Mitigation Program (PRIMP) is required by the County Planning department prior to issuance of grading permits. Language from the County approved PRIMP will be included as part of the Conditions of Approval for the Project. Therefore, with approval and implementation of the PRIMP, impacts will be reduced to less than significant.

Mitigation:

PAL-1: The Applicant shall be required to obtain the services of a qualified project paleontologist to remain on-call for the duration of the proposed ground disturbing construction activity. A paleontological resource impact mitigation plan (PRIMP) outlining procedures for paleontological data recovery shall be prepared for the Proposed Project and submitted to the County for review and approval. The development and implementation of the PRIMP shall include consultations with the applicant's engineering geologist as well as a requirement that the curation of all specimens recovered under any scenario shall be through an appropriate repository agreed upon by the County. All specimens become the property of the County unless the County chooses otherwise. If the County accepts ownership, the curation location may be revised. The PRIMP shall include developing a multilevel ranking system, or Potential Fossil Yield Classification (PFYC), as a tool to demonstrate the potential yield of fossils within a given stratigraphic unit. The PMP shall outline the monitoring and salvage protocols to address paleontological resources encountered during Project related ground disturbing activities. As well as the appropriate recording, collection, and processing protocols to appropriately address any resources discovered. At the completion of all ground-disturbing activities, the project paleontologist shall prepare a final paleontological mitigation report summarizing all monitoring efforts and observations, as performed in line with the PMP, and all paleontological resources encountered, if any. As well as providing follow-up reports of any specific discovery, if necessary.

Monitoring: Monitoring may be required as a COA, which will be determined after County coordination regarding the PRIMP.

POPULATION AND HOUSING Would the project:

29. Housing

a) Displace substantial numbers of existing people or 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan Housing Element; Southern California Association of Governments (SCAG)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact:

a) **No Impact.** The Project includes construction and operation of a Dollar General retail store and parking lot on a vacant site zoned for mixed land uses, which include commercial uses. As such, implementation of the Project would not result in displacement of people or housing; and no impacts would occur.

b) **Less Than Significant Impact.** The estimated number of employed residents in unincorporated Riverside County in 2014 was 133,508 persons (County 2017). SCAG forecasts an increase of 155,100 residents and 63,500 employees in unincorporated Riverside County from 2016 to 2045 (SCAG 2020). The proposed retail store would require up to 10 new employees for operation activities. Due to the nature of the proposed employment opportunities, employees are anticipated to be drawn from the local workforce and would not result in the relocation of new residents to the County. Therefore, the Project would not create demand for additional housing in the project area; and no impacts would occur.

c) **Less Than Significant Impact.** The Project would include development of the site in accordance with the land use designation applied to the site by the County General Plan. While the Project would generate new employment opportunities, the Project would not result in growth that was not already anticipated by the County and evaluated in the SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTC/SCS or ConnectSoCal). Therefore, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

30. Fire Services

Source(s): Riverside County General Plan Safety Element

Findings of Fact:

Less Than Significant Impact. Fire protection, fire suppression, and emergency medical services within the Project area are provided by the Riverside County Fire Department (County 2019b). The Project site is served by Riverside County Fire Station 41, located approximately 500 feet northwest of the Project site at 99065 Corvina Drive, Mecca, California.

While implementation of the Project would not involve new residential uses or an increase in the County’s population, the operation of new commercial uses would marginally increase the demand for fire protection, prevention, and emergency medical services at the currently undeveloped Project site. The Project would create the typical range of service calls for commercial developments, such as medical aid, fire response, traffic collisions, and hazardous materials. The Project has been designed in compliance with all applicable ordinances and standard conditions established by the County and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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State including, but not limited to, those regarding fire prevention and suppression measures, such as fire hydrants, fire access, emergency exits, combustible construction, fire flow, and fire sprinkler systems. Additionally, the Applicant would be required to pay a development impact fee (DIF), which provides a funding source for construction of fire protection facilities and staffing as a result of impacts related to future growth in the County. Compliance with applicable regulations would be confirmed by the Fire Department during its review of development plans. Impacts are anticipated to be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

31. Sheriff Services

Source(s): Riverside County General Plan

Findings of Fact:

Less Than Significant Impact. Riverside County Sheriff’s Department provides patrol, criminal investigation, traffic enforcement, accident investigation, and tactical team services to the Project area (County 2019b). The Project site would be served by the Mecca Sheriff’s Sub-Station, located at 91260 66th Avenue, Mecca, California. The Mecca Sheriff’s Sub-Station is approximately 8.65 miles northwest of the Project site.

