COUNTY OF RIVERSIDE
ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (CEQ / EA) Number: CEQ190165
Project Case Type (s) and Number(s): PPT190037 and TPM 37590
Lead Agency Name: County of Riverside Planning Department
Address: 4080 Lemon Street 12th Floor, Riverside, CA 92501
Contact Person: MSA Consulting, Inc. c/o Nicole Vann
Telephone Number: 760-320-9811
Applicant's Name: Coachella Valley Housing Coalition (CVHC)
Applicant's Address: 45-701 Monroe Street, Plaza 1, Suite G, Indio, CA 92203

I. PROJECT INFORMATION

Project Description: Coachella Valley Housing Coalition (CVHC) is proposing a mixed-use development consisting of commercial/retail and multi-family residential on approximately 26 acres in the community of Oasis. The project property, located at the southeast corner of 66th Avenue and Middleton Street, previously operated as an agricultural property, growing date palm trees. The project proposes the development of a commercial component, consisting of a medical clinic, a market, childcare facility and retail spaces, a residential component consisting of 160 multi-family affordable housing units and open space areas for recreation and retention. The project is proposed to be developed in three phases, depicted in the table below.

Phase	Lot	Land Use	Acres	Building Area Square Foot
1	3	Residential (80 units) & Retention	9.57	68,976 SF
2	1 & 2	Commercial	3.56	23,000 SF
3	4	Residential (80 units) & Retention	9.49	68,976 SF

Phase one of the project will occupy approximately 9.57 acres of the project site. Located on the eastern portion of the property, phase one will develop 80 residential units, a 3,500-community building and an approximately 2.4-acre landscaped basin. The residential units will consist of one- to four-bedroom units ranging from 628 square feet to 1,240 square feet. At total buildout, the residential component of phase one will occupy a total building area of 72,476 square feet. The 2.03-acre landscaped basin will be located north of the residential units. A detailed table displaying the phase one land uses, unit types and building areas are provided in the table below.

Phase One				
Land Use	Unit Type	Size	Quantity	Total Building Area (SF)
Residential	1 Bedroom	628 SF	32	20,096 SF
	2 Bedroom	898 SF	24	21,552 SF
	3 Bedroom	1,088 SF	16	17,408 SF
	4 Bedroom	1,240 SF	8	9,920 SF
	Community Building	3,500 SF	1	3,500 SF
Retention	--	2.03 AC	--	--
			Total Phase One Area	9.57 Acres

Phase two will occupy approximately 3.56 acres of the northwest corner of the project property. Implementation of the second phase will include the development of three commercial buildings: the childcare facility (Building 1), market and attached retail uses (Building 2) and medical clinic (Building 3). 113 parking spaces will be provided in the commercial component. The square footage of the proposed commercial buildings is displayed in the following table.

Phase Two		
Building	**Building Use**	**Size (Square Feet)**
1	Childcare Facility	3,500 SF
2	Market	8,250 SF
	Market Storage/Trash	1,500 SF
	Possible Future Divisible Retail Space	5,750 SF
3	Medical Clinic	4,000 SF
	Total Commercial Buildings	23,000 SF

The final project phase, phase three, occupies approximately 9.49 acres of the western portion of the site, south of the proposed commercial component and will include the development of 80 residential units and an approximately 2.4-acre open space area (recreational and retention). Similar to the phase one development, phase three will include one- to four-bedroom units, with a building area of 68,976 square feet at total buildout. Phase three land uses and areas are provided in the table below.

Phase Three				
Land Use	Unit Type	Size	Quantity	Total Building Area (SF)
Residential	1 Bedroom	628 SF	32	20,096 SF
	2 Bedroom	898 SF	24	21,552 SF
	3 Bedroom	1,088 SF	16	17,408 SF
	4 Bedroom	1,240 SF	8	9,920 SF
Retention	--	2.4 AC	--	--
			Total Phase Three Area	9.49 Acres

Additional amenities proposed during development of phase one and three's residential areas will include a recreational sports courts, playground areas, paved pedestrian walking paths and paved drive aisles.

In addition to the new commercial and residential properties, project implementation will include the development of a new interior road that will traverse the project site and connect 66th Avenue and Middleton Street. The proposed road, named Middleton Avenue, will be located between the residential phases one and three. Middleton Avenue will be completed during phase one of the project. Ingress and egress from the project site will be located from one entry point on 66th Avenue and one entry point on Middleton Street. Additional access to the site will be located on Middleton Street, which will provide emergency access into the residential areas. The project will provide a total of 178 spaces in phase one and 183 parking spaces in phase three. The residential component of the project will provide a total of 361 parking spaces, which is 49 more spaces than required.

The construction of the project will include wood frame with color stucco walls and flat roofs constructed on concrete slab foundations. Building heights will not exceed two stories and landscaping throughout the property will be designed to complement both the surrounding desert landscape and proposed buildings.

The entire project property is currently located within the Medium Density Residential (MDR) land use designation, as delineated by the County of Riverside. This land use designation allows single-family detached and attached residencies with a density range of 2 to 5 dwelling units per acre. A General Plan Amendment (GPA) was submitted to change the land use designation from MDR to Commercial Retail (CR) in the northwest corner of the project site. The CR land use change will permit the development and operation of the commercial component proposed in phase one. The GPA will also change the land use from MDR to High Density Residential (HDR) throughout the remainder of the site to accommodate the 160 affordable housing units.

The project site is zoned Controlled Development Area (W-2) which typically allows for single-family dwellings, light agriculture, grazing of farm animals and animal husbandry. The project proposes a zone change to General Residential (R-3) and General Commercial (C1/CP). The R-3 Zone would allow for the 160 affordable housing units, and the C1/CP would allow for the proposed commercial uses for the site. The R-3 and C1/CP zones are consistent with the MDR and CR land uses proposed for the project property.

Future Federal action in the form of program funding is expected to be determinant toward project implementation. Such Federal action is expected to warrant a separate environmental review process under the National

Environmental Policy Act (NEPA) guidelines for the corresponding federal agency. The level of environmental review and findings are to be determined by the agency performing the Federal action.

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

B. Total Project Area: 26.23 Gross Acres

Residential Acres: 18.07	**Lots:** 2	**Units:** 160	**Projected No. of Residents:** 512
Commercial Acres: 3.56	**Lots:** 2	**Sq. Ft. of Bldg. Area:** 23,000	**Est. No. of Employees:**
Industrial Acres: N/A	**Lots:** N/A	**Sq. Ft. of Bldg. Area:** N/A	**Est. No. of Employees:** N/A
Other: Open Space 4.43 ac.			

C. Assessor's Parcel No(s): 751-160-004, 751-160-007, 751-160-009, 751-160-012, 751-160-014

D. Street References: 66th Avenue (north), Middleton Street (east/south), Tyler Street (east), Harrison Street (west)

E. Section, Township & Range Description or reference/attach a Legal Description: Portion of the Northeast ¼ Section 17, Township 7 South, Range 8 East, San Bernardino Meridian

F. Brief description of the existing environmental setting of the project site and its surroundings: The project site is currently characterized by rows of date palm trees, agricultural equipment, and mobile home structures, due to the property's previous use as an agricultural field. The project is surrounded by vacant land to the north and east, and a combination of agricultural and residential uses to the south and west. A public school facility providing K-12 education is located northeast of the project property. Torres-Martinez Tribal Land lies north and east of the project property.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** The entire project property is currently located within the Medium Density Residential (MDR) land use designation, as delineated by the County of Riverside. A General Plan Amendment (GPA) was submitted to change the land use designation from MDR to Commercial Retail (CR) in the northwest corner of the project site. The CR land use change will permit the development and operation of the commercial component proposed in phase two. The GPA will also change the land use from MDR to High Density Residential (HDR) throughout the remainder of the site to accommodate the 160 affordable housing units.

2. **Circulation:** Project implementation will include the development of a new interior road that will traverse the project site and connect 66th Avenue and Middleton Street. The proposed road, named Middleton Avenue, will be located between the residential phases one and three. Ingress and egress from the project site will be located from one entry point on 66th Avenue and one entry point on Middleton Street. Additional access to the site will be located on Middleton Street, which will provide emergency access into the residential areas.

3. **Multipurpose Open Space:** The project property is currently developed, and no natural open space land was required to be preserved within the boundaries of this project. The project will provide open space amenities to residents.

4. **Safety:** The proposed project is not located within an Alquist-Priolo or county designated earthquake fault zone. The project is not located within a Very High Fire Hazard Severity Zone. The project will not place people in a dangerous setting and will not use hazardous materials that could potentially harm the community if released. The project is consistent with applicable policies within the Safety Element.

5. **Noise:** The project site is located within an area that is not densely populated. Vacant land, a school and scattered residential units surround the project property. Sensitive receptors to noise include the residential units located in the vicinity of the project and the public school facility located northeast of the project. Development of the project property may impact these sensitive receptors; therefore, project construction will occur during County permitted construction hours to ensure impacts to noise are not significant. The project is consistent with all other applicable Noise Element policies.

6. **Housing:** The project proposes 160 multiple family affordable housing units to local farmworkers and families. These units will consist of one- to four-bedrooms and vary from 628 square feet to 1,240 square feet. The project will provide needed affordable housing to the community. The project is consistent with all other applicable Housing Element policies.

7. **Air Quality:** Construction of the proposed project would require clearing and grubbing of existing vegetation and grading of the entire project property. Compliance with South Coast Air Quality Management District Rule 403 would minimize the release of fugitive dust during construction activities. During operation of the project, the project will consist of landscaping and paved features that will permanently mitigate against fugitive dust. The proposed project meets all applicable Air Quality Element policies.

8. **Healthy Communities:** The proposed project will provide affordable housing to the residents and farmworkers of the area. The project proposes pedestrian walkways, open space recreational areas, playgrounds and a community center. Phase two of the project will develop a commercial component consisting of a day care facility, market and multiple retail space, and a medical clinic. These proposed commercial uses will provide services for the existing and future residents.

9. **Environmental Justice (After Element is Adopted):** N/A

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

C. Foundation Component(s): Community Development

D. Land Use Designation(s): Existing – Medium Density Residential (MDR); Proposed – High Density Residential (HDR), Commercial Retail (CR)

E. Overlay(s), if any: N/A

F. Policy Area(s), if any: N/A

G. Adjacent and Surrounding:

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

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

3. **Land Use Designation(s):** Tribal Lands/Public Facilities/Low Density Residential

4. **Overlay(s), if any:** N/A

5. **Policy Area(s), if any:** N/A

H. Adopted Specific Plan Information

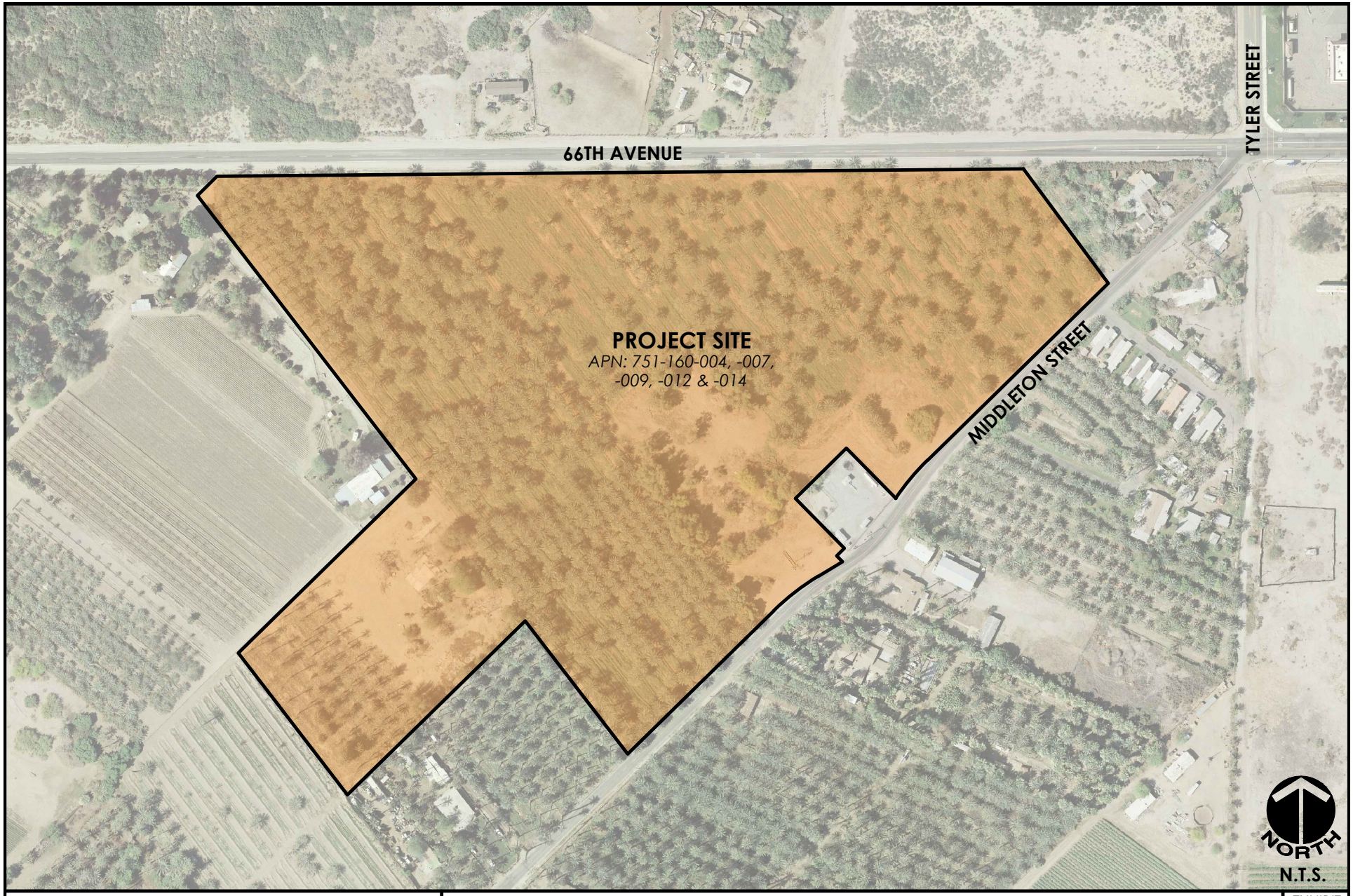
1. **Name and Number of Specific Plan, if any:** N/A

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

I. Existing Zoning: W-2

J. Proposed Zoning, if any: R-3 & C1/CP

K. Adjacent and Surrounding Zoning: A-1-10/W-2



MSA CONSULTING, INC.
> PLANNING > CIVIL ENGINEERING > LAND SURVEYING
34200 Bob Hope Drive, Rancho Mirage, CA 92270
760.320.9811 **msaconsultinginc.com**

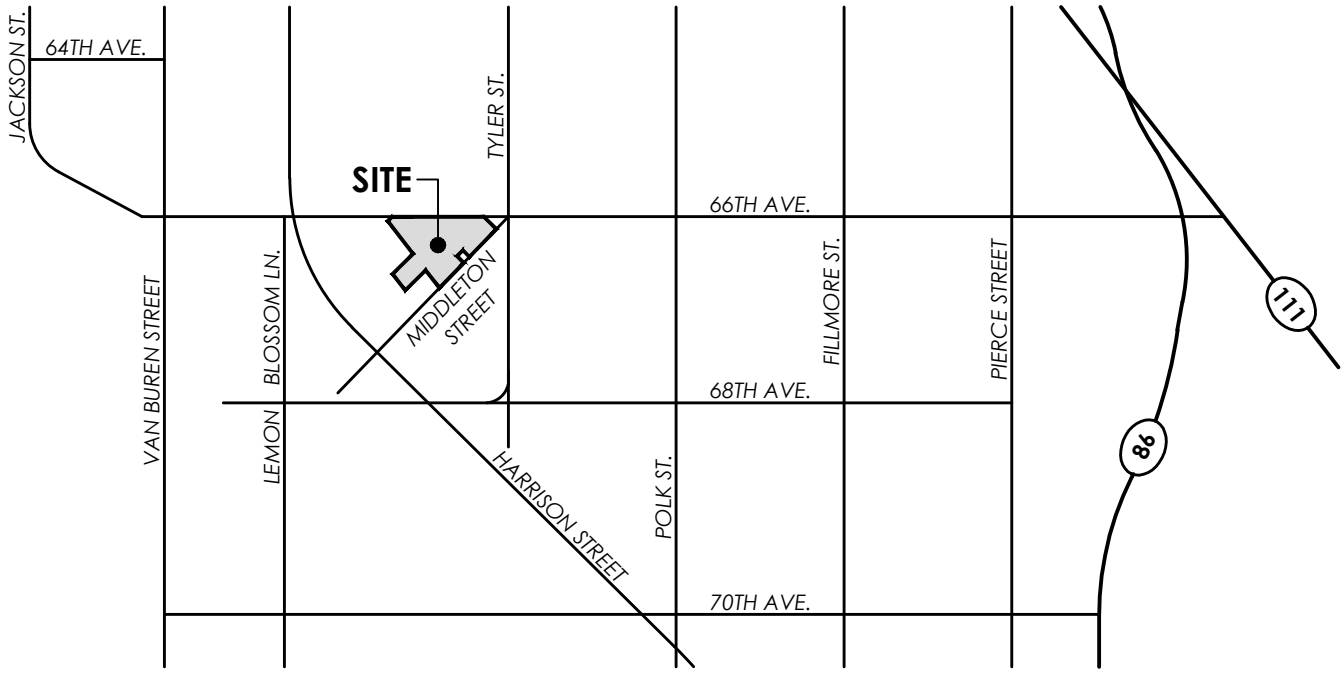
AERIAL PHOTOGRAPH

OASIS VILLAS

INITIAL STUDY

EXHIBIT

1



NORTH

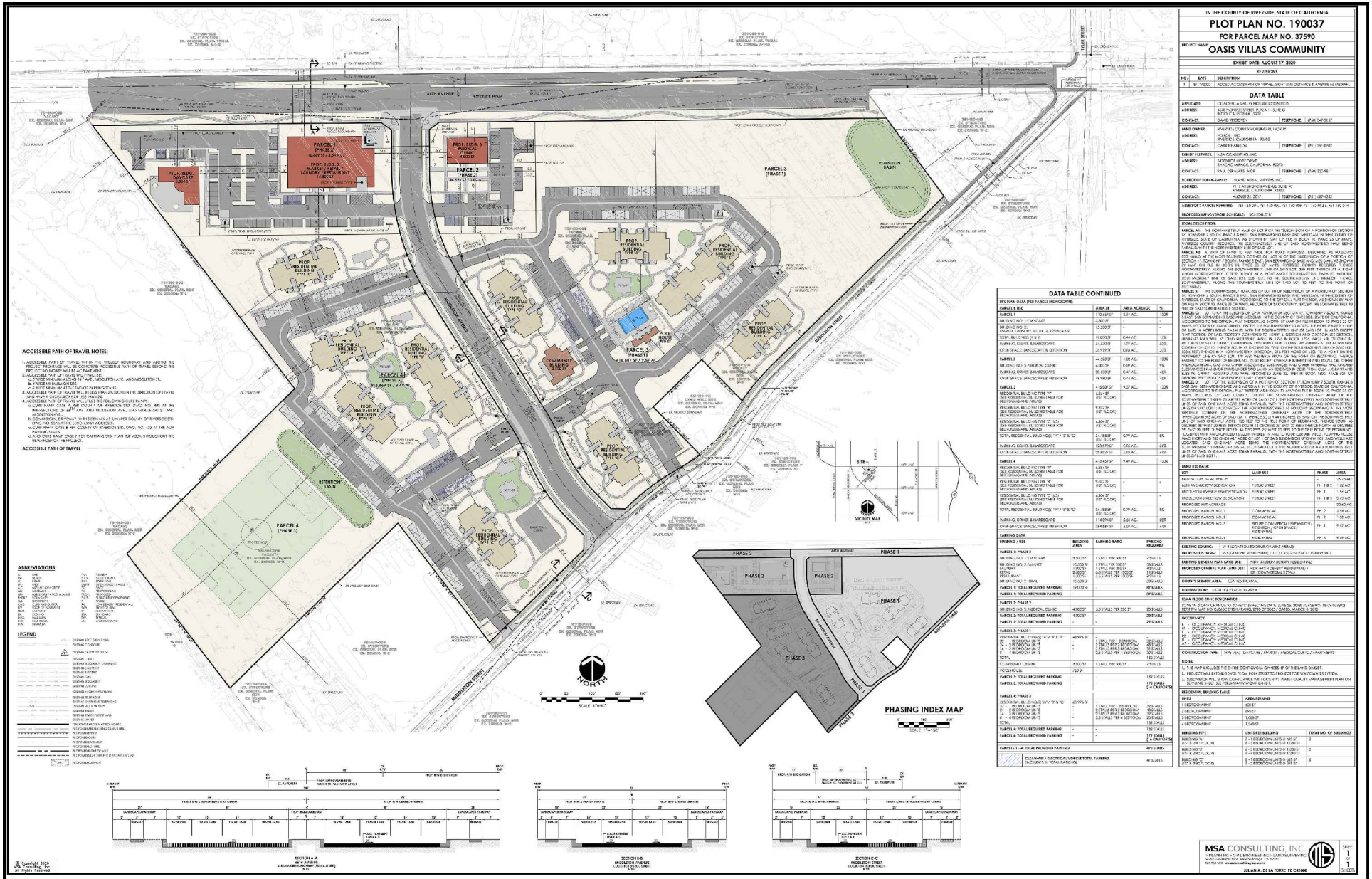
N.T.S.