While implementation of the Project would not involve new residential uses or an increase in the County’s population, the operation of new commercial uses would marginally increase the demand for police services at the currently undeveloped Project site. The Project would create the typical range of service calls for commercial developments. Additionally, the Applicant would be required to pay a development impact fee, which provides a funding source for construction of police facilities and staffing as a result of impacts related to future growth in the County. As such, the Project would create an incremental demand for police protection services but would not require the construction of new or expanded police protection facilities nor would it significantly impact existing service ratios and response times. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

32. Schools

Source(s): Riverside County General Plan

Findings of Fact:

No Impact. The Project site is within the Coachella Valley Unified School District (CVUSD), which operates 14 elementary schools, four middle schools, four high schools, and one adult education school (County 2019b; CVUSD 2021). As discussed in Section 29(c), the Project would not create a direct demand for school services, as the Project involves non-residential uses that would not generate any

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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school-aged children. The Project would generate a minimal number of 10 employment opportunities, and it is expected these positions would be filled by the local labor force. Therefore, the Project would not generate a substantial number of new residents or result in additional school-aged students requiring public education. As such, the Project would not cause or contribute to a need to construct new or physically altered public school facilities.

Although the Project would not create a direct demand for additional public-school services, the Applicant would be required to contribute school mitigation fees, which allows the school district to collect fees from new developments to offset the costs associated with increasing school capacity needs. This is a standard condition for new development and not considered mitigation under CEQA. No impacts to schools would result from the Project.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

33. Libraries

Source(s): Google Maps

Findings of Fact:

No Impact. The closest library to the Project site is the Mecca Library approximately 8.65 miles northwest of the Project site. However, as discussed in Section 29(c), the Project involves non-residential uses that would not directly induce population growth. As such, the Project would not increase demand for library services; and no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

34. Health Services

Source(s): Google Maps

Findings of Fact:

No Impact. The closest health facility to the Project site is the Mecca Health Clinic approximately 8.18 miles northwest of the Project site. The John F. Kennedy Memorial Hospital is approximately 21.5 miles northwest of the Project site. As discussed in Section 29(c), the Project would not directly induce population growth. As such, implementation of the Project would not increase the demand for health services.

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
RECREATION Would the project:				
35. Parks and Recreation				
a) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County GIS database; County Ordinance No. 659 (Development Impact Fees)

Findings of Fact:

a, b) **No Impact.** The Project is approximately 0.1 mile from the Salton Sea State Recreation Area marina and the Desert Recreation District’s North Shore Beach and Yacht Club (CSP 2017; DRD 2021). Nonetheless, the Project would include development of commercial land uses. The Project does not include any type of residential use or other land use that will directly generate population growth, and store customers are anticipated to be from the existing local population. Thus, the Project would not increase the use of existing neighborhood and regional parks or other recreational facilities. Implementation of the Project would not result in the construction or expansion of recreational facilities or result in increased use of existing recreational facilities; thus, no impacts would occur.

c) **No Impact.** The Project site is not located within a Community Service Area or recreation and parks district. Additionally, a DIF for commercial land uses does not require payment for Regional Parks or Regional Trails, pursuant to County Ordinance No. 659. Therefore, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

36. Recreational Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Include the construction or expansion of a trail system?				

Source(s): Eastern Coachella Valley Area Plan (ECVAP)

Findings of Fact:

a) **No Impact.** The ECVAP identifies a designated “Combination Trail” (Regional Trail/Class I Bike Path) south of the Project site along the Salton Sea. An additional “Historic Trail” is designated north of SR-111, continuing along the foothills of the mountains to the north (County 2021a). Implementation of the Project would not interfere with the use of any existing or proposed trails. As such, the Project would have no impact on existing or planned recreational trails.

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.