MSA CONSULTING, INC.
> PLANNING > CIVIL ENGINEERING > LAND SURVEYING
34200 Bob Hope Drive, Rancho Mirage, CA 92270
760.320.9811 **msaconsultinginc.com**

VICINITY MAP

OASIS VILLAS
INITIAL STUDY

EXHIBIT
2



IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

PLOT PLAN NO. 190037

FOR PARCEL MAP NO. 37590

PROJECT NAME: **OASIS VILLAS COMMUNITY**

EXHIBIT DATE: AUGUST 17, 2020

REVISIONS

NO.	DATE	DESCRIPTION
1	8/17/2020	ADDED ACCESS PATH OF TRAVEL, RIGHT-USE DEDICATION & AVENUE 66 MEDIAN

DATA TABLE

APPLICANT:	COACHELLA VALLEY HOUSING COALITION		
ADDRESS:	45-990 MONROE ST. PLAZA 1 - SUITE G INDIO, CALIFORNIA 92201		
CONTACT:	DAVID TROTTER II	TELEPHONE:	(760) 347-0157
LAND OWNER	RIVERSIDE COUNTY HOUSING AUTHORITY		
ADDRESS:	PO BOX 1380 RIVERSIDE, CALIFORNIA 92502		
CONTACT:	CARRIE HARRISON	TELEPHONE:	(951) 351-0700
EXHIBIT PREPARER:	MSA CONSULTING, INC.		
ADDRESS:	34200 BOB HOPE DRIVE RANCHO MIRAGE, CALIFORNIA 92270		
CONTACT:	PAUL DEBOLARD, AICP	TELEPHONE:	(760) 320-9811
SOURCE OF TOPOGRAPHY:	HUNSAKER & ASSOCIATES IRVINE, INC.		
ADDRESS:	2 CIVIC CENTER DRIVE, SUITE 200 RANCHO MIRAGE, CALIFORNIA 92270		
CONTACT:	AUGUST 25, 2017	TELEPHONE:	(951) 682-2719
ASSESSOR'S PARCEL NUMBERS:	731-160-004, 731-160-005, 731-160-006, 731-160-012 & 731-160-014		
PROPOSED IMPROVEMENT SCHEDULE:	SEE TABLE 1		

LEGAL DESCRIPTION

PARCEL A-1: THE NORTHWESTERLY HALF OF LOT 9 OF THE RESUBDIVISION OF A PORTION OF SECTION 17, TOWNSHIP 7 SOUTH, RANGE 6 EAST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP OF THE SUBDIVISION OF A PORTION OF SECTION 17, TOWNSHIP 7 SOUTH, RANGE 6 EAST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN BY MAP ON FILE IN BOOK 10, PAGE 23 OF MAPS, RIVERSIDE COUNTY RECORDS, EXCEPT THE NORTHWESTERLY 50 FEET OF SAID PARCEL 1 AS DESCRIBED IN DEED TO THE COUNTY OF RIVERSIDE, RECORDED JUNE 22, 1934 IN BOOK 1602, PAGE 191 OF OFFICIAL RECORDS.

PARCEL A-2: A STRIP OF LAND 12 FEET WIDE FOR ROAD PURPOSES, DESCRIBED AS FOLLOWS: BEGINNING AT THE MOST SOUTHERLY CORNER OF LOT 19 OF THE SUBDIVISION OF A PORTION OF SECTION 17, TOWNSHIP 7 SOUTH, RANGE 6 EAST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN BY MAP ON FILE IN BOOK 10, PAGE 23 OF MAPS, RIVERSIDE COUNTY RECORDED; THENCE NORTHWESTERLY, ALONG THE SOUTHWESTERLY LINE OF SAID LOT 19, 100 FEET; THENCE AT A RIGHT ANGLE NORTHEASTERLY 70 FEET; THENCE AT A RIGHT ANGLE SOUTHEASTERLY, PARALLEL WITH THE SOUTHWESTERLY LINE OF SAID LOT 19, 100 FEET, TO THE SOUTHEASTERLY LINE THEREOF; THENCE SOUTHWESTERLY, ALONG THE SOUTHEASTERLY LINE OF SAID LOT 19, 70 FEET TO THE POINT OF BEGINNING.

PARCEL A-3: THE SOUTHWESTERLY 50 ACRES OF LOT 19 OF SUBDIVISION OF A PORTION OF SECTION 17, TOWNSHIP 7 SOUTH, RANGE 6 EAST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, AS SHOWN BY MAP ON FILE IN BOOK 10, PAGE 23 OF MAPS, RECORDS OF SAID COUNTY, EXCEPT THE NORTHWESTERLY 70 FEET OF SAID LOT 19 AS DESCRIBED IN DEED TO THE COUNTY OF RIVERSIDE, RECORDED JUNE 22, 1934 IN BOOK 1602, PAGE 191 OF OFFICIAL RECORDS.

PARCEL B: LOT 1 OF THE SUBDIVISION OF A PORTION OF SECTION 17, TOWNSHIP 7 SOUTH, RANGE 6 EAST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, AS SHOWN BY MAP ON FILE IN BOOK 10, PAGE 23 OF MAPS, RECORDS OF SAID COUNTY, EXCEPT THE NORTHEASTERLY 70 ACRES; THE NORTHWESTERLY 50 ACRES; THE SOUTHWESTERLY 50 ACRES; AND THE SOUTHEASTERLY 50 ACRES.

PARCEL C: THAT PORTION OF LOT 19 OF THE SUBDIVISION OF A PORTION OF SECTION 17, TOWNSHIP 7 SOUTH, RANGE 6 EAST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, AS SHOWN BY MAP ON FILE IN BOOK 10, PAGE 23 OF MAPS, RECORDS OF SAID COUNTY, EXCEPT THE NORTHWESTERLY 70 ACRES; THE NORTHEASTERLY 50 ACRES; AND THE SOUTHWESTERLY 50 ACRES, DESCRIBED AS FOLLOWS: BEGINNING AT THE MOST SOUTHERLY CORNER OF SAID LOT 19; THENCE NORTHWESTERLY, ALONG THE SOUTHWESTERLY LINE OF SAID LOT 19, 100 FEET; THENCE AT A RIGHT ANGLE NORTHEASTERLY 70 FEET; THENCE AT A RIGHT ANGLE SOUTHEASTERLY, PARALLEL WITH THE SOUTHWESTERLY LINE OF SAID LOT 19, 100 FEET, TO THE SOUTHEASTERLY LINE THEREOF; THENCE SOUTHWESTERLY, ALONG THE SOUTHEASTERLY LINE OF SAID LOT 19, 70 FEET TO THE POINT OF BEGINNING.

PARCEL D: THAT PORTION OF LOT 19 OF THE SUBDIVISION OF A PORTION OF SECTION 17, TOWNSHIP 7 SOUTH, RANGE 6 EAST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, AS SHOWN BY MAP ON FILE IN BOOK 10, PAGE 23 OF MAPS, RECORDS OF SAID COUNTY, EXCEPT THE NORTHWESTERLY 70 ACRES; THE SOUTHWESTERLY 50 ACRES; AND THE NORTHEASTERLY 50 ACRES, DESCRIBED AS FOLLOWS: BEGINNING AT THE MOST SOUTHERLY CORNER OF SAID LOT 19; THENCE NORTHWESTERLY, ALONG THE SOUTHWESTERLY LINE OF SAID LOT 19, 100 FEET; THENCE AT A RIGHT ANGLE NORTHEASTERLY 70 FEET; THENCE AT A RIGHT ANGLE SOUTHEASTERLY, PARALLEL WITH THE SOUTHWESTERLY LINE OF SAID LOT 19, 100 FEET, TO THE SOUTHEASTERLY LINE THEREOF; THENCE SOUTHWESTERLY, ALONG THE SOUTHEASTERLY LINE OF SAID LOT 19, 70 FEET TO THE POINT OF BEGINNING.

DATA TABLE CONTINUED

SITE PLAN DATA (PER PARCEL BREAKDOWN)

PARCEL & USE	AREA SF	AREA ACREAGE	%
PARCEL 1	97,669 SF	2.24 AC.	100%
BIU ZONING NO. 1 - DAYCARE	6,300 SF	-	-
BIU ZONING NO. 2 - MARKET / LAUNDRY / MEDICAL / RETAIL & RESTAURANT	15,500 SF	-	-
TOTAL BIU ZONING 1 & 2	21,800 SF	0.44 AC.	17%
PARKING, EDWYS & HARDSCAPE	24,470 SF	1.37 AC.	22%
OPEN SPACE LANDSCAPE & RETENTION	51,999 SF	0.83 AC.	31%
PARCEL 2	44,823 SF	1.02 AC.	100%
BIU ZONING NO. 3 - MEDICAL CLINIC	4,000 SF	0.09 AC.	9%
PARKING, EDWYS & HARDSCAPE	20,823 SF	0.47 AC.	46%
OPEN SPACE LANDSCAPE & RETENTION	19,990 SF	0.46 AC.	45%
PARCEL 3	414,807 SF	9.52 AC.	100%
RESIDENTIAL BIU ZONING TYPE "A" (SEE RESIDENTIAL BIU ZONING TABLE FOR BEDROOMS AND AREAS)	4,864 SF (10 PLEX/DW)	-	-
RESIDENTIAL BIU ZONING TYPE "B" (SEE RESIDENTIAL BIU ZONING TABLE FOR BEDROOMS AND AREAS)	9,324 SF (10 PLEX/DW)	-	-
RESIDENTIAL BIU ZONING TYPE "C" (SEE RESIDENTIAL BIU ZONING TABLE FOR BEDROOMS AND AREAS)	4,864 SF (10 PLEX/DW)	-	-
TOTAL RESIDENTIAL BIU ZONING "A" + "B" & "C"	24,488 SF (10 PLEX/DW)	0.79 AC.	8%
PARKING, EDWYS & HARDSCAPE	123,572 SF	2.86 AC.	31%
OPEN SPACE LANDSCAPE & RETENTION	55,537 SF	2.62 AC.	41%
PARCEL 4	412,409 SF	9.49 AC.	100%
RESIDENTIAL BIU ZONING TYPE "A" (SEE RESIDENTIAL BIU ZONING TABLE FOR BEDROOMS AND AREAS)	4,864 SF (10 PLEX/DW)	-	-
RESIDENTIAL BIU ZONING TYPE "B" (SEE RESIDENTIAL BIU ZONING TABLE FOR BEDROOMS AND AREAS)	9,324 SF (10 PLEX/DW)	-	-
RESIDENTIAL BIU ZONING TYPE "C" (SEE RESIDENTIAL BIU ZONING TABLE FOR BEDROOMS AND AREAS)	4,864 SF (10 PLEX/DW)	-	-
TOTAL RESIDENTIAL BIU ZONING "A" + "B" & "C"	24,488 SF (10 PLEX/DW)	0.79 AC.	8%
PARKING, EDWYS & HARDSCAPE	3,434 SF	0.43 AC.	28%
OPEN SPACE LANDSCAPE & RETENTION	244,687 SF	4.07 AC.	64%

PARKING DATA

BUILDING / USE	BUILDING AREA	PARKING RATIO	PARKING REQUIRED
PARCEL 1 - PHASE 2			
BIU ZONING NO. 1 - DAYCARE	6,300 SF	1 STALL PER 300 SF	21 STALLS
BIU ZONING NO. 2 - MARKET / LAUNDRY / RETAIL / RESTAURANT	15,500 SF / 1,800 SF / 2,400 SF / 2,400 SF	1 STALL PER 300 SF / 1 STALL PER 250 SF / 0.5 STALLS PER 1000 SF / 0.5 STALLS PER 1000 SF	52 STALLS / 7 STALLS / 1 STALLS / 1 STALLS
BIU ZONING NO. 2 TOTAL	15,500 SF		60 STALLS
PARCEL 1: TOTAL REQUIRED PARKING	97,669 SF		87 STALLS
PARCEL 1: TOTAL PROVIDED PARKING			87 STALLS
PARCEL 2 - PHASE 2			
BIU ZONING NO. 3 - MEDICAL CLINIC	4,000 SF	5.5 STALLS PER 1000 SF	20 STALLS
PARCEL 2: TOTAL REQUIRED PARKING	4,000 SF	-	20 STALLS
PARCEL 2: TOTAL PROVIDED PARKING	-	-	29 STALLS
PARCEL 3 - PHASE 1			
RESIDENTIAL - BIU ZONING "A" / "B" & "C" (SEE RESIDENTIAL BIU ZONING TABLE FOR BEDROOMS AND AREAS)	49,976 SF		
2 BR = 2 BEDROOM UNITS	-	1 STALL PER 1 BEDROOM	22 STALLS
3 BR = 3 BEDROOM UNITS	-	2 STALLS PER 2 BEDROOM	48 STALLS
4 BR = 4 BEDROOM UNITS	-	2 STALLS PER 3 BEDROOM	57 STALLS
5 BR = 5 BEDROOM UNITS	-	2.5 STALLS PER 4 BEDROOM	30 STALLS
TOTAL			132 STALLS
COMMUNITY CENTER	2,800 SF	1 STALL PER 300 SF	7 STALLS
POOL HOUSE	700 SF		
PARCEL 3: TOTAL REQUIRED PARKING			139 STALLS
PARCEL 3: TOTAL PROVIDED PARKING			178 STALLS (14 CARPORTS)
PARCEL 4 - PHASE 3			
RESIDENTIAL - BIU ZONING "A" / "B" & "C" (SEE RESIDENTIAL BIU ZONING TABLE FOR BEDROOMS AND AREAS)	49,976 SF		
2 BR = 2 BEDROOM UNITS	-	1 STALL PER 1 BEDROOM	22 STALLS
3 BR = 3 BEDROOM UNITS	-	2 STALLS PER 2 BEDROOM	48 STALLS
4 BR = 4 BEDROOM UNITS	-	2 STALLS PER 3 BEDROOM	57 STALLS
5 BR = 5 BEDROOM UNITS	-	2.5 STALLS PER 4 BEDROOM	30 STALLS
TOTAL			132 STALLS
PARCEL 4: TOTAL REQUIRED PARKING	-	-	139 STALLS
PARCEL 4: TOTAL PROVIDED PARKING	-	-	179 STALLS (14 CARPORTS)
PARCELS 1 - 4: TOTAL PROVIDED PARKING			473 STALLS
GARAGE / ELECTRICAL VEHICLE TOTAL PARKING (INCLUDED IN TOTAL PARKING NO.)			41 STALLS

LAND USE DATA:

LOT:	LAND USE	PHASE	AREA
EXIST NO GROSS AC IMAGE	-	-	25.29 AC
66TH AVENUE R/W DEDICATION	PUBLIC STREET	PH. 1 & 2	± 0.2 AC
MIDDLESTON AVENUE R/W DEDICATION	PUBLIC STREET	PH. 1	± 0.1 AC
MIDDLESTON STREET R/W DEDICATION	PUBLIC STREET	PH. 1 & 2	± 0.2 AC
PROPOSED NET ACREAGE	-	-	± 24.8 AC
PROPOSED PARCEL NO. 1	COMMERCIAL	PH. 2	± 2.4 AC
PROPOSED PARCEL NO. 2	COMMERCIAL	PH. 2	± 1.0 AC
PROPOSED PARCEL NO. 3	FUTURE COMMERCIAL / MIXED USE RESIDENTIAL / OPEN SPACE / RESIDENTIAL	PH. 1	± 9.2 AC
PROPOSED PARCEL NO. 4	RIVER BOTTOM	PH. 2	± 9.49 AC

EXISTING ZONING:	W-2 (CONTROLLED DEVELOPMENT AREAS)
PROPOSED ZONING:	R-2 (GENERAL RESIDENTIAL) / C-1 / CP (GENERAL COMMERCIAL)
EXISTING GENERAL PLAN LAND USE:	MDR (MEDIUM DENSITY RESIDENTIAL)
PROPOSED GENERAL PLAN LAND USE:	MDR (MEDIUM DENSITY RESIDENTIAL) / CR (COMMERCIAL RETAIL)
COUNTY SERVICE AREA:	CSA 152 (MEAD VALLEY)
JURISDICTION:	HIGH QUARTZ CREEK AREA
FIRM FLOOD ZONE DESIGNATION	ZONE "X" (UNSHADED) (C) ZONE "X" (SHADED) (AREA OF 500 YEAR FLOOD; ZONE AO, DEPTH LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE) (D) ZONE "D" (AREAS OF UNDETERMINED FLOOD HAZARD) PER FIRM MAP NO. 06065C0785G, EFFECTIVE DATE AUGUST 28, 2008
OCCUPANCY	A - OCCUPANCY: MEDICAL CLINIC M - OCCUPANCY: MEDICAL CLINIC E - OCCUPANCY: MEDICAL CLINIC B - OCCUPANCY: MEDICAL CLINIC A3 - OCCUPANCY: MEDICAL CLINIC
CONSTRUCTION TYPE:	TYPE V(N) - DAYCARE / MARKET / MEDICAL CLINIC / LAUNDROMAT

NOTES:

1. THIS MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDED.
2. PROJECT WILL EXTEND SEWER FROM 66TH STREET TO PROJECT SITE FOR WASTE WATER SYSTEM.
3. SUBDIVISION WILL FLOW COMPLIANT WITH COACHELLA VALLEY MANAGEMENT PLAN ON SEPARATE SHEET. SEE PRELIMINARY WQMP (SHEET 1).

RESIDENTIAL BUILDING TABLE

UNITS	AREA PER UNIT
1 BEDROOM UNIT	628 SF
2 BEDROOM UNIT	894 SF
3 BEDROOM UNIT	1,088 SF
4 BEDROOM UNIT	1,248 SF

BUILDING TYPE	UNITS PER BUILDING	TOTAL NO. OF BUILDINGS
BUILDING "A" (10 PLEX/DW)	3 - 1 BEDROOM UNITS @ 628 SF 6 - 2 BEDROOM UNITS @ 1,088 SF 1 - 3 BEDROOM UNIT @ 1,248 SF	3
BUILDING "B" (10 PLEX/DW)	6 - 2 BEDROOM UNITS @ 894 SF 4 - 3 BEDROOM UNITS @ 1,088 SF	2
BUILDING "C" (10 PLEX/DW)	1 - 1 BEDROOM UNIT @ 628 SF 5 - 2 BEDROOM UNITS @ 894 SF 4 - 3 BEDROOM UNITS @ 1,088 SF	4

MSA CONSULTING, INC.
> PLANNING > CIVIL ENGINEERING > LAND SURVEYING
34200 Bob Hope Drive, Rancho Mirage, CA 92270
760.320.9811 **msaconsultinginc.com**

JULIAN A. DE LA TORRE PE C43580

SHEET 1 OF 1 SHEETS

N.T.S.

SITE PLAN

OASIS VILLAS

INITIAL STUDY

EXHIBIT 3

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

IV. DETERMINATION

On the basis of this initial evaluation:

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

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED
☐ I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
☐ I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.
☐ I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.
☐ I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and **a SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1)

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

Signature	Date
	For: Charissa Leach, P.E. *Assistant TLMA 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?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐

Source(s): Eastern Coachella Valley Area Plan, December 2016; Riverside County General Plan Figure C-8 “Scenic Highways”; Riverside County Municipal Code.

Findings of Fact: There will be no impacts or impacts will be less than significant.

a) According to Riverside County’s Eastern Coachella Valley Area Plan, scenic highways provide motorists with views of distinctive natural characteristics that should be conserved. Implementing policies that manage development along scenic highways and corridors allows the County to conserve the natural views. Highway 74 is the closest Officially Designated State Scenic Highway to the project site, lying approximately 16 miles to the northwest. Highway 111, from State Route 195 near Mecca, to Bombay Beach on the Salton Sea, is considered an Eligible State Scenic Highway, however, it is not officially designated. This segment of Highway 111 lies approximately 5 miles east of the project property. According to the Circulation Element in the Riverside County General Plan, Interstate 10 is a County Eligible Scenic Highway (Figure C-8). Interstate 10 lies approximately 9.50 miles north of the project. Due to the project’s distance from the State Highway 74, Highway 111 and Interstate 10, the project is not expected to have a substantial effect upon a scenic highway corridor. No impacts are anticipated.

b) The perception and uniqueness of scenic vistas from a particular setting varies according to location and surrounding context. Views are influenced in part by the presence and intensity of man-made neighboring improvements, such as structures, overhead utilities, and vegetation. The massing of structures and vegetation in the project area and surroundings interacts with the natural regional environment to form the characteristic views of this locality. The Eastern Coachella Valley is one of California's most important agricultural producing areas, harvesting crops such as date palms, grapes, citrus and seasonal row crops, according to the 2016 Eastern Coachella Valley Area Plan (EVCAP). The project site is located in the Community of Oasis within the Eastern Coachella Valley. The visual context of Oasis, and surrounding areas, is substantially defined by the large agricultural lots, due to its rich farming history. Per the ECVAP, agriculture represents a significant component of the Eastern Coachella Valley, and provides economic, cultural, and scenic values.

The project site, located on the southwest corner of 66th Avenue and Middleton Street, previously operated as a date palm grove, defined by existing rows of date palm trees. Surrounding the project property to the north includes scattered vacant lots and residential dwellings. Southeast and west of the project site are a mix of residential dwellings, and agricultural uses including date palm groves, similar to that currently found at the project site. A public-school facility lies northeast of the project property, at the northeast corner of Tyler Street and 66th Avenue. The schools include Las Palmitas Elementary School, Toro Canyon Middle School, and Desert Mirage High School and provides Kindergarten to 12th grade education.

The project proposes to develop a commercial and residential community on approximately 26 acres. The commercial element of the project will occupy the northwest corner of the property, and proposes three buildings that will include childcare services, a market and attached retail spaces, and a medical clinic. The residential component will occupy the remainder of property and proposes 160 multiple family affordable housing units for local farmworkers and their families. Landscaped retention facilities will be located at the northeast corner (2.03 acres) and southwest corner (2.4 acres) of the project site.

The entire project property currently sits within the County's Controlled Development Area (W-2) zone; however, to allow for the proposed commercial uses, the project will submit a Change of Zone application to change the zoning from W-2 to General Commercial (C1/CP) on the northwest portion of the project property. The remainder of the project site proposes a change of zone to General Residential (R-3) to allow for the 160 proposed residential units.

The proposed project is intended to enhance to private agricultural property through project design and architecture. The architecture of the project's buildings will represent that of a modernized adobe-style building, with a primary color scheme of natural tones including white, beige, and camel, with an accent color of coral. Adobe-style buildings are usually rectangular in design and includes breaks in building frontages, which aid in avoiding monotonous building façades. The proposed landscaping throughout the property and along the project frontages will include native and drought-tolerant trees and shrubs to maintain desert landscaping that is consistent with the surrounding area. Roadway improvements, parks, sports fields, and pedestrian pathways are also proposed during project implementation to enhance the site for future residents and visitors.

Distant views of the Santa Rosa Mountains to the west and southwest of the project site are visible to motorists driving on 66th Avenue and Middleton Street. Currently, the views of the mountains are primarily obstructed by the existing date palm trees and various vegetation on the project property and street frontages. The proposed project, as previously stated, will include one and two-story commercial and residential structures. In order to avoid obstructing the mountains, the project shall comply with County standards outlined in Riverside County's

Municipal Code for building setbacks and heights within General Residential (R-3) and General Commercial (C1/CP) zones. The property's compliance with these setbacks and building heights will allow the views of the Santa Rosa Mountains to be visible to motorists and pedestrians along the surrounding roadways. Therefore, the project is not expected to obstruct any prominent scenic vistas.

There are no known rock outcroppings or unique or landmark features on the project site. Project implementation is not anticipated to have a significant impact on the scenic views following development height and setback standards outlined within the Riverside County Municipal Code. Project design will enhance the project site from its current use as a private date palm grove, to a well-designed, mixed-use commercial and residential community. Overall, less than significant impacts are anticipated.

c) As mentioned in the previous discussions, the project site is currently characterized by past agricultural uses defined by an area containing rows of date palm trees. The project site is located within the Eastern Coachella Valley's Controlled Development Areas Zone (W-2), as distinguished by the County of Riverside. W-2 zones allow one-family dwellings, and various agricultural and farming uses including greenhouses, nurseries, orchards, and cattle grazing to name a few. The land use designation for the project site, as established by Figure 3, Eastern Coachella Valley Area Plan Land Use Plan in the Riverside County General Plan, is Medium Density Residential. This land use is designated for single-family detached and attached residencies with a density range from 2 to 5 dwelling units per acre. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged. The project site is surrounded by the paved roadways, Middleton Street and 66th Avenue, existing agricultural uses, vacant land uses, and public-school facility uses.

The approximately 26-acre project proposes to develop a mixed-use community, consisting of commercial and residential uses. The commercial element of the project will occupy the northwest corner of the property, and proposes three buildings that will provide childcare services, a market and retail services, and medical clinic. The residential component will occupy the remainder of property and proposes 160, one- to four-bedroom affordable units for local farmworkers and their families. Landscaped areas, including two acre retention areas, are also proposed during project development. Additional improvements include roadway enhancements of 66th Avenue and Middleton Street as well as attractive project frontages.

The architecture and façade of the proposed commercial component is designed to complement the desert landscape and enhance the surrounding area. The proposed commercial buildings will be rectangular in shape, however, to avoid monotonous frontages, the buildings will have a variety of setbacks to create wall breaks from the street and pedestrian view. Additional design features include metal awnings and overhangs, trellis shade awnings, clearstory windows, recessed entries and arcades, storefront areas and accent spotlighting. The stucco building surfaces will be painted in natural tones (i.e. white, beige and camel) and an accent color (coral) to complement the existing desert landscape and contribute to the modern façade. Project landscaping will include a mix of various trees, shrubs and ground coverings. Trees proposed for the project site include: Orchid Tree, Desert Willow, Mandarin Orange, Dwarf Eureka Lemon, Rosewood, Palo Verde, African Sumac. The proposed shrubs consist of Century Plant, Cape Aloe, Apache Plume, Red Yucca and other drought-tolerant shrubs. The proposed landscaping will be placed to complement the building frontages and create a cohesive design throughout the project property.

The project proposes to submit a Change of Zone as a part of the entitlement process to change the zone from W-2 to Commercial (C-1/C-P) and General Residential (R-3) to allow commercial uses and high density residential, thus allowing the project to remain compliant with Riverside

County zoning. The project will also submit a General Plan Amendment (GPA) to change the land use from Medium Density Residential (MDR) to Commercial Retail (CR) on approximately 3.56 acres in the northwest corner of the site to allow the proposed commercial portion. The GPA will also change the MDR land use to High Density Residential (HDR) on the remainder of the site to accommodate the 160 affordable housing units. The proposed affordable housing project with commercial uses shall comply with the County's building standards and guidelines for residential and commercial uses. The proposed project is anticipated to enhance the visual character of the property by developing commercial and residential buildings with modern architecture and building design features, and landscaping along the project frontage and throughout the property. Therefore, the project is not expected to degrade the existing visual character or quality of the site and its surroundings. Less than significant impacts are anticipated.

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): Eastern Coachella Valley Area Plan, December 2016; GIS database, Ord. No. 655 (Regulating Light Pollution)

Findings of Fact: Impacts will be less than significant

a) The approximately 26-acre project proposes the development of commercial and residential buildings that will use outdoor and wall-mounted lighting, and light posts throughout the property. According to Policy 4.2 in the Eastern Coachella Valley Area Plan (ECVAP), the project shall adhere to Riverside County's lighting requirements and standards that intend to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory located in San Diego County.

   Riverside County Ordinance No. 655, Regarding Light Pollution, is intended to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays which have a detrimental effect on astronomical observation and research. Per this ordinance, outdoor light fixtures mean outdoor artificial illuminating devices, installed or portable, used for flood lighting, general illumination or advertisement. The project site lies within Zone B of the Palomar restricted nighttime light zone. The allowed lighting within the ordinance must be fully shielded if feasible and partially shielded in all other cases, and must be focused to minimize spill light into the night sky and onto adjacent properties. The property will include low intensity lighting compatible with residential uses (see 3. Other Lighting Issues, for an in-depth discussion on project lighting). The proposed project shall comply with the County standards regarding light pollution in areas designated as Zone B.

   Additionally, Riverside County Municipal Code 8.80.050 states that all outdoor luminaires shall be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. The project shall comply with these standards to ensure that impacts to the Mt. Palomar Observatory are less than significant.

Mitigation: No mitigation is required.

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

Monitoring: No monitoring is required.

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

Source(s): On-site Inspection, Project Application Description, Riverside County Municipal Code, Ordinance No. 915

Findings of Fact: Impacts will be less than significant

a) The project site is located on the southwest corner of 66th Avenue and Middleton Street in the community of Oasis. In its current state, the property is largely defined by previous agricultural uses, consisting of an area containing rows of date palm trees. Land uses surrounding the project property includes agricultural uses to the southeast and west, vacant Tribal Land to the north and scattered residential structures to the north, south and east. Las Palmitas Elementary School, Toro Canyon Middle School, and Desert Mirage High School lie approximately 450 feet northeast of the project site. The surrounding context currently contributes to the existing sources of fixed light in the project vicinity. Illumination from the surrounding residencies typically include dim lighting, located on porches and entrances. The public-school facilities are currently the largest contributor to fixed light, with lighting in parking lot areas, building entrances, sports fields and throughout the facility. Vehicular traffic along 66th Avenue and Middleton Street contributes to nonfixed sources of daytime and nighttime light in the area. Currently, there are no streetlights on the roadways, and the closest signalized intersection is approximately 0.50 miles west of the project site.

   As stated previously, the project site proposes to develop a mixed-use commercial and residential neighborhood on approximately 26 acres. The commercial component will include approximately 23,000 square feet of commercial buildings, and the residential component will include 160 one- to four-bedroom units. The development of the project will introduce a new source of light in the area, implemented by wall mounted illumination along building frontages and at entrances, and light posts throughout parking areas and pedestrian walkways. Traffic associated with the project will also contribute to an incremental increase in nighttime lighting. Proposed circulation to and from the project site will be located from one access point on 66th Avenue, and one access point on Middleton Street. The proposed street, Middleton Avenue, will traverse the project site and connect 66th Avenue to Middleton Street. This proposed roadway may introduce an incremental increase of ambient lighting due to vehicular traffic and fixed light posts on Middleton Avenue.

   The project property shall adhere to the standards outlined within the Riverside County Municipal Code, Chapter 8.80, otherwise referred to as Riverside County Ordinance No. 915, regarding outdoor lighting. Chapter 8.80 and Ordinance No. 915 states that at certain levels, light trespass, and associated glare, may jeopardize the health, safety or general welfare of Riverside County residents and degrade their quality of life. Therefore, the municipal code and

ordinance requires that all outdoor luminaires shall be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. Additionally, outdoor luminaires shall not blink, flash or rotate. Project compliance with the County's Municipal Code and Ordinance will ensure that the project does not create a new source of substantial light in the area.

Furthermore, the project will not involve building materials with highly reflective properties in a manner that would disrupt the daytime viewshed by introducing a substantial amount of glare. The project proposes the use of stucco building surfaces and will not include an excessive amount of reflective surfaces. Overall, the project is not anticipated to introduce a substantial amount of light or glare in the area. Less than significant impacts are anticipated.

b) As stated in the previous discussion, the project site does not intend to expose surrounding residential properties to unacceptable light levels. The proposed commercial and residential project will introduce a new source of lighting along building and street frontages; however, the project shall comply with Riverside County Municipal Code Chapter 8.80, and Riverside County Ordinance No. 915, regarding outdoor lighting standards. The compliance of the outlined requirements in the County Municipal Code and Ordinance will ensure that the project does not expose residential properties to unacceptable light levels. Less than significant impacts from project implementation are anticipated.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): The County of Riverside General Plan; Riverside County Important Farmland 2016 Map, California Department of Conservation, 2016. Riverside County General Plan Figure OS-2 "Agricultural Resources"

Findings of Fact: Impacts will be less than significant

a) According to the Riverside County's Eastern Coachella Valley Area Plan, the Eastern Coachella Valley is one of California's most important agricultural producing areas, growing date palms, grapes, citrus and seasonal row crops. The approximately 26-acre project is located within the Controlled Development (W-2) zone in the community of Oasis, in unincorporated Riverside County. Historical aerial imagery, collected for a Phase I Environmental Site Assessment, indicates that a portion of the project site was occupied by date palm groves and agricultural field prior to 1949. By 1959, the agricultural field onsite appears to be fallow. Between 1959 and 2012 the project property underwent a variety of changes including the appearance of mobile home structures and changes in vegetation densities. By at least 2012, all of the mobile home structures were removed off-site, leaving remnants of concrete pads and rubble, household waste and appliances, furniture, used tires, wood debris and building material. Some date palms remain onsite although agricultural operations have stopped.

According to the Farmland Mapping and Monitoring Program of California Resources Agency, the majority of the project site is designated as Prime Farmland, with a small portion (approximately 3.57 acres) designated as Other Land. Prime Farmland, as defined by the California Department of Conservation, includes lands with soil quality, growing season, and moisture supply needed to produce sustained high yields. Other Land, however, is land that is not included any other mapping category (i.e. Farmland of Statewide Importance, Farmland of Local Importance, Unique Farmland, Urban and Built-Up Land, etc.).

According to the Riverside County 2014-2016 Land Use Conversion, provided by the California Department of Conservation, approximately 118,077 acres of Prime Farmland was recorded in 2014. In 2016, approximately 117,484 acres of Prime Farmland was inventoried in Riverside County. Between 2014 and 2016, approximately 593 acres (or approximately 0.5 percent) of Prime Farmland in Riverside County was converted to different uses. Approximately 22.66 acres of the project site is designated as Prime Farmland due to the project's previous operation as a date palm grove. The site has not operated as agricultural uses for over a decade, and farming is unlikely to be utilized onsite in the future. The project proposes to convert this area for commercial and residential uses. This area accounts for approximately 0.019 percent of the total inventoried Prime Farmland in 2016. Therefore, the development of the project will not remove a significant amount of Prime Farmland in Riverside County.

The Riverside County General Plan Environmental Impact Report (EIR) states that the land use designations in the County's General Plan would potentially make small amounts (approximately 32 acres) of Prime and State-Important Farmlands unavailable for agricultural uses. Per the General Plan EIR, the project site is designated for residential uses. Agricultural uses are not designated within the project property. The proposed project is intended to provide affordable housing to farmworkers and their families as well as necessary commercial uses (medical clinic, daycare facility, market and retail areas) for the area. However, the land use designations for Farmlands of Local Importance gains in agricultural designated lands changes offset those lost elsewhere, resulting in an overall net gain of 74 acres. Therefore, the General Plan EIR states that impacts would be less than significant.

The State of California has determined that the lack of water availability and agricultural market conditions are driving the trend towards agricultural lands being fallow, where the term fallow is typically seen in agricultural areas as an "interim" use in the transition of an area from active agricultural production to eventual urban, non-agricultural uses. For these reasons, lands

previously used as agricultural land are being converted to uses such as residential and commercial to serve the needs of the population.

With the findings of the California Department of Conservation, the Riverside County General Plan EIR, and the findings of the State, the project's conversion of Prime Farmland to residential and commercial uses will result in less than significant impacts.

b) The California Land Conservation Act, also known as the Williamson Act, was adopted in 1965 to encourage the preservation of the State's agricultural lands and to prevent its premature conversion to urban uses. The Act creates an arrangement where private land owners' contract with counties and cities to voluntarily restrict land to agricultural and open-space land uses. Under the Williamson Act, an agricultural preserve must consist of no less than 100-acres, any development on the property must be related to the primary use of the land for agricultural purposes, and development must be in compliance with local uniform rules or ordinances. Williamson Act contracts are estimated to save agricultural landowners from 20 to 75 percent in property taxes each year.

The vehicle for these agreements is a rolling-term, 10-year contract (i.e., unless either party files a "notice of nonrenewal," the contract is automatically renewed annually for an additional year). In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than potential market value (California Department of Conservation, 2006). If a "notice of nonrenewal" is filed by a landowner, a nine-year nonrenewal period commences. Over this period of time, the annual tax assessment gradually increases. At the end of the nine-year nonrenewal period, the contract is terminated. Only the landowner can petition to cancel a Williamson Act contract.

The project site is not located in an enrolled Williamson Act contract area. As such, the project would not conflict with Williamson Act contract land. Additionally, the project site is not located within a County designed agricultural zone (i.e. A-1, A-P, A-2, A-D or C/V zones). The Controlled Development (W-2) zone currently defines the project's zoning designation and allows for various residential and agricultural uses. The project's land use is designated as Medium Density Residential (MDR), as established in Figure 3, Land Use Map, of the Eastern Coachella Valley Area Plan. MDR land uses are intended for single family detached and attached residencies (2 to 5 dwelling units per acre) and permits limited agricultural and animal keeping. As a part of the entitlement process, the project will submit a Change of Zone from W-2 to General Residential (R-3) and General Commercial (C1/CP) zoning designations to allow for the proposed 160 residential units and 23,000 square feet of commercial buildings. A General Plan Amendment (GPA) will also be submitted as a part of the entitlement process to change the land use designation from MDR to High Density Residential (HDR) and Commercial Retail (CR). Further discussion is provided in the Land Use/Planning Section of this environmental document. Overall, the project is not anticipated to impact Williamson Act contract lands, or existing agricultural zones or land uses within Riverside County. Less than significant impacts.

c) According to Riverside County Ordinance No. 625 (amended by 625.1), it is the intent of Riverside County to conserve, protect and encourage the development, improvement and continued viability of its agricultural land and industries for the long-term production of food and other agricultural products, and for the economic well-being of the County's residents. Ordinance 625.1 intends to "reduce the loss to the County of its agricultural resources by limiting the circumstances under which agricultural operations may be deemed to constitute a nuisance".

The project property occupies approximately 26 acres south of 66th Avenue and north of Middleton Street in the unincorporated community of Oasis. A portion of project site previously operated as a date palm grove; however, the project proposes the development of affordable housing, commercial uses and associated improvements as a part of project implementation. As stated in the previous discussion, the project proposes a change of zone from the existing W-2 zoning to General Residential (R-3) and General Commercial (C1/CP). This change of zone will allow the project to develop 160 residential units and 23,000 square feet of commercial buildings on the project property.

Land uses surrounding the project property includes vacant land and scattered residential units to the north, and agricultural fields with scattered residential to the east, south and west. A school campus is located to the northeast. The properties north of the project site lie within the County's A-1-10 (Light Agriculture) zone. Light Agriculture zones permits uses such as one-family dwellings, nurseries, greenhouses, orchards, grazing, farms for small animals, etc., according to Riverside County Municipal Code (RCMC) Chapter 17.120. The north-lying properties also lie within the County's Tribal Lands land use designation. The properties west and south of the project site are located within the County's W-2 zoning designation. W-2 zones allows for residential and agricultural uses similar to Light Agricultural zones, however, W-2 zones allow for a larger variety of permitted uses (RCMC Chapter 17.144). As stated previously, the properties immediately east, south and west of the project site are characterized by residential units and agricultural uses, including row crops and date palm trees. Two parcels, east of the project, and east of Tyler Street, occupy approximately 18.66 acres A-1-10 zoned land. These parcels currently display a vacant undeveloped character with scattered residential units, similar to the north-lying properties. These parcels also lie within the Tribal Lands land use designation.

The project will develop non-agricultural uses within the project boundaries; however, the project site is not anticipated to impact the surrounding properties zoned for agricultural purposes. Less than significant impacts are expected.

d) A portion of the project site previously operated as a date palm grove near the southwest corner of 66th Avenue and Middleton Street in the community of Oasis. However, the project site is not currently used for the production of agriculture and proposes the development of 160 multi-family affordable units, 23,000 square feet of commercial buildings and associated improvements.