TRANSPORTATION Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
37. Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Traffic Memorandum (Appendix H)

Salem Engineering Group, Inc. (Salem) prepared a Traffic Memorandum for the Project dated February 2021 (Appendix H). The purpose of this memorandum is to summarize the Project Trip Generation Analysis and Vehicle Miles Traveled (VMT) Screening. Results of this analysis are incorporated below, but for more information regarding methods refer to Appendix H.

Findings of Fact:

a, b) **Less Than Significant Impact.** Construction and operation of the Project would not conflict with adopted policies, plans, and programs supporting alternative transportation. Projected trip generation for the Project was developed based on County of Riverside Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled. The Project is projected to generate 9 total AM peak-hour trips, 35 total PM peak-hour trips, and a total of 344 total daily trips. The guidelines state land uses that generate less than 50 peak hour trips will not require a Traffic Impact Analysis that includes an LOS analysis. Therefore, the Project will not have a significant LOS impact.

In addition, the County of Riverside VMT Guidelines indicates small retail projects equal to or less than 60,000 square feet are not required to complete a VMT assessment and area screened out. The Project proposes construction of a 9,100-square-foot retail space that will serve local County residents. Therefore, the Project is screened from a VMT analysis and is presumed to have a less than significant impact.

c) **Less Than Significant Impact.** The Project would include onsite circulation improvements (driveways and internal drive aisles) and frontage improvements along the Project site boundary. These onsite improvements would be designed in accordance with all applicable design standards set forth by the County. The design will undergo County and Fire Department review before approval to ensure that

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the local development standards for roadways are met without resulting in traffic safety impacts, including hazardous design features. Based on the above analysis, the Project would not substantially increase hazards due to a geometric design feature or incompatible uses; and impacts would be less than significant.

d) **No Impact.** The Project would be served by existing roads such as SR-111, Marina Drive, and Access Road. As discussed in 37(a, b) above, the increase in traffic would be minimal. As such, the Project would not cause an effect upon or require new or altered maintenance of roads. Impacts would be considered less than significant.

e) **Less Than Significant Impact.** Project construction would occur over an approximately six-month duration. The estimated vehicle trips are outlined in Appendix H, which categorized the vehicle trips based on the proposed activities. These trips would occur during the temporary construction phase only and would result in a negligible increase in traffic on existing roadways. Trucks utilized for vendor trips may cause partial lane blockages, but any blockage would be temporary, and traffic would still be able to flow. No road or lane closures are proposed during construction. Thus, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system; and impacts would be less than significant.

f) **Less Than Significant Impact.** The Project site would be accessible to emergency responders during construction and operation activities. As discussed in Section 37(e) above, construction is not anticipated to require any full road closures. As such, adequate emergency access to the Project site and vicinity would be maintained during construction activities. During Project operations, the Project site would be accessible via a driveway on West Access Road. The proposed driveway would be designed and constructed to County standards and comply with County width, clearance, and turning-radius requirements. The Project site would be designed with adequate space for an emergency vehicle to enter the driveways. Development of the access drive and compliance with all applicable local requirements related to emergency vehicle access and circulation would ensure the Project would not result in inadequate emergency access; impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

38. Bike Trails

a) Include the construction or expansion of a bike system or bike lanes?

Source(s): Eastern Coachella Valley Area Plan (ECVAP)

Findings of Fact:

a) **No Impact.** The Project includes development of commercial land uses on a vacant site in the unincorporated community of Mortmar. Although the ECVAP proposes a Combination Trail (Regional Trail/Class I Bike Path) approximately 0.22 mile south of the Project site along the Salton Sea, no existing bike paths or bike lanes currently exist in the Project vicinity (County 2021a). Nonetheless, the Project would include installation of three bike racks adjacent to the side of the building to accommodate cyclists. Due to existing conditions and proposed buildout of the transportation system in the Project

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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vicinity, the Project would not require construction or expansion of bicycle facilities within the public right-of-way; and no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

TRIBAL CULTURAL RESOURCES Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

39. Tribal Cultural Resources

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source: Native American Consultation

Findings of Fact: Changes in the California Environmental Quality Act, effective July 2015, require that the County address a new category of cultural resources – tribal cultural resources – not previously included within the law’s purview. Tribal Cultural Resources are those resources with inherent tribal values that are difficult to identify through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach tribal value to the resource. Tribal cultural resources may include Native American archaeological sites, but they may also include other types of resources such as cultural landscapes or sacred places. The appropriate treatment of tribal cultural resources is determined through consultation with tribes.

A-B) In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to all requesting tribes on January 13, 2020 . No response was received from the Soboba Band of Mission Indians, Cabazon Band of Indians, Morongo Band of Mission Indians, Twenty -Nine Palms Band of Mission Indians, San Manuel Band of Mission Indians, Agua Caliente Band of Cahuilla Indians, Torres Martinez Desert Cahuilla Indians, the Quechan Band, Cahuilla Band of Indians or the Colorado River Indian Tribe.

No Tribal Cultural Resources were identified, there are none present and therefore there will be no impacts in this regard.

UTILITIES AND SERVICE SYSTEMS Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
40. Water				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Project Information; Coachella Valley Water District

Findings of Fact:

Findings of Fact:

a) **Less Than Significant Impact.** The Project would include construction of an onsite network of water, wastewater, and stormwater facilities that would connect to existing facilities adjacent to or within the Project site. Water connection would be to the existing water valve toward the southern end of the Project site. Minimal offsite ground disturbance within the public right-of-way would be required to connect the proposed onsite wastewater infrastructure to the existing points of connection in West Access Road or Marina Drive. Currently, stormwater infrastructure is also present adjacent to the Project site along the West Access Road and Marina Drive. As previously discussed, prior to the issuance of a grading permit, the Project developer shall comply with Riverside County Ordinance No. 458 in preparing onsite flood protection facilities and implement the recommendations provided by CVWD; flood protection measures shall comply with the California Drainage Law. Walls will be constructed in a manner that will not increase the risk of offsite stormwater flows on adjacent properties by constructing open sections in the wall to accommodate flow-through. At least 50 percent of the total lineal footage of the wall will be constructed with wrought iron fencing or similar materials that will provide flow-through of offsite stormwater flows and will extend the entire vertical wall height so as not to obstruct flow at the finish grade/surface. The Project would include installation of two onsite retention basins to capture onsite stormwater flows. Flows would percolate into the ground or evaporate, consistent with current storms flows from the Project site. In addition, curb-and-gutter would be installed along the Project frontage, thus improving containment of storm flows within the existing roadway. The impacts associated with proposed utility connections are considered to be part of the Project's construction phase and are evaluated throughout this Initial Study accordingly. As identified throughout this Initial Study, no significant impacts have been identified for the Project's construction phase. The construction of onsite water, wastewater, and stormwater infrastructure necessary to serve the Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this Initial Study. Impacts would be less than significant.

b) **Less Than Significant Impact.** The CVWD serves users in the Coachella Valley, where the Project site is located. The CVWD 2020 RUWMP accounts for existing and forecasted development in its supply and demand forecasts. The Project would include construction and operation of land uses that are consistent with the MUA land use designation established by the County's General Plan. Therefore, the RUWMP supply and demand forecasts accounted for anticipated commercial development within the Project site. The 2020 RUWMP forecasts the multiple dry-year urban water supply reliability is 100 percent through the year 2045 for the CVWD. The groundwater supply (potable water supply) for the Indio and Mission Creek Subbasins of the Coachella Valley Groundwater Basin is projected to have a reasonable available volume of 148,166 acre-feet per year (AFY) by 2045 (CVWD 2020).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project would have an indoor water demand of approximately 200 to 250 gallons per day, or approximately 0.28 AFY. In addition, the Project is anticipated to have an outdoor water demand of approximately 200 to 250 gallons per day, or approximately 0.28 AFY, to irrigate the proposed 23,063 square feet of landscaped area. As such, total annual water demand associated with the Project would be approximately 0.56 AFY, or approximately 0.0004 percent of the anticipated CVWD supply by 2045. As such, CVWD would have sufficient water supplies to serve the Project. Furthermore, on October 15, 2020, CVWD has indicated that domestic water and sanitation service will be available to the property subject to changes in regulations and until all requirements for the initiation of service are met. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

41. Sewer

a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?

b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Source(s): Project Information; Coachella Valley Water District