As stated in the previous discussions, a portion of the project site is located in a designated Prime Farmland, which according to the California Department of Conservation, includes lands with soil quality, growing season, and moisture supply needed to produce sustained high yields. The project will convert some land previously used for agriculture, but currently not active agricultural land, to non-agricultural uses that will serve the community and provide needed affordable housing. However, the approximately 22.6-acre portion of the project property accounts for approximately 0.02 percent of the total inventoried Prime Farmland in 2016 currently designated for residential use. Therefore, the development of the project will not remove a significant amount of Prime Farmland in Riverside County. The proposed project will provide affordable housing for farmworkers and their families, as well as necessary commercial uses for existing area residents and future residents of the project.

Mitigation: No mitigation is required.

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

Monitoring: No monitoring is required.

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))?	☐	☐	☐	☒
b) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	☐	☐	☐	☒

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

Findings of Fact: There will be no impacts.

a-c) No lands within the project site are zoned for forest land, timberland or timberland zoned Timberland production. Therefore, the project would have no potential to conflict with forest land, timberland or timberland zoned Timberland Production, nor would the project result in the loss of forest land or cause other changes in the existing environment which would result in the conversion of forest land to non-forest use. As a result, no impacts will occur and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Final 2016 Air Quality Management Plan (AQMP), by SCAQMD, March 2017; Final 2003 Coachella Valley PM10 State Implementation Plan (CVSIP), by SCAQMD, August 2003; Analysis of the Coachella Valley PM10 Redesignation Request and Maintenance Plan, by the California Air Resources Board, February 2010; California Emissions Estimator Model (CalEEMod), Version 2016.3.2.

Setting:

The project site is located in the Coachella Valley, which is situated within the Riverside County portion of the Salton Sea Air Basin (SSAB), under jurisdiction of the South Coast Air Quality Management District (SCAQMD). Existing air quality in relation to the applicable air quality standards for criteria air pollutants is measured at established air quality monitoring stations throughout the SCAQMD jurisdiction. The three permanent ambient air quality monitoring stations in the Coachella Valley are located in Palm Springs (AQS ID 060655001), Indio (AQS ID 060652002), and Mecca (Saul Martinez - AQS ID 060652005). The project site is located approximately 25.8 miles southeast of the Palm Springs station, 10 miles southeast of the Indio station, and approximately 5.5 miles west of the Mecca (Saul Martinez) station.

To comply with the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), SCAQMD has adopted an Air Quality Management Plan (AQMP), which is updated regularly in order to more effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy. The most current version of the AQMP (2016 AQMP) was released in March of 2017 to continue serving as a regional blueprint for achieving the federal air quality standards. The 2016 AQMP includes the most current strategies to meet the air quality standards and ensure that public health is protected to the maximum extent feasible. It also includes a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures is updated with the latest data and methods. The 2016 AQMP also provides local guidance for the State Implementation Plans (SIP) for attainment of the applicable ambient air quality standards.

As indicated in the 2016 AQMP, the Coachella Valley is currently designated as a serious nonattainment area for PM10 (particulate matter with an aerodynamic diameter of 10 microns or less). In the Coachella Valley, there are two primary sources of PM10: natural sources consisting of sea salts, volcanic ash, and pollens, and man-made or anthropogenic sources. Man-made sources originate from direct emissions, such as industrial facilities, fugitive dust sources (e.g., construction sites) and paved and unpaved road dust. The Clean Air Act (CAA) requires those states with nonattainment areas to prepare and submit State Implementation Plans (SIPs) to demonstrate how these areas will attain the National Ambient Air Quality Standards (NAAQS). The strategy includes modeling, rules, regulations, and programs designed to provide the necessary air pollutant emissions reductions.

The Final 2003 Coachella Valley PM10 State Implementation Plan (CVSIP) was approved by the U.S. Environmental Protection Agency (EPA) on December 14, 2005. It incorporated updated planning assumptions, fugitive dust source emissions estimates, mobile source emissions estimates, and attainment modeling with control strategies and measure commitments. Some of those measures are also reflected in SCAQMD Rules 403 and 403.1, which have a purpose to reduce or prevent the amount of fine particulate matter (PM10) entrained in the ambient from man-made fugitive dust sources. The CVSIP established the controls needed to demonstrate expeditious attainment of the standards such as:

- Additional stabilizing or paving of unpaved surfaces, including parking lots;

- A prohibition on building new unpaved roads;
- Requiring more detailed dust control plans from builders in the valley that specify the use of more aggressive and frequent watering, soil stabilization, wind screens, and phased development (as opposed to mass grading) to minimize fugitive dust;
- Designating a worker to monitor dust control at construction sites; and
- Testing requirements for soil and road surfaces.

On February 25, 2010, the ARB approved the 2010 Coachella Valley PM10 Maintenance Plan and transmitted it to the U.S. EPA for approval. With the recent data being collected at the Coachella Valley monitoring stations, consideration of high-wind exceptional events, and submittal of a PM10 Re-designation Request and Maintenance Plan, a re-designation to attainment status of the PM10 NAAQS is deemed feasible in the near future according to the 2016 AQMP.

Moreover, the Coachella Valley portion of the Salton Sea Air Basin (SSAB) was previously designated by the California Air Resources Board as nonattainment for ozone (8-hour standard). Coachella Valley is unique in its geography in that it is located downwind from the South Coast Air Basin. As such, when high levels of ozone are formed in the South Coast Air Basin, they are transported to the Coachella Valley. Similarly, when ozone precursors such as nitrogen oxides (NOx) and volatile organic compounds (VOCs) are emitted from mobile sources and stationary sources located in the South Coast Air Basin, they are also transported to the Coachella Valley. SCAQMD deems that local sources of air pollution in the Coachella Valley have a limited impact on ozone levels. The U.S. EPA classifies areas of ozone nonattainment (i.e., Extreme, Severe, Serious, Moderate or Marginal) based on the extent to which an area exceeds the air quality standard for that pollutant. The higher the exceedance level, the more time is allowed to demonstrate attainment in recognition of the greater challenge involved. However, nonattainment areas with the higher classifications are also subject to more stringent requirements. Given that additional time is needed to bring the Coachella Valley into attainment of the ozone standard, SCAQMD has submitted a formal request to the United States Environmental Protection Agency (U.S. EPA) to reclassify the Coachella Valley from Severe-15 to Extreme nonattainment, with a new attainment date of June 15, 2024. The reclassification ensures that the Coachella Valley will be given the needed extension to make attainment feasible and prevent the imposition of the non-attainment fees on major stationary sources. This process would also require SCAQMD to develop or update the State Implementation Plan (SIP) documentation to demonstrate how the area will meet the standard on or before June 15, 2024.

South Coast AQMD continues to reduce ozone and improve air quality in the Coachella Valley, in part by providing more than $50 million in grant funding towards paving dirt roads and parking lots, clean energy projects and cleaner vehicles. In addition, the agency continues to enforce the Fugitive Dust Rule through compliance and training programs that ensures facilities are using best available control measures for dust mitigation. Future emission reductions anticipated to occur in the South Coast Air Basin associated with current and planned regulations on mobile and stationary sources are expected to contribute to improvements in ozone air quality in the Coachella Valley and lead to attainment of the standard.

Regional Significance Threshold Criteria:

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause regional and/or localized exceedances of the federal and/or state ambient air quality standards, such as the NAAQS and CAAQS. To assist lead agencies in determining the significance of

air quality impacts, SCAQMD has established suggested short-term construction-related and long-term operational impact significance thresholds for direct and indirect impacts on air quality. Table VI-1 displays the established construction and operational daily significance thresholds to which the air emissions results are measured against. The project-specific construction and operational emissions results are subsequently analyzed and quantified.

Table VI-1
SCAQMD's Air Quality Significance Thresholds (Pounds/Day)

Emission Source	CO	VOC	NOx	SOx	PM10	PM2.5
Construction or Operation	550	75	100	150	150	55

Source: Air Quality Analysis Guidance Handbook, Chapter 5.
Prepared by the South Coast Air Quality Management District. www.aqmd.gov/ceqa/hndbk.html

Localized Significance Threshold Criteria:

The South Coast Air Quality Management District (SCAQMD) has developed and published the Final Localized Significance Threshold (LST) Methodology to identify potential impacts that could contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). LST methodology was developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. The purpose of analyzing LSTs is to determine whether a project may generate significant adverse localized air quality impacts in relation to the nearest exposed sensitive receptors, such as schools, churches, residences, hospitals, day care facilities, and elderly care facilities. LST thresholds represent the maximum emissions from a project that will prevent an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project, size, and distance to the sensitive receptor. Therefore, meeting the lowest allowable emissions thresholds translates to meeting the most stringent air quality standards for a project locality.

As part of the LST methodology, SCAQMD has divided its jurisdiction into 37 source receptor areas (SRAs) which can be used to determine whether a project may generate significant adverse localized air quality impacts. The proposed development is located in SRA 30, which covers the Coachella Valley and City of Cathedral City. LSTs only apply to certain criteria pollutants: carbon dioxide (CO), oxides of nitrogen (NOx) particulate matter equal to or less than 10 microns in diameter (PM10), and particulate matter equal to or less than 2.5 microns in diameter (PM2.5).

Geographic Information Systems (GIS) mapping analysis was used to delineate the project area and identify the nearest sensitive receptors using the distance intervals established by the LST methodology, which are 25 meters (82 feet), 50 meters (164 feet), 100 meters (328 feet), 200 meters (656 feet), and 500 meters (1,640 feet). The project surroundings include various residential structures and a multi-school campus (Desert Mirage High School, Toro Canyon Middle School and Las Palmitas Elementary School). Since the project's immediate surroundings include residential development to the west and east, the shortest and most conservative distance interval of 25 meters (82 feet) serves as the basis for this analysis. The shortest distance interval to the nearest sensitive receptor establishes the strictest threshold with the lowest emissions allowances needed to maintain compliance. It is worth noting that in accordance with SCAQMD Rules 403 and 403.1, the project proponent is required to implement proper soil stabilization and maintain a temporary wind fence during construction to prevent or control fugitive dust emissions. The LST analysis results are subsequently quantified and analyzed.

Methodology

In November of 2017, 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™) Version 2016.3.2. CalEEMod serves as an adopted platform to calculate both construction emissions and operational emissions from land use projects. CalEEMod can be used to calculate criteria pollutants and greenhouse gases. CalEEMod utilizes widely accepted methodologies for estimating emissions combined with default data that can be used when site-specific information is not available. Sources of these methodologies and default data include but are not limited to the United States Environmental Protection Agency (USEPA) AP-42 emission factors, California Air Resources Board (CARB) vehicle emission models, studies commissioned by California agencies such as the California Energy Commission (CEC) and CalRecycle. In addition, some local air districts provided customized values for their default data and existing regulation methodologies for use for projects located in their jurisdictions.

For this project, the model input accounted for a mixed-use development with 160 multi-family dwelling units configured in one- and two-story structures and 23,000 square feet (SF) of commercial/retail uses. The commercial/retail uses include a day care facility of 3,500 SF, a medical clinic of 4,000 SF, and a 15,500-SF building to accommodate a market and possible divisible spaces for retail, self-service laundry services, and restaurant. The corresponding parking spaces reflected in the most current site plans were also accounted.

Findings of Fact: Impacts will be less than significant.

a) The proposed development involves a General Plan Amendment (GPA) that would change the land use designation from Medium Density Residential (MDR) to Commercial Retail (CR) for a northwest portion of the project site, adjacent to 66th Avenue. For the remainder of the site, the GPA would change the land use designation from MDR to High Density Residential (HDR), allowing for the development of 160 affordable housing units. The corresponding Change of Zone would also be processed to meet the project's mixed-use development objectives. Although implementation of the proposed project would result in an increase in development intensity compared to the current land use policies and growth assumptions, the proposed diversity of housing and commercial establishments would also result in effectiveness pertaining to vehicle miles traveled (VMT) and therefore a reduction in operational air emissions. Based on the California Air Pollution Control Officers Association (CAPCOA) publication on Quantifying Greenhouse Gas Mitigation Measures, Land Use Strategy No. 3 (LUT-3), having different types of land uses near one another can result in a decrease in VMT since trips between land use types are shorter and may be accommodated by non-auto modes of transport. Moreover, when residential areas are in the same neighborhood as retail and office buildings, residents are less likely to travel outside of their neighborhoods to meet their needs. LUT-3 indicates that integrating certain facilities or services, such as day care, restaurants, and shopping, help minimize the need for external trips, therefore reducing in pollutant emissions from mobile sources. The proposed mixed-use development complies with the accepted land use strategy by incorporating day care, medical, retail, market, and restaurant services to serve future project residents and other nearby residential uses. As such, the proposed land use composition would not result in conflict with the air quality plan or its land use strategies.

CalEEMod version 2016.3.2 was utilized to estimate the short-term construction-related and long-term operational emissions of criteria air pollutants and greenhouse gases associated with project implementation. Short-term construction-related emissions are calculated for demolition, site preparation, grading (earth movement), vertical construction, paving, and architectural coating. Long-term operational emissions are attributed to mobile sources (vehicle trips, vehicle emissions, fleet mix and road dust), land use area sources, energy use, solid waste disposal, and water use. Based on the most current project information, the project parameters entered in CalEEMod included 160 multi-family dwelling units and up to 23,000 square feet (SF) of commercial/retail uses. The commercial/retail component includes a day care facility of 3,500 SF, a medical clinic of 4,000 SF, and a 15,500-SF building to accommodate a market and possible divisible spaces for retail, self-service laundry services, and restaurant. The model input also includes the fugitive dust control measures which are a requirement under Riverside County Ordinance No. 742 (as amended through 742.1). These measures under a required dust control plan are designed to prevent sediment track-out onto public roads, prevent visible dust emissions from exceeding a 20-percent opacity, and prevent visible dust emissions from extending more than 100 feet (vertically or horizontally from the origin of a source) or crossing any property line. Being a requirement in the Coachella Valley, dust control practices are not deemed mitigation.

As demonstrated in the modeling results included in Table VI-2, construction related emissions resulting from demolition, site preparation, grading, utilities/building construction, paving, and architectural coating would not exceed the applicable SCAQMD regional thresholds of significance for any criteria pollutants, including PM10 and Ozone precursors. Thus, a less than significant impact would occur for project-related construction-source emissions.

Table VI-2
Short Term Air Pollutant Emissions
Associated With Construction of the Proposed Project (Unmitigated)
(Pounds/Day)

	ROG/VOC	NOx	CO	SO2	PM10	PM2.5
Total Emissions Resulting from Site Demolition, Site Preparation, Grading, Building Construction, Paving, and Architectural Coating	58.4370 (Summer)	50.2594 (Winter)	32.7598 (Summer)	0.0642 Summer)	7.6394 (Winter)	4.9698 (Winter)
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded	No	No	No	No	No	No

Note: CalEEMod does not directly calculate ozone (O3) emissions. Instead, the emissions associated with ozone precursors are calculated. VOC and ROGs are summed in the CalEEMod report under the

header ROG. The PM10 and PM2.5 emissions are based on the CalEEMod mitigated results due to the local standard requirement to implement SCAQMD Rule 403 and 403.1 to control fugitive dust.

CalEEMod was also utilized to estimate the long-term operational air pollutant emissions that would occur during the life of the project. These operations include mobile (vehicular) and energy use. As shown in Table VI-3, the project-related emissions of criteria pollutants are not expected to exceed any of the SCAQMD recommended significance threshold criteria for operational impacts.

Table VI-3
Long Term Operational Air Pollutant Emissions
Associated With Development of the Project (Unmitigated)
(Pounds/Day)

Emission Source	ROG/VOC	NOx	CO	SO2	PM10	PM2.5
Total Area Sources, Energy Use, Mobile Sources	8.7874 (Summer)	28.2982 (Summer)	48.6637 (Summer)	0.1528 (Summer)	10.2855 (Summer)	2.9097 (Summer)
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded	No	No	No	No	No	No

Note: CalEEMod does not directly calculate ozone (O3) emissions. Instead, the emissions associated with ozone precursors are calculated. VOC and ROGs are summed in the CalEEMod report under the header ROG.

In summary, the project is not expected to result in growth or land use changes that would interfere with the County or region's ability to comply with the most current air quality plans including the 2016 AQMP, CVSIP for PM10, and the ozone level attainment efforts. Moreover, the project's short-term construction and long-term operational emissions would not exceed the established regional thresholds for criteria air pollutant emissions. Pertaining to the obstruction of an applicable air quality plan, less than significant impacts are anticipated.

b) As previously discussed, the Coachella Valley portion of the Salton Sea Air Basin (SSAB) was recently classified as "Severe-15" nonattainment for the 1997 8-hour ozone national ambient air quality standard with an attainment deadline of June 15, 2019. Over the past 15 years, the air quality in the Coachella Valley has steadily improved because of the implementation of emission control measures by SCAQMD and California Air Resources Board (CARB). However, in 2017 and 2018, higher ozone levels were experienced throughout the State of California due to changes in meteorology, biogenic emissions, and/or anthropogenic emissions. As a result of the higher ozone experienced in 2017 and 2018, it was determined that the Coachella Valley could not practically attain the 1997 8-hour ozone standard by the June 15, 2019 deadline. The inability to attain the standard is largely due to weather conditions that are impacting not only the Coachella Valley and the South Coast Air Basin, but the entire State of California and Western United States. As a result, SCAQMD requested a reclassification that would extend the attainment deadline to June of 2024. The reclassification has allowed South Coast AQMD up to

five years to reach attainment. The U.S. EPA classifies areas of ozone nonattainment (i.e., Extreme, Severe, Serious, Moderate or Marginal) based on the extent to which an area exceeds the standard. The higher the exceedance level, the more time can be used to demonstrate attainment in recognition of the greater challenge involved. However, nonattainment areas with the higher classifications are also subject to more stringent requirements. SCAQMD has prepared additional documentation and will be implementing additional measures to comply with the June 2024 deadline. Current and planned regulations on mobile and stationary sources are expected to contribute to improvements to ozone air quality in the Coachella Valley and lead to attainment of the standard.

As demonstrated in tables VI-2 and VI-3, project-related short-term construction and long-term operational emissions are not expected to exceed the daily thresholds of significance established by SCAQMD for ozone precursors, such as NOx and ROG/VOC. By complying with the adopted thresholds, the proposed development is also complying with the overall attainment strategies reflected in the currently adopted AQMP.

Furthermore, it was previously introduced that the Coachella Valley is currently designated as a serious nonattainment area for PM10 (particulate matter with an aerodynamic diameter of 10 microns or less). The U.S. EPA-approved Coachella Valley PM10 State Implementation Plan is in place with an attainment strategy for meeting the PM10 standard. Some of the existing measures include the requirement of detailed dust control plans from builders that specify the use of more aggressive and frequent watering, soil stabilization, wind screens, and phased development to minimize fugitive dust. Appropriate air quality measures to prevent fugitive dust are required by the County's dust control policies, which are consistent with SCAQMD Rules 403 and 403.1 that apply to the Coachella Valley strategy for reducing fugitive dust emissions.

The project proponent is required to adhere to Riverside County Ordinance No. 742 (as amended through 742.1) relating to the control of fugitive dust and the corresponding PM10 emissions from construction activities. The purpose of Ordinance 742 is to establish the minimum requirements for construction and demolition activities and other specified sources in order to reduce man-made fugitive dust. Under this ordinance, a Fugitive Dust Control Plan must be prepared and approved prior to any earth-moving operations. Consistent with SCAQMD Rules 403 and 403.1, implementation of the Fugitive Dust Control Plan is required to occur under the supervision of an individual with training on Dust Control in the Coachella Valley. The plan will include methods to prevent sediment track-out onto public roads, prevent visible dust emissions from exceeding a 20-percent opacity, and prevent visible dust emissions from extending more than 100 feet (vertically or horizontally from the origin of a source) or crossing any property line. The most widely used measures include proper construction phasing, proper maintenance/cleaning of construction equipment, soil stabilization, installation of track-out prevention devices, and wind fencing. Since Project-related emissions would be consistent with the Air Quality Management Plan, the Coachella Valley PM10 SIP, and all SCAQMD Air Quality Significance Thresholds, long-term operational air quality impacts associated with the project should not be considered cumulatively considerable. Less than significant impacts are anticipated.

c) As introduced previously, a sensitive receptor is a person in the population who is particularly susceptible (i.e. more susceptible than the population at large) to health effects due to exposure to an air contaminant. Sensitive receptors and the facilities that house them are of particular concern if they are located in close proximity to localized sources of carbon monoxide, toxic air

contaminants, or odors. Land uses considered by the SCAQMD to be sensitive receptors include residences, long-term health care facilities, schools, rehabilitation centers, playgrounds, convalescent centers, childcare centers, retirement homes, and athletic facilities. The project site is located within close proximity to existing residential structures. Construction-related emissions resulting from the project are not expected to reach or exceed the SCAQMD regional thresholds of significance and therefore would not expose sensitive receptors to substantial pollutant concentrations at a regional level.