Findings of Fact:

a) **Less Than Significant Impact.** As discussed previously, wastewater infrastructure is currently adjacent to the Project site in the West Access Road and Marina Drive rights-of-way. Offsite improvements to the wastewater facility would be limited to extension of the onsite sewer line to the existing infrastructure northeast of the Project site. The impacts associated with proposed wastewater utility connection are considered to be part of the Project's construction phase and are evaluated throughout this Initial Study accordingly. As identified throughout this Initial Study, no significant impacts have been identified for the Project's construction phase. The construction of onsite wastewater infrastructure necessary to serve the Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this Initial Study; thus, impacts would be less than significant.

b) **Less Than Significant Impact.** CVWD provides wastewater collection and treatment services for all or part of the cities of Cathedral City, Indian Wells, La Quinta, Palm Desert, and Rancho Mirage, as well as unincorporated areas of the County. Thus, the CVWD would provide wastewater collection services for the Project. CVWD operates five water recycling plants (WRPs), with WRP-2 serving the North Shore community. WRP-2 has a treatment capacity of 33,000 gallons per day (gpd) and can provide additional capacity when flows exceed this value. In 2020 the wastewater volume collected from the RUWMP service area was 13 acre-feet, or approximately 11,605 gpd, which is well below the treatment capacity.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The anticipated total annual water demand associated with the Project would be approximately 0.56 AFY. Assuming wastewater generation is 80 percent of total water demand, the Project would generate approximately 0.45 AFY, or 482 gallons per day (mgd). This is approximately 1.4 percent of the total current wastewater capacity of WRP-2. As such, existing wastewater treatment facilities have sufficient capacity to serve the Project; and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

42. Solid Waste	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan

Findings of Fact:

a) **Less Than Significant Impact.** Implementation of the Project would generate an incremental increase in solid waste volumes requiring offsite disposal during short-term construction and long-term operational activities.

Solid waste requiring disposal would be generated by the construction process, primarily consisting of discarded materials and packaging. Based on the size of the Project (9,100 square feet of building area) and the EPA's construction waste generation factor of 4.38 pounds per square-foot for non-residential uses, approximately 19.93 tons of waste is expected to be generated during the Project's construction phase (EPA 1998). In compliance with the CalGreen Code, a minimum of 65 percent of all solid waste must be diverted from landfills (by recycling, reusing, and other waste reduction strategies). Therefore, the Project is estimated to generate approximately 6.97 tons of solid waste during its construction phase that would be disposed of in a landfill. Based on the anticipated construction schedule, the Project's construction phase is estimated to last for approximately 180 days; therefore, the Project is estimated to generate approximately 0.039 tons of solid waste per day requiring landfill disposal during construction.

Solid waste generated by the Project would likely be disposed of at the closest landfill, Oasis Sanitary Landfill. The Oasis Sanitary Landfill has a maximum capacity of 1,097,152 tons and is anticipated to operate until 2055. Oasis Sanitary Landfill currently has a remaining capacity of 433,779 tons (CalRecycle 2021); thus, the relatively minimal construction waste generated by the Project is not anticipated to cause the landfill to exceed its maximum permitted disposal volume. Furthermore, the Oasis Sanitary Landfill is not expected to reach its total maximum permitted disposal capacities during

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the Project’s construction period. As such, the Oasis Sanitary Landfill has sufficient capacity to accept solid waste generated by the Project’s construction phase. Impacts would be less than significant.

b) **Less Than Significant Impact.** Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. The Project would be required to coordinate with the disposal facilities to develop a collection program for recyclables, such as paper, plastics, glass, and aluminum, in accordance with local and State programs, including AB S41, Mandatory Commercial Recycling, and the California Solid Waste Reuse and Recycling Act of 1991. Additionally, the Project would be required to comply with applicable practices enacted by the County under the California Integrated Waste Management Act of 1989 (AB 939) and local, State, any other applicable, and federal solid waste management regulations. AB 939 required that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. SB 341 increased the diversion goal to 75 percent by 2020. Further, the Solid Waste Disposal Measurement Act of 2008 (SB 1016) was established to make the process of goal measurement (as established by AB 939) simpler, timelier, and more accurate. SB 1016 builds on AB 939 compliance requirements by implementing a simplified measure of jurisdictions’ performance. SB 1016 accomplishes this by changing to a disposal-based indicator—the per capita disposal rate—which uses only two factors: (1) a jurisdiction’s population (or in some cases employment); and (2) its disposal, as reported by disposal facilities. Compliance with these regulations would ensure less than significant impacts.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