The CalEEMod results were also compared to the most stringent Localized Significance Threshold (LST) Methodology to identify potential impacts that could contribute or cause localized exceedances of the federal and/or state ambient air quality standards. To conduct this analysis, Geographic Information Systems (GIS) was used to identify the nearest sensitive receptor(s) to the project limits. Although the project surroundings include multiple residential units and a multi-school campus (Desert Mirage High School, Toro Canyon Middle School and Las Palmitas Elementary School), the LST analysis was based on the nearest residential structures to the site, which are located within the 25-meter (82 feet) distance interval. As previously mentioned, the shortest distance interval establishes the strictest threshold with the lowest emissions allowances needed to maintain compliance.

Table VI-4
Localized Significance Thresholds (LSTs) Associated with Construction of the Proposed Project with Receptors at 25 Meters (82 Feet), 5-Acre Area Increments (In Pounds/Day)

Emission Source	NOx	CO	PM10	PM2.5
Maximum Unmitigated Emissions Resulting from Site Preparation, Grading, Building Construction, Paving and Architectural Coating	50.26	32.76	7.64	4.97
Operational Emissions Resulting from Area, Energy and Mobile Sources	27.75	46.66	9.57	2.71
SCAQMD LST Threshold for SRA 30	304	2,292	14	8
LST Threshold Exceeded?	**No**	**No**	**No**	**No**

Sources: CalEEMod Results and AQMD LST Look-Up Tables
Note: The PM10 and PM2.5 emissions are based on the CalEEMod mitigated results due to the local standard requirement to implement SCAQMD Rule 403 and 403.1 to control fugitive dust.

The emissions results provided in Table VI-4 demonstrates that the construction and operational activities would not generate emissions in excess of the site-specific LSTs; therefore, site-specific impacts during construction of the project would be less than significant. Furthermore, as discussed below, the proposed uses of the overall project are not anticipated to result in the types of uses that create significant air quality risks once operational, and as detailed prior, operational emissions are well below the regional criteria pollutant thresholds. Based on the SCAQMD LST methodology literature, if the calculated emissions for the proposed construction

or operational activities are below the LST emission levels, then the proposed construction and operation activity is not expected to be significant for air quality. Therefore, pertaining to the exposure of sensitive receptors to substantial pollutant concentrations, the project's construction and operational activities would be less than significant, following the required SCAQMD Rule 403 and 403.1 compliance. Any impacts related to the exposure of sensitive receptors to substantial pollutant concentrations at a regional and localized level are anticipated to remain less than significant.

d) Implementation of the proposed mixed-use development is not expected to result in emissions that would exceed the South Coast AQMD Air Quality Significance Thresholds pertaining to construction or operation. Moreover, the project emissions would not exceed the Localized Significance Thresholds applicable to the project setting in relation to the existing residences near the project.

The proposed residential complex will not include the types of facilities commonly known to generate odors, such as wastewater treatment plants, sanitary landfills, composting/green waste facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting/coating operations, rendering plants, or food packaging facilities. As such, the project is not expected to result in odor emissions adversely affecting nearby neighbors. Pertaining to other emissions adversely affecting a substantial number of people, less than significant impacts are anticipated.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
California Department of Fish and Game or U. S. Fish and Wildlife Service?				
f) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐

Source(s): Biological Resource Assessment and Environmental Impact Analysis for Oasis Villas, prepared by BIOCON2, October 2018 (Appendix I)

Findings of Fact: There will be no impacts OR Impacts will be less than significant OR Impacts will be less than significant with the incorporated mitigation

a) The project site has been disturbed by human activity and date palm groves from the early 1950s to the present time. The project lies within the boundary of the CVMSHCP, which outlines policies for conservation of habitats and natural communities. However, the project is not located within or adjacent to a designated Conservation Area under this plan. Therefore, it is not subject to CVMSHCP requirements regarding lands adjoining Conservation Areas. The CVMHSCP implements a Local Mitigation Development Fee (LDMF) from all new development to support the acquisition of conservation lands. The applicable fees would be collected by the County and the project is expected to comply with the provisions of the CVMSHCP. Less than significant impacts would result from project implementation.

b-c) As previously discussed, the site has previously been used for date palm groves and heavily impacted by human activity The field survey shows evidence of construction, grading, refuse and old agriculture machinery. BIOCON2 prepared a project-specific biological report and surveys were conducted to determine the presence of sensitive plant or wildlife species. No known special, federal or state status, sensitive plant species were observed during the field survey. In addition to the date groves, the site supports a mix of invasive weeds, native and non-native plants, grasses and trees. Development of the site while nesting birds are present would have a significant environmental impact. The federal MBTA makes it unlawful to "take" any migratory bird including their nests, eggs, or products. Migratory birds include geese, ducks, shorebirds, raptors, songbirds, and many others. Therefore, mitigation is required to reduce the impact to nesting birds to less than significant levels. Vegetation removal activities should be conducted outside the general bird nesting season (January 15 through August 31) to ensure compliance within California Fish and Game Code and to avoid potential impacts to nesting birds. Any construction activities that occur during the nesting season will require that all suitable habitat be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement of clearing. If any active nests are detected a buffer of 300 feet (500 feet for raptors) around the nest adjacent to construction will be delineated, flagged, and avoided until the nesting cycle is complete.

The field survey did not detect the presence of any sensitive species. A concentrated effort was made to locate the Western Burrowing owl, the owl was not observed on site and no active burrows were discovered. The owl is protected by the Migratory Bird Treaty Act (MBTA), which prohibits the harm or take of this species. The project site contains suitable habitat for the owl

which can take up residence at any time. Therefore, pursuant to the MBTA, a clearance survey is required not more than 30-days prior to site disturbance. This is a standard condition for any project where potential Burrowing owl may be present.

No observations of the Coachella Valley fringe-toed lizard were made, although the site contains suitable habitat. The Coachella Valley fringe-toed lizard is a threatened and endangered species and has been reported in the vicinity in previous surveys done in the area. The project biological report states that the culmination of these factors warrant caution and it is recommended that a focused presence and absence survey for the Coachella Valley fringe-toed lizard be conducted within 30-days of any earth moving disturbance.

A significant effort was made to locate the desert tortoise. The tortoise is officially listed as federally protected and endangered. No sign or firsthand observations were of any kind was found on or near the site. The disturbance of the site is unsuitable habitat for the tortoise. No further action regarding the desert tortoise is required.

Less than significant impacts are expected to species identified as candidate, sensitive or special status species in local or regional plans, policies, regulations, or by the CDFW or USFWS. Nonetheless, additional mitigation related to surveys for the Burrowing owl and the Coachella Valley fringe-toed lizard have been included as part of the project. With the implementation of the Mitigation Measures BR-1 through BR-4, the already less than significant impacts will be further reduced.

d) Per the Project-specific biological report, no migratory wildlife corridors or native wildlife nursery sites were found on the project or adjacent properties. As previously discussed, the project has been highly disturbed and impacted by humans. The project biologist conducted brushes of surfaces to yield tracks on his site visits to determine if important wildlife corridors existed on the site. Tracks of ravens, jack rabbits and coyotes were recorded. However, no discernable and routinely used corridors were identified. No impacts to movement of any native resident or migratory fish or wildlife species or wildlife nursery sites are expected.

e) The biological survey performed on the Project site did not find any on-site naturally occurring springs, aquatic habitats, drainages, or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or the USFWS. No blue-line stream corridors or desert washes were found within the project boundaries nor are there botanical indicators of such corridors. Because of the absence of significant wash or riparian vegetation, and the absence of other sensitive natural communities, no impacts are expected.

f) Per the project-specific biological report, the project site does not contain, nor is it adjacent to federally protected wetlands, marshes, or other drainage features. No blue-line stream corridors or dry washes were found within the project boundary. Project implementation would not result in the direct removal, filling or other hydrological interruption to any of these resources. The proposed on-site storm drain improvements shall include facilities to prevent the direct discharge and hydro modifications impacts of runoff to any adjacent land. A Project Specific Water Quality Management Plan (WQMP) is expected to be prepared to ensure that the Project does not contribute pollutants of concern in any project storm runoff. No impacts to federally protected wetlands are expected.

g) The proposed project would not conflict with any local policies or ordinances protecting biological resources or with any provisions of the CVMSHCP. The project will be required to pay the CVMSHCP mitigation fee to mitigate the loss of habitat for covered species prior to construction. There are no other local, regional, or state habitat conservation plans currently in place other than the CVMSHCP that are applicable to the proposed project. Development of the proposed project will require the removal of non-native date palm groves located on the east, center and western portions of the property. All trees and vegetation debris will be hauled off to an approved green waste facility. The proposed project will provide landscaping improvements in a manner consistent with local development standards. The project will not conflict with the County's tree preservation ordinance (Ordinance No. 559). Therefore, less than significant impacts are expected.

Mitigation:

MM BR-1: A focused and presence survey for the Coachella Valley fringe-toed lizard (CVFTL) shall be conducted within 30-days of ground disturbance. If no CVFTL's are detected during the survey, then it will be assumed that the site is unoccupied, and no incidental take permit is required from California Department of Fish and Wildlife (CDFW). If CVFTL are found on the property, an incidental take permit will be required prior to site disturbance.

MM BR-2: Not more than 30 days before land disturbance or issuance of a grading permit by the County of Riverside, the applicant/project proponent shall have a biological clearance survey conducted at the project site to determine presence/absence of Burrowing owls. If no active burrows or owls are found during the clearance survey, the applicant shall provide evidence to the County biologist before the issuance of a grading permit.

MM BR-3: Grading shall take place outside of the breeding season of the Western Burrowing owl from February 1 through August 31 of each year. In the event this is not possible, the Riverside County Planning Department would need to approve grading timing and a County approved biological monitor shall be on-site during all clearing, grubbing and grading operations. Should any Western Burrowing owls be located, a suitable plan for relocation and/or avoidance shall be submitted to the County of Riverside in compliance with updated California Department of Fish and Wildlife regulations.

MM BR-4: To ensure compliance with California Fish and Game Code and to avoid potential impacts to nesting birds, the vegetation removal activities shall be conducted outside the general bird nesting season (January 15 through August 31). Any construction activities that occur during the nesting season will require that all suitable habitat be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement of clearing. If any active nests are detected a buffer of 300 feet (500 feet for raptors) around the nest adjacent to construction will be delineated, flagged, and avoided until the nesting cycle is complete. The buffer may be modified and/or other recommendations proposed as determined appropriate by the biological monitor to minimize impacts.

Monitoring: A qualified biological monitor with the authority to halt or redirect grading, should be present during all grading or when construction vehicles are present and operating on the project site. The function of the monitor is to protect burrowing owls that arrive on or near the project site after the clearance survey and during the clearing, grubbing, and earth moving construction period.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
CULTURAL RESOURCES Would the project:				
8. Historic Resources a) Alter or destroy 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 Archaeological Report (Appendix II) (PDA) No.8023 submitted for (GPA190017, PPT190037, TPM37950) was prepared by Bai "Tom" Tang of CRM Tech and is entitled: "Update to historical/Archaeological and Paleontological Resources Studies Oasis Villas Project, Assessor's Parcel Nos. 751-160-004, -007, -009, -012, and -014 Valerie Area, Riverside County, California", dated September 25, 2018.

Findings of Fact: There will be no impacts.

a) No buildings, structures, or objects more than 50 years of age are currently present in the project area. Two groups of rural residences recorded on the property in 2007 were evaluated as not significant and have been demolished sometime in between 2007 and 2012. Based on the above, it has been determined that there will be no impacts to historical resources as defined in California Code of Regulations, Section 15064.5 because they do not occur on the project site. Therefore, there will be no impacts in this regard.

b) Based upon analysis of records, it has been determined that there will be no impacts to significant historical resources as defined in California Code of Regulations, Section 15064.5 because they do not occur on the project site. As such, no change in the significance of historical resources would occur with the implementation of the proposed project because there are no significant historical resources. Therefore, there will be no impacts in this regard.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): County Archaeological Report (Appendix II) (PDA) No.8023 submitted for (GPA190017, PPT190037, TPM37950) was prepared by Bai "Tom" Tang of CRM Tech and is entitled: "Update to historical/Archaeological and Paleontological Resources Studies Oasis Villas Project, Assessor's Parcel Nos. 751-160-004, -007, -009, -012, and -014 Valerie Area, Riverside County, California", dated September 25, 2018.

Findings of Fact: There will be no impacts OR Impacts will be less than significant OR Impacts will be less than significant with the incorporated mitigation

a. Based upon analysis of records and a survey of the property by CRM Tech, a County approved Cultural Resource consultant, it has been determined that there will be no impacts to archaeological resources as defined in California Code of Regulations, Section 15064.5 because there were no archaeological resources identified during the survey of the project site. Therefore, there will be no impacts in this regard.

b) Based upon analysis of records and a survey of the property it has been determined that there are no significant archaeological resources as defined in California Code of Regulations, Section 15064.5 present on the property. However, historical and ethno historical sources indicate that the project area lies in close proximity to the village of Martinez, an important desert Cahuilla settlement since the last recession of ancient Lake Cahuilla in the 17th century. Previous studies in the vicinity have resulted in the identification of several archaeological sites just to the east of the project area. The project area is considered to be sensitive for subsurface archaeological deposits despite the lack of surface manifestation of such deposits. Archaeological monitoring will be required in order to mitigate potential impacts to previously unidentified cultural resources that may be discovered during ground disturbing activities associated with this project. Therefore impacts would be less than significant with incorporation of mitigation measure CUL-1.

c) Based on an analysis of records and archaeological survey of the property, it has been determined that the project site does not include a formal cemetery or any archaeological resources that might contain interred human remains. Nonetheless, the project will be required to adhere to State Health and Safety Code Section 7050.5 if in the event that human remains are encountered and by ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. This is State Law, is also considered a standard Condition of Approval and as pursuant to CEQA, is not considered mitigation. Therefore, impacts in this regard are considered less than significant.

Mitigation:

MM CUL-1: Cultural Resource Monitoring Program (CRMP)

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 has been contracted to implement a Cultural Resource Monitoring Program (CRMP)**.** A CRMP shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to 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. This document shall be provided to the County Archaeologist for review and approval prior to issuance of the grading permit.

The CRMP shall contain at a minimum the following:

Archaeological Monitor An adequate number of qualified archaeological monitors shall be onsite to ensure all earth moving activities are observed for areas being monitored. This includes all grubbing, grading and trenching onsite and for all offsite improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined sand directed by the Project Archaeologist.

Cultural and Tribal Cultural Sensitivity Training - The Project Archaeologist and a representative designated by the consulting Tribe(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; the areas to be avoided during grading activities; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event unanticipated cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the project site. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.

Unanticipated Resources - In the event that previously unidentified potentially significant cultural resources are discovered, the Archaeological and/or Tribal Monitor(s) shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. The Project Archaeologist, in consultation with the Tribal monitor, shall determine the significance of the discovered resources. The County Archaeologist must concur with the evaluation before construction activities will be allowed to resume in the affected area. Further, before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The Project Archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Isolates and clearly non-significant deposits shall be minimally documented in the field and the monitored grading can proceed.

Artifact Disposition- the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.

The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring.

Monitoring: none

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

Source(s): CalEEMod Version 2016.3.2; Riverside County General Plan, December 2015; Riverside County General Plan EIR, March 2014; California Energy Consumption Database, provided by the California Energy Commission, 2019; Riverside County Municipal Code; Riverside County Climate Action Plan, July 2018; Riverside County Climate Action Plan Update, November 2019.

Findings of Fact: Impacts will be less than significant.

a) The project proposes the development of a mixed-use community composed of residential, commercial and recreational uses on approximately 26 acres on the southwest corner of 66th Avenue and Middleton Street, in the community of Oasis. As stated throughout this document, the commercial component will occupy the northwest corner of the site, providing a day care facility, attached market and retail services, and a medical clinic. The residential portion of the project will occupy the remainder of the site and proposes 160 units varying from one- to four-bedrooms. A community building, multiple recreational areas and landscaped retention areas are also proposed as part of project development. Associated improvements include pedestrian walkways and sidewalks, and paved drive aisles and roadways.

   According to the Riverside County General Plan, most of the energy resources used within the County are non-renewable. Non-renewable energy comes from sources that will run out or will not be replenished within a lifetime (or many lifetimes) and includes sources such as oil, petroleum, fossil fuels (i.e. coal), natural gas. Electricity and natural gas are the primary sources of household energy, while fossil fuels are the primary source of energy for most modes of transportation. The consumption of non-renewable resources contributes to greenhouse gas (GHG) emissions, and according to the Riverside County Climate Action Plan (CAP), the County contributed a total of 7,012,938 MTCO2e GHG emissions. Transportation emitted the largest portion of the County's 2008 emissions (41 percent), followed by agriculture (29 percent), and electricity and natural gas use in buildings (22 percent).

   Electricity is provided to the community of Oasis by the publicly owned power utility company, Imperial Irrigation District (IID). IID provides electricity generated via a variety of sources, including combustion of natural gas and coal, nuclear, large hydroelectric and renewable sources (wind, solar, etc.). The Southern California Gas Company (SoCalGas or the Gas Company) provides natural gas to the community of Oasis. Natural gas is the primary source of energy used for space and water heating, as well as cooking. Most of California's natural gas customers are residential and small commercial customers, who accounted for approximately 40 percent of the natural gas delivered by California utilities.

   The project is expected to consume energy in the form of electricity, natural gas and petroleum during project construction and operation. The latest version of CalEEMod 2016.3.2 was utilized to calculate construction-source and operational-source criteria pollutant and GHG emissions from direct and indirect sources and quantify applicable air quality and GHG reductions achieved from mitigation measures. The projected project-related energy consumption via electricity, natural gas and petroleum was evaluated in the analysis of this section and is discussed further below.

   Electricity

   As previously stated, electricity is provided to the community of Oasis and the project site by IID. IID provides electrical service to the southeastern end of the Coachella Valley, all of Imperial

County and parts of San Diego County. IID is the sixth largest electrical utility in California, serving more than 145,000 customers and controls more than 1,100 MW of energy. Roughly 30 percent of its power is produced locally via hydroelectric facilities along the All-American Canal. According to the California Energy Consumption Data Management System the residential sector within IID's service area consumed approximately 1,789.98 kWh of electricity in 2018.

Construction

Temporary electrical power for lighting and electronic equipment, such as computers inside interim construction trailers, would be provided by IID. Electricity consumed for onsite construction trailers, which are used by managerial staff during the hours of construction activities, as well as electrically powered hand tools are expected to use a minimal amount of electricity. However, the electricity used for such activities would be temporary and negligible. Most energy used during construction would be from petroleum consumption (discussed further below).

Operation

The project proposes the operation of a 160-unit residential community and a 3.50-acre commercial component on a total of approximately 26 acres. The project would not result in the use of excessive amounts of fuel or electricity and would not result in the need to develop additional sources of energy. While energy use at the project would not be excessive, the project would incorporate several measures directed at minimizing energy use. These measures include applying energy efficient design building shells and building components, such as windows, roof systems, electrical lighting systems, and heating, ventilating and air conditioning systems to meet 2019 Title 24 Standards which expects 30 percent less energy for non-residential buildings and 53 percent less energy for residential use due to energy efficiency measures combined with rooftop solar electricity generation. Therefore, reducing the use of electricity during project operation.

According to the CalEEMod calculations, the project is expected to generate the demand of approximately 777,642 kWh of annual electricity use for the residential component (apartment low rise), and approximately 563,655.5 kWh of annual electricity use for the entire commercial component. These figures represent unmitigated electricity use. However, as stated previously, the project shall be required to implement energy efficient design and building components to decrease the consumption of electricity during operation. The total mitigated value for the residential component was calculated to be 756,896 kWh/yr, and approximately 531,138.5 kWh/yr for the commercial component. The mitigated value is approximately 53,263 kWh/yr less than the unmitigated figure. The projected unmitigated and mitigated energy consumption values are depicted below.