43. Utilities

Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?

a) Electricity?	<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) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Project Application Materials

Findings of Fact:

a) **Less than Significant Impact.** Imperial Irrigation District (IID) would provide electrical service to the Project site. The Project would receive electrical power by connecting to IID’s existing electrical infrastructure adjacent to the Project site. Minor ground disturbance may be required off site to connect to existing infrastructure. Any offsite disturbance would be limited to a short underground extension within the existing paved roadway. As such, connection of onsite electrical infrastructure to existing IID infrastructure adjacent to the site would not result in any environmental effects. Additionally, electricity usage is anticipated to be minimal, required for fluorescent store lighting, signage, and parking lot lighting between the hours of 8 a.m. and 10 p.m.

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 would not require natural gas service and would utilize propane for minimal heating requirements during winter months. Propane would be delivered to the Project site by a licensed contractor. As such, the Project would not require construction or expansion of natural gas infrastructure; and no impacts would occur.

c) **Less than Significant Impact.** Commercially available companies would provide communications services to the Project site. The Project would connect to existing communications infrastructure adjacent to the Project site. Minor ground disturbance may be required off site to connect to existing infrastructure. Any offsite disturbance would be limited to a short underground extension within the existing paved roadway. As such, connection of onsite communications infrastructure would not result in any environmental effects.

d) **Less than Significant Impact.** Three streetlights would be installed in the parking lot for safety and security purposes. All onsite lighting would be focused, directed, or arranged to prevent glare or direct illumination on adjacent residential uses. All proposed lighting would be installed within the Project site, and no offsite street lighting is required; thus, no impacts would occur.

e) **Less than Significant Impact.** Access to the Project would be provided by a 40-foot-wide entrance off West Access Road. The drive would implement heavy-duty paving along the eastern side of the building for truck access to the delivery pad and trash enclosure. The Project would not include offsite improvements to roads in the area. Further, DIF collected at the time of permit issuance would fund the installation and maintenance of roadways within the Caltrans system to accommodate continued growth and development within the County. Therefore, no impacts would occur.

f) **No Impact.** The Project is not expected to have a significant impact on other governmental services, such as libraries, community recreation centers, and/or animal shelter. The employees for the Project are anticipated to come from the local community. Implementation of the Project would not adversely affect other public facilities or require the construction of new or modified facilities. Therefore, no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

WILDFIRE If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:

44. Wildfire Impacts

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water	<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
sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan Figure S-11 “Wildfire Susceptibility”, GIS database; Eastern Coachella Valley Area Plan

Findings of Fact:

a) **Less Than Significant Impact.** The Project is approximately 500 feet southeast of Riverside County Fire Station 41. According to the County’s Safety Element, the County’s Circulation Plan routes are considered the backbone routes for evacuation purposes (County 2019b). The Project is located approximately 0.03 mile west of SR-111, an Urban Arterial under the County’s Circulation Plan; therefore, SR-111 could be used as an evacuation route (County 2015a). Nonetheless, during construction the contractor would maintain adequate access for emergency vehicles as required by the County. Additionally, the Project site would be accessible via a driveway on West Access Road during Project operations. The proposed driveway would be designed and constructed to County standards and comply with County width, clearance, and turning-radius requirements. The Project site would be designed with adequate space for an emergency vehicle to enter the driveways. Further, Project operations would not generate traffic that could interfere with an adopted emergency response or evacuation plan (Appendix H). Therefore, the Project would not impair implementation of an adopted emergency response or evacuation plan and impacts would be less than significant.

b) **Less than Significant.** As identified in the ECVAP, Figure 15, the Project and vicinity contain slopes less than 15 percent (County 2021a). The Project site is flat in topography, with no slopes or hillsides that may exacerbate wildfire risks. Additionally, the Project site is located within the Local Responsibility Area (LRA) Moderate Fire Hazard Severity Zone (FHSZ) as identified by the CAL FIRE FHSZ Map for Eastern Riverside County (CAL FIRE 2021). The Project site is also adjacent to paved roadways to the north and east.

An open space area with natural vegetation lies adjacent to the Project site to the west and south; however, the Project is required to comply with applicable provisions of the California Building Code, California Fire Code (County Ordinance 787), and Riverside County Fire Department Standards pertaining to human health and safety. The County will review all Project plans to ensure compliance with these regulations. 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 exacerbate wildfire risk or expose the Project site to pollutant concentrations from a wildfire or uncontrolled spread of wildfire. Impacts would be less than significant.

c) **Less Than Significant Impact.** The Project would not require installation or maintenance of infrastructure that could exacerbate fire risk. Nevertheless, to ensure the Project site is designed to

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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minimize potential wildfire risk, the Project would be required to comply with applicable provisions of the California Building Code, California Fire Code, County Ordinance 460, County Ordinance 787, and County Fire Department Standards pertaining to human health and safety. The County will review all Project plans to ensure compliance with these regulations; thus, impacts would be less than significant.

d) **No Impact.** The Project site is flat in topography. As identified in the ECVAP, Figure 15, the Project and vicinity contain slopes less than 15 percent. As such, the Project site would not be exposed to downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. No impacts would occur.

e) **Less Than Significant Impact.** As described above in Section 44(a-d), the Project is within a Moderate FHSZ (CAL FIRE 2021). Moreover, the Project site and proposed land uses do not contain specific attributes or factors that would exacerbate wildfire risk. To ensure the Project site is designed to minimize potential wildfire risk, the Project would be required to comply with applicable provisions of the California Building Code, California Fire Code, County Ordinance 460, County Ordinance 787, and County Fire Department Standards pertaining to human health and safety. With compliance with these regulations, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

MANDATORY FINDINGS OF SIGNIFICANCE Does the Project:

45. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source(s): General Biological Report (Appendix F)

Findings of Fact:

Less-Than-Significant Impact with Mitigation Incorporated. As concluded in the Biological and Cultural Resources sections of this document, all potential impacts discussed can be mitigated to a less-than-significant level for these resources.

As described in Section 7(a), the Project is not located within a designated MSHCP Conservation Area nor would it conflict with the provisions of the MSHCP. In addition, the Project has low potential for impacts to special status plants and wildlife. With implementation of MM-BIO-2, impacts to special status plants and wildlife species would be less than significant.

As described in Section 8 and 9, the Project would not result in impacts to any known historic resources. However, it is possible that archaeological resources would be encountered at subsurface levels during ground-disturbing construction activities. To reduce potential adverse effects to post-review discoveries

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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during Project implementation, procedures for inadvertent discovery of archaeological resources must be implemented through MM-CUL-1.

Implementation of the 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.

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

Source(s): Project Application Materials

Findings of Fact:

Less Than Significant Impact With Mitigation Incorporated. The potential for cumulative impacts occurs when the independent impacts of the Project are combined with the impact of related projects in proximity to the Project such that impacts occur that are greater than the impacts of the Project alone. As discussed above, it has been determined that the Project would have no impact, impacts would be less than significant, or impacts would be less than significant with implementation of mitigation measures. Where the Project would have no impact or a less than significant impact, it would not contribute to cumulative impacts. The Project proposes construction of a 9,100-square-foot Dollar General retail store and parking lot; thus, it would not contribute to the cumulative effects of population growth. Since these impacts associated with the Project would not be significant when compared to applicable thresholds, none of the impacts associated with the Project would make cumulatively considerable, incremental contributions to significant cumulative impacts.

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

Source(s): Project Application Materials

Findings of Fact:

Less than Significant. Environmental effects that could cause indirect or direct impacts to human beings would relate to air quality, noise, geology, and traffic. Based on the analyses provided, the proposed construction and operational activities would not result in potentially significant impacts with regards to significant air quality and greenhouse gas emissions, substantial noise exposure, risks involving ground shaking or unstable soils, or transportation impacts such as introduction of extreme design features. The proposed Project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. 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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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: N/A

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

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

Revised: 3/23/2023 3:40 PM
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