Table X-1 Operational Electricity Demand

	Electricity Use (Unmitigated)	**Electricity Use (Mitigated)**
Land Use	kWh/yr	kWh/yr
Apartments Low Rise	777,642	756,896
Day-Care Center	25,550	23,853.2
Medical Office Building	38,080	35,737.6

Parking Lot	66,360	55,742.4
Regional Shopping Center	72,622.5	67,461.3
Supermarket	361,043	348,344
Total	1,341,297.5	1,288,034.5

Natural Gas

As previously determined, the project site lies within Southern California's Gas Company's (SoCalGas or The Gas Company) service area for natural gas. According to the California Energy Commission, the agricultural/water pumping sector and residential sector within The Gas Company's service area consumed approximately 77.73 million therms and 2,192.85 million therms of natural gas in 2018. Commercial buildings within the Gas Company's service area consumed approximately 937.88 million of therms in 2018.

Construction

Natural gas is not anticipated to be required during construction of the project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed under the petroleum subsection. Any minor amounts of natural gas that may be consumed because of project construction would be temporary and negligible and would not have an adverse effect.

Operation

The consumption of natural gas typically is consumed during building heating, water heating and cooking, which will occur during project operation. The project's expected natural gas consumption was calculated using CalEEMod default values. Based on the CalEEMod calculations, the project is estimated to consume a total of approximately 2,737,010 thousand British thermal units (kBTU) of natural gas annually during project operation. The proposed land uses and their projected natural gas consumption during operation is displayed in Table X-2, Operational Natural Gas Demand, below.

Table X-2 Operational Natural Gas Demand

	Natural Gas Use
Land Use	kBTU/yr
Apartments Low Rise	2,491,920
Day-Care Center	30,660
Medical Office Building	13,880
Parking Lot	0
Regional Shopping Center	12,765
Supermarket	187,785
Total	2,737,010

As such, the project would result in a long-term increase in demand for natural gas. However, the project would be designed to comply with Title 24, Part 6 of the California Code of

Regulations (CCR). Natural gas consumption would be appropriate and not place a significant burden on SoCal Gas services.

Petroleum

Petroleum is the largest U.S. energy source according to the U.S. Energy Information Administration (EIA). Petroleum products are used to fuel vehicles and produce electricity. U.S. petroleum consumption in 2017 was primarily used by the transportation sector (71 percent). The industrial sector accounted for 24 percent petroleum consumption, the residential sector consumed 3 percent, commercial consumed 2 percent, and finally, electric power consumed 1 percent.

Gasoline is the most consumed petroleum product in the United States. In 2017, consumption of finished motor gasoline averaged about 392 million gallons per day, which was equal to about 47 percent of total U.S. petroleum consumption, according to the U.S. EIA. Gasoline and other vehicle fuels are commercially provided commodities and would be available to the project via commercial outlets.

Construction

Petroleum would be consumed throughout construction of the project. Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction, while VMT associated with the transportation of construction materials and construction worker commutes would also result in petroleum consumption. Heavy-duty equipment used for project construction would rely on diesel fuel, as would haul trucks involved in off-hauling materials from excavation. Construction workers are expected to travel to and from the project site in gasoline-powered passenger vehicles. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive that is used for comparable activities or use of equipment that would not conform to current emission standards (and related fuel efficiencies).

Heavy-duty construction equipment of various types would be used during each phase of construction. CalEEMod was used to estimate construction equipment usage. Fuel consumption from construction equipment was estimated by converting the total CO2 emissions from each construction phase to gallons using the conversion factors shown in the tables included below.

Table X-3 Construction Worker Gasoline Demand

Phase	Days	Trips	Miles	VMT	KgCO2e	Kg/CO2/Gallon	Gallons
Demolition	20	15	14.60	4,380	1,371.1	8.89*	154
Site Preparation	10	18	14.60	2,628	822.6	8.89	93
Grading	30	20	14.60	8,760	2,742.1	8.89	308
Building Const.	300	203	14.60	889,140	272,953.8	8.89	30,703
Paving	20	15	14.60	4,380	1,325.2	8.89	149
Arch. Coating	20	41	14.60	11,972	3,622.1	8.89	407
						Total	**31,814**

*https://www.epa.gov/energy/greenhouse-gases-equivalencies-calculator-calculations-and-references
https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator

Table X-3, Construction Worker Gasoline Demand (above), illustrates the demand of gasoline fuel for construction worker trips to and from the site. Construction worker gasoline demand equals a total of 31,814 gallons of gasoline.

Table X-4, Construction Vendor Diesel Fuel Demand (below), illustrates the demand of diesel fuel for construction vendor trips to and from the site. These trips are associated with the delivery of construction materials during the construction phase. Construction vendor demand equals a total of 17,432 gallons of diesel fuel.

Table X-4 Construction Vendor Gasoline Demand

Phase	Days	Trips	Miles	VMT	KgCO2e	Kg/CO2/Gallon	Gallons
Demolition	20	0	0	0	0	10.18*	0
Site Preparation	10	0	0	0	0	10.18	0
Grading	30	0	0	0	0	10.18	0
Building Const.	300	52	6.20	96,720	177,453.3	10.18	17,432
Paving	20	0	0	0	0	10.18	0
Arch. Coating	20	0	0	0	0	10.18	0
						Total	**17,432**

*https://www.epa.gov/energy/greenhouse-gases-equivalencies-calculator-calculations-and-references
https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator

Table X-5, Construction Equipment Diesel Fuel Demand (below), displays the demand of diesel fuel for construction vehicles on-site during the various construction phases. Construction equipment diesel demands equals a total of 49,680 gallons of diesel fuel.

Table X-5, Construction Equipment Diesel Fuel Demand

Phase	Days	Equipment Units	KgCO2e	Kg/CO2/Gallon	Gallons
Demolition	20	6	34,238.5	10.18	3,362
Site Preparation	10	7	16,850.5	10.18	1,655
Grading	30	8	82,387.2	10.18	8,093
Building Const.	300	9	349,544.1	10.18	34,336
Paving	20	6	20,185.4	10.18	1,983
Arch. Coating	20	1	2,557.6	10.18	251
				Total	**49,680**

Overall, the project is estimated to consume approximately 49,246 gallons of gasoline and 49,680 gallons of diesel fuel during the project's construction phases. In total, the project will consume approximately 96,926 gallons of petroleum. Petroleum use is necessary to operate construction equipment. The US EPA applied a Tier 3 program in order to reduce the impacts of motor vehicles on air quality and public health. The vehicle emissions standards will reduce both tailpipe and evaporative emissions from passenger cars, light-duty trucks, medium duty passenger vehicles, and some heavy-duty vehicles. The construction equipment will utilize Tier 3 engines or higher, therefore the equipment would be newer off-road equipment units.

The energy used during the construction of the project would be limited to the development of the project and would not require long-term petroleum use. Additionally, there are no unusual

project characteristics or construction processes that would require the use of equipment that would be more energy intensive that is used for comparable activities or use of equipment that would not conform to current emissions standards (and related fuel efficiencies). Thus, project construction would not consume petroleum in a wasteful or inefficient manner.

Operation

According to the figures provided by the CalEEMod calculations, the project would have and estimated annual VMT of 5,639,758 (unmitigated) and 5,250,687 (mitigated), as depicted in Table X-6. Project-specific mobile mitigation includes increased transit accessibility, an improved pedestrian network, an increased density, and the implementation of a school bus program. The average daily trip rate for weekdays is 2,700.5 VMT, 3,222.01 on Saturdays, and 2,765.73 on Sundays. Total mobile source CO2e is 2,784.287 MT per year, or 2,784,287 kg per year. CalEEMod assumes 92.5 percent of VMT burns gasoline, while the remaining 7.5 percent burn diesel. Thus, of the 2,784,287 kg of mobile emissions, 2,691,465.5 kg is generated by gasoline combustion and 208,821.5 kg is generated by diesel combustion. The project would have an annual gasoline demand of 586,813.9 gallons and an annual diesel demand of 41,550.2 gallons, as displayed in Table X-7.

Table X-6, Operational Petroleum Demand

Land Use	Annual VMT (unmitigated)	Annual VMT (mitigated)
Apartments Low Rise	3,575,647	3,362,896
Day-Care Center	212,878	146,707
Medical Office Building	227,175	213,658
Parking Lot	0	0
Regional Shopping Center	403,898	379,866
Supermarket	1,220,159	1,147,560
Total	5,639,758	5,250,687

Table X-7 Operational Annual Petroleum

	Annual VMT	Kg/CO2/Gallon	Annual Gallons
Gasoline	5,216,776.1	8.89	586,813.9
Petroleum	422,981.8	10.18	41,550.2
		Total	628,364.1

5,639,758 x 0.925 = 3,388,709.8; 5,639,758 x 0.075 = 422,981.8

*Note: The unmitigated annual VMT values were used to calculate the annual petroleum gallons to provide a conservative value.

Over the lifetime of the project, the fuel efficiency of vehicles in use is expected to increase, as older vehicles are replaced with newer more efficient models. Therefore, it is expected that the amount of petroleum consumed due to the vehicle trips to and from the project site during operation would decrease over time. Additional advancement of technology includes the use of plug-in hybrid and zero emission vehicles in California, which will also decrease the amount of future petroleum consumed in the state. With the foregoing, operation of the project is expected to use decreasing amounts of petroleum over time, due to advances in fuel economy. Additionally, as a part of project implementation, the proposed commercial component will

provide the community with a day care, market, retail spaces and medical clinic in proximity to the proposed residential units. This will introduce uses necessary for the existing residents of the area and future residents of the proposed project, therefore reducing potential VMTs.

Although the project would result in an increase in petroleum use during construction and operation compared to the existing conditions, the project would implement state- and county-wide measures required regarding VMT reduction. Additionally, the regional VMTs and associated vehicular-source emissions are reduced by the following project design features/attributes: pedestrian connections providing access to commercial, residential and recreational areas. The project would provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site and will encourage people to walk instead of drive. Project-related mobile use is expected to be mitigated by the increased density, diversity and transit accessibility, as well as the potential implementation of a school bus program that is proposed as a part of project operation. Given these considerations, petroleum consumption associated with the project operation would not be considered excessive.

In conclusion, the project would increase demand for energy in the project area and in the service areas of IID and SoCal Gas Company. However, based on the findings described above, project construction and operation are not anticipated to result in potentially significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources. Less than significant impacts are expected.

b) The approximately 26-acre project proposes the development of a 160-unit multiple family residential community and approximately 23,000 square feet of commercial buildings. As stated in the previous discussion, project development and operation are not anticipated to use an unnecessary amount of energy resources. To ensure the conservation of energy, the State of California and the County of Riverside implements various regulations in order to be more energy efficient and reduce the amount of GHG emissions. Some of the State-wide and local regulations are listed below.

State Regulations

Assembly Bill 32

Assembly Bill 32 (AB 32) was signed in 2006 to establish and reduce the amounts of greenhouse gases being emitted on a state-wide level. Specifically, AB 32 requires a reduction of emissions to 1990 levels by 2020. It plans to do this by establishing an annual reporting program for significant sources. Energy efficiency goals listed in AB 32 includes maximizing energy efficiency building and appliance standards, and pursuing additional efficiency efforts including new technologies, and new policy and implementation mechanisms.

Executive Order S-3-05

Executive Order (EO) S-3-05, passed in 2005, established reduction targets of an 80 percent of 1990 levels reduction by 2050, and created agencies to achieve these targets. The passage of this regulation requires the use of more energy efficient practices regarding building development and operation in order to reduce the amount of GHGs produced.

Title 20: Appliance Efficiency Standards

The California Code of Regulations (CCR), Title 20: Division 2, Chapter 4, Article 4, Sections 1601-1608 (Appliance Efficiency Regulations) regulates the sale of appliances in California. The Appliance Efficiency Regulations include standards for both federally regulated appliances and non-federally regulated appliances. 23 categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the state and those designed and sold exclusively for use in recreational vehicles or other mobile equipment.

Title 24: Building Energy Efficiency Standards and CALGreen Building Standards Code

In addition to Title 20 (Sections 1601-1608) of the CCR, Title 24, parts 6 and 11, also outlines energy efficient building designs for new development. The CCR's 2019 Building Energy Efficiency Standards (Title 24, Part 6), and the CALGreen Building Standards Code (Title 24, Part 11), establish mandatory guidelines and standards requiring more energy efficient new and existing developments. The California Energy Commission adopted the Building Energy Efficient Standards for all new residential and nonresidential construction to reduce greenhouse gases, as a part of the California Building Code, Title 24. This requires new homes to include at least 50 percent of kitchen lighting to be LED, compact fluorescent or similar high efficiency fixtures, double pane windows, cool roofs, and other design techniques to reduce heat loss. Title 24, Part 11, establishes design and development methods that include environmentally responsible site selection, building design, building siting and development to protect, restore and enhance the environmental quality of the site and respect the integrity of adjacent properties. The proposed project will be required to comply with the state implemented standards for energy efficient new developments.

County Regulations

Riverside County Climate Action Plan

The 2018 Riverside County Climate Action Plan (CAP) establishes goals and policies that incorporate environmental responsibility into its daily management of residential, commercial and industrial growth, education, energy and water use, air quality, transportation, waste reduction, economic development and open space and natural habitats to further their commitment. The goal is to use energy more efficiently, harness renewable energy to power buildings, recycle waste, conserve and recycle water and enhance access to sustainable transportation modes in order to reduce greenhouse gas (GHG) emissions.

Following the State's adopted AB 32 GHG reduction target, Riverside County has set a goal to reduce emissions back to 1990 levels by the year 2020. The estimated community-wide emissions for the year 2020, based on population and housing growth projections associated with the assumptions used in the General Plan, are 12,129,497 MT CO2e. In order to reach the reduction target, Riverside County must offset this growth in emissions and reduce community-wide emissions to 5,960,998 MT CO2e by the year 2020.

Various state policies have enacted programs that will also contribute to the reduction of GHG emissions in Riverside County by the year 2020. Some of these policies include updated building

codes for energy efficiency, the low carbon fuel standard, Pavley vehicle emissions standards and the Renewables Portfolio Standard for utility companies. By supporting the state in the implementation of these measures, Riverside County will experience substantial GHG emission reductions. The GHG reductions from the state measures are accounted for in the reduced inventories.

To fulfill the purposes of the CAP, the County of Riverside identified the following goals to be achieved:

1. Provide a list of specific actions that will reduce GHG emissions, giving the highest priority to actions that provide the greatest reduction in GHG emissions and benefits the community at the least cost;
2. Reduce emissions attributable to Riverside County to levels consistent with the target reductions of AB 32;
3. Establish a qualified reduction plan for which future development within Riverside County can tier and thereby streamline the environmental analysis necessary under the California Environmental Quality Act (CEQA).

The County CAP strives to reach these goals by implementing GHG emissions reduction programs and regulations under the following categories: transportation, energy, area source emissions, purchased water, solid waste, agriculture and industrial. Mitigation measures and the reduction strategies area discussed in depth in the County CAP.

Riverside County Climate Action Plan Update

The Riverside County Climate Action Plan Update (CAP Update) was published in 2018 as an update document to the County's 2018 Climate Action Plan. The CAP Update describes Riverside County's GHG emissions for the year 2017, projects how these emissions will increase into 2020, 2030, and 2050, and includes strategies to reduce emissions to a level consistent with the State of California's emission reduction targets. These strategies complement the Riverside County's General Plan policies and are consistent with Riverside County's vision for a more sustainable community. The primary purposes of the CAP Update include:

- Present the County's Updated GHG inventory, forecasts, and target setting for achieving sustainability by utilizing resources, effectively, reducing GHG emissions, and preparing for potential climate-related impacts.
- Identify how the County will effectively implement this CAP Update to comply with State and local GHG reduction policies by promoting economic competitiveness, obtaining funding for program implementation, and tracking and monitoring the progress of Plan implementation over time.
- Allow streamlined California Environmental Quality Act (CEQA) compliance for new development by completing CEQA compliance for the CAP Update and developing screening tools that provide clear guidance to developers and other project proponents.

The CAP Update identifies opportunities for the County to increase energy efficiency and lower GHG emissions in a manner that is most feasible in the community. Reducing energy consumption through increasing the efficiency of energy technologies, reducing energy use, and

using alternative sustainable sources of energy are effective ways to reduce GHG emissions. Energy efficiency also provides opportunities for cost savings.

Riverside County General Plan

According to the Riverside County General Plan, energy resources provide the power necessary to maintain the quality of life enjoyed by most Riverside County residents. Many of the energy resources used within the County are non-renewable, including electricity and natural gas for household energy and fossil fuels for transportation. However, energy conservation and the substitution of renewable resources are encouraged if resources are to be reserved for the County's future generations. Energy conservation is achieved through lowering energy demand and using energy resources in an efficient manner. The County General Plan provides 14 policies that specifically address energy conservation in Riverside County in conjunction with the strategies proposed by the South Coast Association of Government's Regional Air Quality Management Plan. Some policies include:

- Continued implementation of Title 24 of the California Code of Regulations, Part 6 (the California Energy Code) and Part 11 (the California Green Building Standards Code).
- Specifying energy efficient materials and systems, including shade design technologies, for buildings.
- Implementing public transportation systems that utilize alternative fuels when possible.
- Promoting coordination of new public facilities with mass transit service and other alternative transportation services, including bicycles and design structures to enhance mass transit, bicycle and pedestrian use.

Riverside County General Plan Environmental Impact Report

The Energy Resources Element of the County General Plan Environmental Impact Report (EIR) discusses the potential impacts on energy resources, including electricity and natural gas consumption as a result of the construction and operation of future development of Riverside County. The EIR states that in addition to complying with state regulations, Riverside County has engaged in a series of local activities that will further California's long-term energy efficiency goals by off-setting demand for energy, especially natural gas and electricity. Some of these Riverside County activities include: Wind Implementation Monitoring Program (WIMP), Board of Supervisors (BOS) Policy H-29 (Sustainable Building Policy), BOS Policy H-4 (Conservation of Energy in County Facilities), County Weatherization Program, and Low Income Energy Assistance Program.

After analyzing the potential impacts development in the County may have on energy resources, the General Plan EIR concluded that the impacts would be less than significant on demand for and consumption of energy resources, such as electricity and natural gas. Additionally, the compliance of existing regulatory programs, standards, policies and existing mitigation measures would further reduce the potential development impacts.

Riverside County Municipal Code

Similar to the Riverside County General Plan and GP EIR, the Riverside County Municipal Code (RCMC) also includes provisions that encourage energy and water efficient landscaping as well

as the use of alternative transportation means that reduce non-renewable energy consumption. The following list includes some of these provisions:

- 17.276, Water Efficient Landscape Requirements: establishes provisions for water management practices and water waste prevention for landscaping.
- 10.36, Transportation Demand Management Program: intends to meet the requirements of the Riverside County congestion management program and the air quality management plan as well as to promote consideration of transportation demand management objectives early in the review process.

The project property proposes a mixed-use development, including residential and commercial uses on the southwest corner of 66th Avenue and Middleton Street in the community of Oasis. The project will comply with state-implemented building standards such as those outlined in Title 20 and Title 24 of the California Code of Regulations. Energy efficient appliances will be utilized during project operation. As stated in the previous discussion, project-related energy consumption and VMTs created by the project are not anticipated to be substantial. Construction activities would require the use of equipment that would be more energy intensive that is used for comparable activities. However, construction equipment will comply with the Tier 3 program engines or higher. Newer off-road equipment units will be utilized on-site.

The commercial component proposed by the project will include a day care facility, market, multiple retail spaces and a medical clinic. The residential component will introduce 160 units consisting of one- to four-bedroom units. The project will provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site. Additionally, the commercial uses in close proximity to the residential units will assist in reducing potential project-related VMTs.

The project property will comply with all applicable State and local guidelines and regulations regarding energy efficient building design and standards. Therefore, the proposed project is not anticipated to conflict or obstruct a state or local plan for renewable energy or energy efficiency. Less than significant impacts are expected.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-2 "Earthquake Fault Study Zones," Eastern Coachella Valley Area Plan, 2016; Riverside County General Plan, 2016; *Geotechnical Report*, prepared by LandMark Consultants, Inc., August 2020 (Appendix III).

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

Findings of Fact: Impacts will be less than significant.

a) According to Riverside County's Eastern Coachella Valley Area Plan, the San Andreas Fault traverses the northeast portion of the Eastern Coachella Valley, thus, making the region susceptible to seismic events. Secondary hazards from seismic events may include fault rupture, liquefaction, and landslides, discussed subsequently in this geotechnical section. According to the California Division of Mines and Geology (CDMG), the closest Alquist-Priolo Earthquake Fault Zone is the San Andreas Fault, located approximately 7 miles northeast of the project site. The Earthquake Fault Study Zones Map (Figure S-2), provided in the Safety Element of the Riverside County General Plan, does not designate the project site as being on or near an Alquist-Priolo Earthquake Fault Zone.

Additionally, a project-specific Geotechnical Report, prepared by Landmark Consultants, Inc., indicates that the project site does not lie within an Alquist-Priolo Earthquake Fault Zone. The Geotechnical Report determined that surface rupture is considered to be unlikely at the project site because of the well-delineated fault lines through the Coachella Valley, as shown on United States Geological Survey (USGS) and CDMG maps. However, because of the high tectonic activity and deep alluvium of the region, it is difficult to predict the potential for surface rupture on undiscovered or new faults that may underlie the site. Therefore, the implementation of County and State building standards will ensure the safety of the project. The construction of the proposed commercial and residential structures will comply with County standards, as well as the most current standards outlined in the California Building Code (CBC). The CBC serves as the basis for the design and construction of buildings in California which includes improved safety, sustainability, and new technology and construction methods. Therefore, enforcing building techniques and standards compliant with the County and the most current CBC standards will ensure the safety of the property, residents, and guests. Conclusively, the project site is not located within or in close proximity to an existing fault, County designated Fault Zone, or Alquist-Priolo Earthquake Fault Zone, therefore impacts are expected to be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-3 "Generalized Liquefaction," 2016; Geotechnical Report, prepared by LandMark Consultants, Inc., August 2020 (Appendix III).

Findings of Fact: Impacts will be less than significant

a) According to the 2016 Riverside County General Plan, liquefaction occurs primarily in saturated, loose, fine- to medium-grained soils in areas where the groundwater table is within approximately 50 feet of the surface. When a long duration of seismic shaking occurs, the shallow groundwater saturates the soil and causes the soil to lose strength and act like a liquid. Figure S-3, Generalized Liquefaction Map, provided in the Riverside County General Plan,

indicates that the project site is located in an area with moderate to high liquefaction susceptibility due to the shallow groundwater and liquefaction susceptible sediments.

The project-specific Geotechnical Report, provided by Landmark Consultants, Inc., analyzed the project site's susceptibility to liquefaction. The soil encountered at the points of exploration included silty sands, sandy silts and traces of silty clay that could liquefy during a CBC Design Basis Earthquake. Based on the Report's findings, there are no induced settlements, should liquefaction occur. Additionally, historic groundwater records in the vicinity of the project site indicate that groundwater has fluctuated between 6 to 30 feet below ground surface over the last 60 years. However, groundwater was not encountered during Landmark Consultant's six boring tests, reaching depths of 21.5 to 51.5 feet below the existing ground surface. As stated previously, shallow groundwater depths of approximately 50 feet below ground surface is required for liquefaction to occur.

The Geotechnical Report, concluded that the potential of liquefaction at the project site is unlikely, due to the dense soil conditions and depth to groundwater, therefore, less than significant impacts are anticipated.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-4 "Earthquake-Induced Slope Instability Map," and Figures S-13 through S-21 (showing General Ground Shaking Risk), *Geotechnical Report*, prepared by LandMark Consultants, Inc., August 2020 (Appendix III)

Findings of Fact: Impacts will be less than significant.

a) The project site is located in a seismically active region where earthquakes originating on local and regional seismic faults can produce severe ground shaking. Like most of the Coachella Valley, the project site has likely been subjected to past ground shaking by nearby faults. According to the project-specific Geotechnical Report provided by LandMark Consultants, Inc., in February 2016, the project site is considered likely to be subjected to moderate to strong ground motion from earthquakes in the region. Ground motions are dependent primarily on the earthquake magnitude and distance to the seismogenic (rupture) zone. Acceleration magnitudes also are dependent upon attenuation by rock and soil deposits, direction of rupture and type of fault; therefore, ground motions may vary considerably in the same general area.

   In order to reduce hazards associated with ground shaking impacts on people and buildings, the project shall implement the latest seismic safety design standards outlined in the 2019 edition of the updated California Building Code (CBC). According to the project-specific Geotechnical Report, the engineered design and earthquake-resistant construction are the common solutions to increase safety and development of seismic areas. Designs should comply with the latest edition of the CBC for Site Class D using the seismic coefficients provided in the Geotechnical Report.

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

The buildings and structures proposed for the project will be required to follow all applicable building standards outlined in the CBC and the project-specific Geotechnical Report, in order to ensure the safety of the residents and structures. All grading and construction plans will be reviewed by the County of Riverside. Therefore, project-related impacts associated with seismic ground shaking are less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan, December 2016; Geotechnical Report, prepared by LandMark Consultants, Inc., August 2020 (Appendix III).

Findings of Fact: Impacts will be less than significant.

a) According to the Riverside County General Plan, the project site is not located in an area susceptible to seismically induced landslides and rockfalls. The Regions Underlain by Steep Slopes Map (Figure S-5), provided in the Riverside County General Plan, determines that the project site and surrounding area has a slope angle less than 15 percent. The closest slope to the project site is located approximately 2.25 miles west, at the foot of the Santa Rosa Mountain. With the foregoing, the project site is not susceptible to landslides or rockfalls due to its distance from areas with steep slopes, and the project's relatively flat topography. Less than significant impacts from landslides or rockfalls are anticipated.
As stated in discussion 12. a) of this geotechnical discussion, the project site is not susceptible to liquefaction due to the dense soil conditions found at the project site. Lateral spreading is a secondary effect of liquefaction, however, since liquefaction is not anticipated to occur at the project site, the potential for lateral spreading is also unlikely. Less than significant impacts.

The project-specific Geotechnical Report states that there is a slight risk of collapse upon inundation at the site. However, Landmark Consultants determined that mitigating collapse caused by soil saturation from landscape irrigation or broken utility lines is not required at the project site. Less than significant impacts are expected.

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?	☐	☐	☒	☐

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

Source(s): Riverside County General Plan Figure S-7 "Documented Subsidence Areas Map,"; *Geotechnical Report*, prepared by Landmark Consultants, Inc., August 2020 (Appendix III).

Findings of Fact: Impacts will be less than significant.

a) The Riverside County General Plan defines subsidence as the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human activities, such as the over-extraction of groundwater, and natural activities, including earthquakes. The Documented Subsidence Areas Map (Figure S-7) within the County General Plan, indicates that the project site is located in an area where subsidence has occurred, potentially due to the groundwater use for agricultural activities popular in the Eastern Coachella Valley.

   According to the project-specific Geotechnical Report, the Coachella Valley has experienced up to 12 inches of regional subsidence between 1996 and 2005. The Geotechnical Report concluded that the risk of regional subsidence at the project site is considered moderate. Therefore, less than significant impacts are expected.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Geotechnical Report, prepared by Landmark Consultants, Inc., August 20202 (Appendix III)

Findings of Fact: Impacts will be less than significant.

a) The project site is located in a Special Flood Hazard Area (SFHA) subject to inundation by the one percent annual chance flood (100-year flood), as delineated by the Federal Emergency Management Agency (FEMA). The zone in which the project site is located within is Zone A, which does not have a determined base flood elevation. Per the project-specific Geotechnical Report, the property does not lie near any large bodies of water, therefore the threat of tsunami, seiches or other seismically-induced flooding is unlikely. Additionally, the project site is not located in proximity to any known volcanically active area and, according to the Geotechnical Report, the risk of volcanic hazards is considered very low. Less than significant impacts to geologic hazards, such as seiches, mudflows or volcanoes are anticipated.

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

Source(s): Geotechnical Report, prepared by Landmark Consultants, Inc., August 2020 (Appendix III); Riverside County General Plan, December 2016.

Findings of Fact: There will be no impacts and less than significant impacts.

a) The project site is characterized by relatively flat topography, with a gentle slope descending from the southwest corner of the property to the northeast corner due to the Santa Rosa Mountain, approximately 2.25 miles west of the site. The project site is currently characterized by rows date palm trees and scattered agricultural equipment and building foundations. Project implementation will require clearing of vegetation, and grading of the property. However, project design and implementation are not expected to change the topography, or any existing ground surface relief features onsite. Less than significant impacts are expected.

b) Per the site design, the proposed project does not intend to create cut or fill slopes greater than 2:1, or higher than 10 feet. No impacts are anticipated.

c) The project developer proposes to connect to an existing sewer main along Polk Street and 66th Avenue, and bring sewer along the project frontage, down Middleton Street and then a series of private sewer lines will be installed to provide wastewater service to the project. The installation of offsite sewer improvements would occur in Phase 1 and prior to occupancy. The project will undergo review by CVWD and County staff to ensure wastewater capacity and compliance with the current wastewater treatment requirements. Further discussion provided in the Utilities Section of this Initial Study. The project will not result in grading that affects or negates subsurface sewage disposal systems. Therefore, less than significant impacts are expected.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

18. Soils				
a) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
b) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐

Source(s): Geotechnical Report, prepared by Landmark Consultants, Inc., August 2020; Riverside County General Plan, December 2016.

Findings of Fact: Impacts will be less than significant.

a) The Riverside County General Plan Wind Erosion Susceptibility Areas Map (Figure S-8) identifies the site as being in an area with a High Wind Erodibility Rating. Natural erosion processes, such as windborne and waterborne erosion, are often accelerated through human activities, such as agricultural and land-development, therefore implementing soil stabilization during earthmoving activities will assist in the reduction of project-induced soil erosion. Additionally, the development of the project will include paved surfaces and landscaping, reducing the possibility for wind erosion.

   During project development, the project site is required to develop and implement a Fugitive Dust Control Plan, in accordance with South Coast Air Quality Management District's (SCAQMD) Rule 403 and 403.1. The implementation of the Fugitive Dust (PM10) Control Plan requires the project site to establish temporary perimeter controls and soil stabilization measures to prevent erosion and sediment track-out. Windborne erosion is further discussed in the Air Quality section, and subsequently in discussion 20. a) in this document.

   In addition to the Fugitive Dust Control Plan, the project is also expected to implement standard construction best management practices (BMPs) to reduce potential erosion impacts during the period of grading and construction. In accordance with the State's most current Construction General Permit (CGP) (Order No. 2009-0009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ) the project is required to implement a Storm Water Pollution Prevention Plan (SWPPP) at the project site. The SWPPP requires the project site to implement the use of best management practices (BMPs), such as the use of concrete washouts, secondary containment areas, storm drain inlet protection, etc. The implementation of the BMPs will ensure waterborne erosion does not occur at the project site. Waterborne erosion is discussed further in the Hydrology and Water Quality section of this document, and subsequently in section 19. b).

   Project operation will include both hardscaped and landscaped features to ensure soil stabilization. The hardscape surfaces will include the paved areas (roadways, sidewalks, etc.), as well as the proposed commercial and residential buildings. The landscaped surfaces will include the grass-covered recreational fields, landscaped retention basins and various landscaped areas throughout the property. Moreover, the implementation of the Fugitive Dust Control Plan and the SWPPP during project construction, and paved and landscaped surfaces post-construction, will prevent soil erosion from occurring at the project property. Less than significant impacts are expected.

b) According to the project-specific Geotechnical Report, provided by Landmark Consultants, Inc., the soils at the project site consists of silty sands, sandy silts, and traces of silty clays with near surface silty sands. The soils near the project surface are expected to be non-expansive, therefore, less than significant impacts are expected.

c) As stated previously, the project site is planned to connect to a future gravity pipeline on 66th Avenue. According to the Oasis Villas Hydraulic Modeling Technical Memorandum, this future gravity main is proposed to flow east and connect to the recently constructed 18-inch sewer main on Polk Street, approximately one mile east of the project. The proposed sanitation system for the property consists of 8-inch gravity mains, and the hydraulic modeling results indicate that

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

the proposed mains are capable of meeting the CVWD DDM criteria. The project will not use septic tanks or alternative wastewater disposal systems. Less than significant impacts are anticipated.

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

Findings of Fact: Impacts will be less than significant.

a) As stated previously, the project site is located in an area with a high wind erodibility rating according to the Riverside County General Plan (Figure S-8). During development, the proposed project site will be required to develop and implement a Fugitive Dust Control Plan in order to comply with the SCAQMD Rule 403 and 403.1. Per the Fugitive Dust Control Plan, the project shall implement BMPs that establish temporary perimeter controls and soil stabilization measures to prevent erosion and sediment track-out during construction activities. The Fugitive Dust Control Plan is further discussed in the Air Quality section of this document.

The project property is currently characterized by previous agricultural land uses with scattered residential related foundations. The completion of project development will consist of both hardscape and landscaped features, which are intended to stabilize the soil. The hardscape elements include paved roads, sidewalks and buildings; while the landscaped features include parks, grass-covered fields, landscaped retention basins and landscaped frontages throughout the property. Therefore, project implementation will not increase wind erosion or blowsand on- or off-site. Less than significant impacts are expected.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Final 2016 Air Quality Management Plan (AQMP), by SCAQMD, March 2017; California Emissions Estimator Model (CalEEMod), Version 2016.3.2.; California Air Resources Board Press Release No. 18-37, July 2018. County of Riverside Climate Action Plan, November 2019.

Setting:

Greenhouse gases (GHG) are a group of gases that trap solar energy in the Earth's atmosphere, preventing it from becoming too cold and uninhabitable. Common greenhouse gases in the Earth's atmosphere include: water vapor, carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), ozone, and chlorofluorocarbons to a lesser extent. Carbon dioxide is the main GHG thought to contribute to climate change. Carbon dioxide reflects solar radiation back to Earth, thereby trapping solar energy and heat within the lower atmosphere. Human activities (such as burning carbon-based fossil fuels) create water vapor and CO2 as byproducts, thereby impacting the levels of GHG in the atmosphere. Carbon dioxide equivalent (CO2e) is a metric used to compare emissions of various greenhouse gases. It is the mass of carbon dioxide that would produce the same estimated radiative forcing as a given mass of another greenhouse gas. Carbon dioxide equivalents are computed by multiplying the mass of the gas emitted by its global warming potential. Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. GCC is currently one of the most controversial environmental issues in the United States, and debate exists within the scientific community about whether or not GCC is occurring naturally or as a result of human activity.

To address the long-term adverse impacts associated with global climate change, California's Global Warming Solutions Act of 2006 (AB 32) requires California Air Resource Board (CARB) to reduce statewide emissions of greenhouse gases to 1990 levels by 2020. In 2016, Governor Jerry Brown signed Senate Bill 32 (SB 32) that requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. With the passage of the California Global Warming Solutions Act of 2006 (Assembly Bill 32) in California, environmental documents for projects pursuant to CEQA are required to analyze greenhouse gases and assess the potential significance and impacts of GHG emissions. On July 11, 2018, CARB announced in a press release (No. 18-37) that greenhouse gas pollution in California fell below 1990 levels for the first time since emissions peaked in 2004, an achievement roughly equal to taking 12 million cars off the road or saving 6 billion gallons of gasoline a year. Moreover, according to the CARB report on California Greenhouse Gas Emissions for 2000 to 2016, which tracks the trends of GHG emissions, California's GHG emissions have followed a declining trend between 2007 and 2016. The largest reductions are attributed to the electricity sector, which continues to see decreases as a result of the State's climate policies.

Findings of Fact: Impacts will be less than significant.

a) CalEEMod Version 2016.3.2 was used to quantify GHG emissions associated with the project. As previously mentioned, CalEEMod utilizes widely accepted methodologies for estimating emissions. Sources of these methodologies and default data include but are not limited to the United States Environmental Protection Agency (USEPA) AP-42 emission factors, California Air Resources Board (CARB) vehicle emission models, studies commissioned by California agencies such as the California Energy Commission (CEC) and CalRecycle. The project's total number of residential units and commercial/retail building areas were factored into the model to evaluate whether the estimated criteria pollutants and GHG emissions would exceed the established thresholds and therefore conflict with the plans and efforts of reducing the emissions of greenhouse gases. Construction-related GHG emissions were amortized over a 30-year

period and added to the project's annual operational GHG emissions. The operational GHG emissions can be attributed to the following sources:

Area Sources: Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the developed site.

Energy Sources: GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.

Mobile Sources: GHG emissions will also result from mobile sources associated with the project, which include the typical daily operation of motor vehicles by employees and visitors. Project mobile source air quality impacts are dependent on both overall daily vehicle trip generation and the effect of the project on peak hour traffic volumes and traffic operations in the local vicinity.

Solid Wastes: The proposed land uses will result in the generation and disposal of solid waste. A large percentage of this waste will be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. GHG emissions associated with the estimated disposal of solid waste generated by the proposed project were calculated by the CalEEMod model using default parameters.

Water Supply, Treatment and Distribution – Indirect GHG emissions result from the production of electricity used to convey, treat and distribute water and wastewater. The amount of electricity required to convey, treat and distribute water depends on the volume of water as well as the sources of the water.

As shown in Table XX-1, there are various strategies quantified by CAPCOA with effectiveness at reducing GHG emissions. These strategies are based on the site design and project location and are therefore project design features, rather than mitigation. The GHG reduction measures, range of effectiveness, and justification are included below.

Table XX-1
GHG Reduction Strategies as Project Design Features

Measure Number	Strategy	Range of Effectiveness per CAPCOA Quantifications	GHG/VMT Reduction Basis
LUT-1	Increase Density	0.8 – 30.0% vehicle miles traveled (VMT) reduction and therefore a 0.8 – 30.0% reduction in GHG emissions	The proposed mixed-use project will allow for an increase in terms of persons, jobs, and dwellings for this property compared to a lower density or single-use area.
LUT-3	Increase Diversity (Mixed-Use)	9 – 30.0% vehicle miles traveled (VMT) reduction and therefore a 9– 30.0% reduction in GHG emissions	Having different types of land uses near one another can decrease VMT since trips between land use types are shorter and may be accommodated by non-auto modes of transport. When residential areas are in the same neighborhood as retail and office buildings, a resident does not need to travel outside of the neighborhood to meet his/her trip needs.

			The project will include attached dwelling units and commercial/retail areas that will include day care, medical clinic, market, and divisible spaces for retail uses, which will serve the project and other nearby residential areas.
LUT-5	Increase Transit Accessibility	0.5 – 24.6% VMT reduction and therefore 0.5-24.6% reduction in GHG emissions	The project is located adjacent to Sunline Transit Agency Route 91, which occurs on 66th Avenue with destinations that include Downtown Indio and Coachella. This proximity will facilitate the use of public transit by project residents.
LUT-6	Integrate Affordable and Below Market Rate Housing	0.04-1.2 % VMT reduction and therefore 0.04-1.2 % reduction in GHG emissions	Based on CAPCOA resources, income has a statistically significant effect on the probability that a commuter will take transit or walk to work. BMR housing provides greater opportunity for lower income families to live closer to jobs centers and achieve jobs/housing match near transit.
LUT-9	Improve Design of Development (Improve Walkability Design)	3.0 – 21.3% vehicle miles traveled (VMT) reduction and therefore 3.0-21.3% reduction in GHG emissions.	The project will enhance on-site walkability and connectivity with an improved on-site pedestrian network. The project also includes sidewalk connectivity to the commercial/retail areas.
SDT-1	Improve Pedestrian Network	0 - 2% vehicle miles traveled (VMT) reduction and therefore 0 - 2% reduction in GHG emissions	Providing a pedestrian access network to link areas of the project site encourages people to walk instead of drive. This mode shift results in people driving less and thus a reduction in VMT. The project includes sidewalk connectivity to the commercial/retail areas.
LE-1	Install Higher Efficacy Public Street and Area Lighting	16-40% of outdoor lighting	Lighting sources contribute to GHG emissions indirectly, via the production of the electricity that powers these lights. Public street and area lighting includes streetlights, pedestrian pathway lights, area lighting for parks and parking lots, and outdoor lighting around public buildings. Installing more efficacious lamps will use less electricity while producing the same amount of light, and therefore reduces the associated indirect GHG emissions. The proposed lighting plan for the project identifies high efficiency LED lighting for the outdoor areas.

The currently applicable GHG thresholds for local lead agency consideration are referenced from the SCAQMD Draft Local Agency Threshold supporting documentation, which establishes an interim tiered approach. Under this guidance, a screening threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO2e) per year has been an acceptable approach for non-industrial projects, while industrial projects have higher screening level of 10,000 MTCO2e per year. As a conservative measure, the GHG analysis for this project aims to meet the lowest screening level of 3,000 MTCO2e per year, as shown below.

Table XX-2
Total Project Greenhouse Gas Emissions

Unmitigated Emission Source	Emissions (metric tons per year)
	Total CO2E
Annual Construction Emissions Amortized Over 30 Years	16.2126
Area	1.9969
Energy	890.9077

Mobile Sources	1,841.5062
Waste	22.9298
Water Usage	141.0759
Total CO2E (All Sources)	2,914.629
SCAQMD Threshold for Non-Industrial Projects	3,000
SCAQMD Threshold for Industrial Projects	10,0000
Threshold Exceeded?	NO

As shown in XXII-2 resulting from the CalEEMod calculations, the project is expected to generate approximately 2,914.6 MTCO2e per year from construction, area, energy, mobile sources, waste, and water usage sources. As such, the project GHG emissions would not exceed the lowest threshold of significance set at 3,000 MTCO2e per year. Having been evaluated against the regionally accepted thresholds, which are part of the State's regulations aimed at addressing climate change, the project is not expected to interfere with the plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases. Less than significant impacts are anticipated.

b) As previously mentioned, under Assembly Bill 32 passed in 2006, California must reduce its emissions to 1990 levels (431 million metric tons) by 2020. Senate Bill 32, signed in 2016, requires the state to go even further than AB 32 and cut emissions 40 percent below 1990 levels by 2030—the most ambitious carbon goal in North America. California's primary programs for reducing greenhouse gases to 1990 levels by 2020 are the Renewables Portfolio Standard, the Advanced Clean Cars Program, the Low Carbon Fuel Standard and the Cap-and-Trade Program. Additional programs address a variety of greenhouse gas sources. These include the Short-Lived Climate Pollutants Strategy, the Sustainable Communities Strategy and the Sustainable Freight Action Plan. The 2030 Scoping Plan, adopted by CARB, lays out how these initiatives work together to reduce greenhouse gases to achieve California's 2030 target of 260 million metric tons and also to reduce smog-causing pollutants. This target will require California to more than double the rate at which it has been cutting climate-changing gases. Future reductions will occur against a backdrop of natural sources of GHGs which are increasingly variable because of the climate change California is already witnessing. The SCAQMD adopted the interim GHG significance threshold for stationary/industrial sources on December 5, 2008 which applies to Projects where the SCAQMD is the lead agency. Less than significant impacts are anticipated.

c) On July 11, 2018, CARB announced in a press release (No. 18-37) that greenhouse gas pollution in California fell below 1990 levels for the first time since emissions peaked in 2004, an achievement roughly equal to taking 12 million cars off the road or saving 6 billion gallons of gasoline a year. The 2016 Greenhouse Gas Emissions Inventory published by CARB shows that California emitted 429 million metric tons of climate pollutants in 2016, a drop of three percent from 2015. These findings are also supported in the California Greenhouse Gas Emissions for 2000 to 2016 report by CARB, which indicate that California's GHG emissions have followed a declining trend between 2007 and 2016. The largest reductions are attributed to the electricity sector, which continues to see decreases as a result of the State's climate policies. The transportation sector, the state's largest source of greenhouse gases, saw a 2

percent increase in emissions in 2016 because of increased fuel consumption. The state has also documented the increased use of biofuels as a result of the state's Low Carbon Fuel Standard. These low-carbon alternative fuels, consisting mostly of biodiesel, renewable diesel, and ethanol, reduced emissions by 14 million metric tons of carbon dioxide, when compared to what would have been generated if conventional fossil fuels had been used.

On December 8, 2015, Riverside County adopted a Climate Action Plan (CAP) outlining the policies and goals that guide land use decisions in an effort to reduce the County's Greenhouse Gas (GHG) emissions. The CAP coincides with Riverside County's general plan update, which has set a goal to reduce emissions back to 1990 levels by the year 2020 per the state's adopted AB 32 GHG reduction target. The CAP was subsequently updated in November 2019. As part of the CAP, Riverside County adopted a screening threshold of 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO2e) per year on new development Projects to determine level of significance. Projects that exceed this threshold would be required to use Screening Tables or a Project-specific technical analysis to quantity and mitigate Project emissions. This approach is a widely acceptable screening threshold used by the County of Riverside and various other cities in the South Coast Air Basin, as provided by the CARB AB 32 Scoping Plan, where the South Coast Air Quality Management District is the lead agency.

As previously discussed, the mixed-use project is expected to result in GHG emissions totaling 2,914.6 MTCO2e at full operation of the built-out condition, which is below the established 3,000 MTCO2e threshold. As such, the proposed residential and commercial development is not expected to conflict with the applicable plans and strategies for the purposes of reducing greenhouse gas emissions. Less than significant impacts are anticipated.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): California Department of Public Health; California Health and Safety Code; Eastern Coachella Valley Area Plan, December 2016; Riverside County General Plan, December 2016.

Findings of Fact: Impacts will be less than significant.

a) The Code of Federal Regulations (CFR Title 40, Part 261) defines hazardous materials based on ignitability, reactivity, corrosivity, and/or toxicity properties. The State of California defines hazardous materials as substances that are toxic, ignitable or flammable, reactive and/or corrosive, which have the capacity of causing harm or a health hazard during normal exposure or an accidental release. As a result, the use and management of hazardous or potentially hazardous substances is regulated under existing federal, State and local laws. Hazardous wastes require special handling and disposal methods to reduce their potential to damage public health and the environment. Manufacturer's specifications also dictate the proper use, handling and disposal methods for the specific substances.

   Construction of the proposed project is expected to involve the temporary management and use of oils, fuels and other potentially flammable substances. The nature and quantities of these products would be limited to what is necessary to carry out construction of the project. Some of these materials would be transported to the site periodically by vehicle and would be stored in designated control areas on a short-term basis. When handled properly by trained individuals and consistent with the manufacturer's instructions and industry standards, the risk involved with handling these materials is considerably reduced. The contractor will be required to identify a controlled staging area within the project limits for storing materials and equipment and will be required to implement best management practices (BMPs) to assure that impacts are minimized and that any minor spills are immediately and properly remediated.

   The approximately 26-acre project proposes commercial and residential uses at the corner of 66th Avenue and Middleton Street in the community of Oasis. The proposed commercial uses include a childcare facility, a market with attached retail spaces, and medical clinic. The residential component will include a 160-unit farmworker development. Commercial and residential uses do not typically involve the routine transport, use or disposal of hazardous materials in quantities or a manner that would pose a threat to the project and surroundings. Operation of the proposed facilities would involve the handling and application of cleaning agents, building maintenance products, paints and solvents, and similar items would be stored on-site. These potentially hazardous materials would not be present in sufficient quantities to pose a significant hazard to public health and safety or the environment. Less than significant impacts are anticipated.

b) As noted previously, hazardous materials are not typically present in large quantities for commercial or residential uses. The storage and use of these materials would be subject to existing federal, State and local regulations, including the California Health and Safety Code, and Title 19 California Code of Regulations Section 2729, which establish minimum requirements for business emergency plans. Such regulations require that businesses provide emergency response plans, procedures, training, recordkeeping and disclosure of materials stored or used on-site. Therefore, accident conditions involving the release of hazardous materials are unlikely.

The 4,000-square-foot medical clinic, proposed in the second phase of project development, may be subjected to generate potentially infectious disease-causing agents upon project operation. According to the California Department of Public Health, the Medical Waste Management Program (MWMP) regulates the generation, handling, storage, treatment, and disposal of medical waste by providing oversight for the implementation of the Medical Waste Management Act (MWMA). MWMA Section 117705 of the California Health and Safety Code considers any person whose act or process produces medical waste to be a "medical waste generator" in California. The proposed medical clinic shall follow all State, federal and industrial standards regarding the handling and disposal of waste produced by the facility.

The residential portion of the proposed project is not expected to use a substantial amount of hazardous materials upon operation, other than the use of household cleaners. Therefore, the project's compliance of California Health and Safety Code, Title 19 California Code of Regulations Section 2729, and the California Department of Public Health's Medical Waste Management Program, the project is not anticipated to create a significant hazard to the public or the environment involving the release of hazardous materials. Less than significant impacts are expected.

c) According to the Eastern Coachella Valley Area Plan, Interstate 10 is a key east-west corridor within Riverside County. The project site is located at the corner of Middleton Street and 66th Avenue, approximately 10 miles south of Interstate 10. State Routes 111 and 86 are considered the main north-south connector routes within Eastern Coachella Valley, approximately 4 and 5 miles east of the project site, respectively. It is expected that the neighborhoods located around and within the community of Oasis would use these roadways for evacuation purposes.

The Riverside County General Plan designates 66th Avenue, which abuts the northern property boundary, as an urban arterial. Urban arterials are designated primarily for through traffic where anticipated traffic volumes exceed four-lane capacity. However, the segment of 66th immediately north of the project site is a two lane, paved road. The project proposes street improvements on the existing 66th Avenue and Middleton Street frontages, as well as the addition of Middleton Avenue, a north-south trending street proposed in the center of the project property. According to the Traffic Report, provided by Urban Crossroads, the project is anticipated to experience acceptable levels of service (LOS) under E+P, EAP, and EAPC conditions, meaning that the project is not anticipated to negatively attribute to traffic in the area to intolerable levels. Refer to the Traffic Section of this Initial Study for further discussion.

The closest fire station to the project site is the Riverside County Fire Department Station 39, at 86911 58th Avenue, approximately 5 driving miles northeast of the project. Riverside County Fire Department Station 40, at 91350 66th Avenue, lies approximately 5.50 driving miles east of the project. The Riverside County Sheriff Department, is located approximately 6.50 driving miles northeast of the project site, at 86625 Airport Boulevard. The development of the project may create more demand for fire department and police services due to the increase in housing and services proposed, however, it is not anticipated to impair or physically interfere with emergency response or evacuation in the area. Less than significant impacts are anticipated.

d) The proposed project, situated on 66th Avenue and Middleton Street, is located approximately 450 feet southwest of the closest public-school property boundary. The public-schools in proximity to the project include: Desert Mirage High School, Toro Canyon Middle School, and Las Palmistas Elementary School, where the closest school building to the project boundary is

approximately 800 feet northeast. As stated in the previous discussion, the project site does not intend to use substantial amounts of materials that may emit hazardous emissions. The project shall adhere to local, State, federal and industry standards when handling hazardous materials, substances or waste, therefore, less than significant impacts are anticipated.

e) The project proposes a commercial and residential mixed-use property on approximately 26 acres in the community of Oasis. Pursuant to Government Code 65962.5 and its subsections, record searches on the project property were performed within multiple database platforms. The resources consulted included GeoTracker, EnviroStor, and the EPA Enforcement and Compliance History Online (ECHO).

GeoTracker is a database maintained by the State of California Water Resources Control Board that provides online access to environmental data. It serves as the management system for tracking regulatory data on sites that can potentially impact groundwater, particularly those requiring groundwater cleanup and permitted facilities, such as operating underground storage tanks and land disposal sites.

EnviroStor is a database maintained by the State of California Department of Toxic Substances Control (DTSC). The EnviroStor database identifies sites with known contamination or sites for which there may be reasons to investigate further. It includes the identification of formerly contaminated properties that have been released for reuse; properties where environmental deed restrictions have been recorded to prevent inappropriate land uses; and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

The EPA Enforcement and Compliance History Online (ECHO) database focuses on inspection, violation, and enforcement data for the Clean Air Act (CAA), Clean Water Act (CWA), and Resource Conservation and Recovery Act (RCRA) and also includes the Safe Drinking Water Act (SDWA) and Toxic Release Inventory (TRI) data.

On October 1, 2019, a search was performed on all three database platforms. No Leaking Underground Storage Tank (LUST) Cleanup Sites, Land Disposal Sites, Military Sites, DTSC Hazardous Waste Permits, DTSC Cleanup Sites, or Permitted Underground Storage Tanks are registered on the project property. The results of the records search are described below.

The project site was not registered in the GeoTracker database, however, the database search revealed one registered site located approximately 0.75 miles northwest of the project property, at 65959 Highway 86. The site, Apple Market Two, is listed in the database as a LUST Cleanup Site, however the status of the project is Completed-Case Closed, as of October 2005.

The EnviroStor database listed on property within a mile radius of the proposed project. This property is the K-12 Educational Center, located approximately 450 feet northeast of the project at the northeast corner of 66th Avenue and Tyler Street. This site is registered as a School Investigation site; however, it currently holds a status of no further action is action as of November 2000.

Similar to the GeoTracker and EnviroStor databases, the project property was not listed within the ECHO database. ECHO did however list three sites within a mile radius of the project property. The first site listed within the registry was CVWD Well #7802 located at 65922 Tyler

Street, approximately 450 feet from the project. The site is listed within the ECHO database as an Active Small Quantity Generator (SQG) and does not hold any current violations. Spates Fabricators Inc. is the second closest listed facility located approximately 0.25 miles southwest of the project property, at 85435 Middleton Street. The third site is Apple Markets Inc. DBA Apple Recycling, located approximately 0.75 miles northwest of the property at 65959 Harrison Street. Spates Fabricators Inc. and Apple Markets Inc are both listed under the Clean Water Act as a minor general permit covered facility and does not hold any violations.

On September 18, 2018, RM Environmental, Inc. provided a Phase I Environmental Site Assessment (ESA). The purpose of the investigation was to assess the potential for the presence or likely presence of hazardous substances or petroleum products on the property under conditions which indicate an existing release, a past release, or material threat of a release of hazardous substance or petroleum products into structures on the property or into the ground, groundwater, or surface water in connection with the property. The scope of work completed for this investigation included a field reconnaissance of the site and surrounding areas, record and document review, historic map and aerial photo review, and submittal of this report.

Per the ESA, a portion of the project site previously operated as an agricultural field and date palm groves prior to 1949. By 1959, the agricultural field onsite appears to be fallow, according to historical aerial imagery. Between 1959 and 2012 the project underwent a variety of changes including the appearance of mobile home structures and changes in vegetation densities. Some date palms remained onsite, although agricultural operation has stopped onsite. Agricultural activities typically include the storage and periodic application of pesticides, herbicides and fertilizers, as well as the storage and use of toxic fuels and solvents. The Phase I ESA investigation included limited soil assessments for asbestos, arsenic, total and soluble lead, and organochloride pesticides (OCPs) contamination. The findings indicated that the maximum concentrations found in the soil for the listed contaminants did not exceed concentrations established by state and federal regulatory committees. Hazardous materials associated with agricultural uses were not discovered onsite, and no actions were recommended.

An investigation of the project site was conducted on August 29, 2018. During the field survey RM Environmental found debris piles consisting of vegetation, concrete rubble, used tires, wood debris, and household waste throughout the project area. However, the overall findings of RM Environmental, Inc.'s Phase I ESA, came to the conclusion that there were no notable hazardous materials at the project site. Therefore, they did not recommend action.

As a result of the database searches, it was concluded that the project property is not listed within the three search registries pursuant to Government Code Section 65932.5. The registries listed multiple sites within a mile of the project property, however their distance and current status as either "completed-case closed" or "no violation" do not render them a threat to the project property. This, in addition to the Phase I ESA conducted for the project site, concludes that less than significant impacts are anticipated.

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
22. Airports a) Result in an inconsistency with an Airport Master Plan?	☐	☐	☐	☒
b) Require review by the Airport Land Use Commission?	☐	☐	☐	☒
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

Source(s): Eastern Coachella Valley Area Plan, December 2016.

Findings of Fact: There will be no impacts.

a-c) The proposed project site is located on approximately 26 acres at the corner of Middleton Street and 66th Avenue. The closest airport to the project is the Jacqueline Cochran Regional Airport, located approximately 3 miles north of the property. Due to the project's distance from the Airport, the project site does not lie within the Airport's Master Plan and does not require review by the Airport Land Use Commission. Additionally, the project site does not lie within the Airport's Influence Area, or land use plan, therefore the project will not result in a safety hazard for people residing or working in the project area. No impacts are anticipated.

d) The project site is not located within the vicinity of a private airstrip, or heliport, therefore the project is not expected to result in a safety hazard for people residing or working in the project area. No impacts are expected.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HYDROLOGY AND WATER QUALITY Would the project:				
23. Water Quality Impacts a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in substantial erosion or siltation on-site or off-site?	☐	☐	☒	☐
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	☐	☐	☒	☐
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
g) Impede or redirect flood flows?	☐	☐	☒	☐
h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	☐	☐	☒	☐
i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Source(s): Flood Insurance Rate Map #06065C2910H, Federal Emergency Management Agency, March 6, 2018; Water Quality Control Plan for the Colorado River Basin Region, January 2019; Coachella Valley Water District, 2015 Urban Water Management Plan, Final Report, July 2016; Eastern Coachella Valley Stormwater Master Plan (Public Review Copy), April 2015.

Setting:

The Clean Water Act (CWA) of 1972 was enacted to restore and maintain the chemical, physical, and biological integrity of the nation's waters by regulating the discharge of pollutants to waters of the U.S. from point sources. As part of the National Pollutant Discharge Elimination System (NPDES) program, subsequent amendments to the CWA established a framework for regulating non-point source discharges from urban land runoff and other diffuse sources that were also found to contribute to runoff pollution. Under CWA, the Environmental Protection Agency (EPA) authorized the NPDES permit program to various state, tribal, and territorial governments, enabling them to perform many of the permitting, administrative, and enforcement aspects of the program. California is a delegated NPDES state and has authority to administer the NPDES program within its limits.

The Porter-Cologne Act is the principal law governing water quality regulation for surface waters in California. It established a comprehensive program to protect water quality and the beneficial uses of water. Presently in the state of California, the State Water Resources Control Board (SWRCB) and nine California Regional Water Quality Control Boards (RWQCBs) regulate and protect water quality pursuant to NPDES. Their regulations encompass storm water discharges from construction site, municipal separate storm sewer systems (MS4s), and major industrial facilities.

The approved Colorado River Basin Water Quality Control Plan (Basin Plan) identifies the beneficial water uses, describes the water quality which must be maintained to support such uses, and describes the programs, projects, and other actions necessary to achieve the standards and protect water quality. The proposed project is located within the Whitewater River Watershed in the Colorado River Region (Region 7). As a component of Region 7, the Whitewater River Watershed MS4 established a compliance program that covers approximately 1,645 square miles, including the Coachella Valley portion of Riverside County. Based on the project's location and setting, the nearest receiving water to the project is the Coachella Valley Stormwater Channel (CVSC), located approximately 3.4 miles east of the project site. CVSC is the primary regional flood control facility in the eastern Coachella Valley.

As an unlined, engineered extension of the Whitewater River, CVSC accepts agricultural irrigation return water and conveys treated wastewater, urban runoff, and stormwater runoff to the Salton Sea.

Water bodies where the assessed water quality does not meet the standards to support the beneficial uses are regionally listed pursuant to Section 303(d) of the CWA. The most current 2014 and 2016 Integrated Report (Clean Water Act Section 303(d) List/305(b) Report) indicates that portions of the CVSC are impaired by DDT (Dichlorodiphenyltrichoroethane), Dieldrin, Indicator Bacteria, PCBs (Polychlorinated Biphenyls), and Toxaphene. These water quality impairments are not known to associated with or caused by new development and therefore are not expected to be associated with the proposed project.

Findings of Fact: Impacts will be less than significant.

a) In its current condition, the project site is characterized as a residential and agricultural setting absent of any natural drainage courses or fully developed stormwater management facilities. Historically, the site has operated primarily as a date palm grove, resulting in land modifications to fit the irrigation system. In the Thermal and Oasis floor area where the project is situated, earlier agricultural development resulted in the construction of various conveyances consisting of earthen canals and ditches designed to drain agricultural runoff and stormwater to CVSC. These drainages have been operated and maintained for many decades. The closest agricultural canal to the project conveys runoff northerly along the unimproved alignment of Tyler Street, then easterly along the south side of 66th Avenue before being conveyed to CVSC. The closest distance from the project to this channel is approximately 240 feet, but none of the proposed improvements associated with the project will physically disturb or drain into this drainage feature. As subsequently explained, the proposed development will include on-site storm drain facilities and retention basins to prevent hydromodification and water quality impacts to the nearest receiving channels.

   The size and nature of the proposed development prompts compliance with the existing regulations pertaining to water quality standards and waste discharge requirements during and after construction. As a result, the project proponent must comply with the State's most current Construction General Permit (CGP), Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-006-DWQ. Compliance with the CGP involves the development and implementation of a project-specific Storm Water Pollution Prevention Plan (SWPPP), designed to prevent potential adverse impacts to surface water quality during the period of construction. The required plan will identify the limits of disturbance during construction, indicating specific locations where activities will require implementation of storm water Best Management Practices (BMPs). Storm water BMPs refer to a schedule of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent, eliminate, or reduce the pollution of water of the receiving waters. BMPs also include treatment requirements, operating procedures, and practices to control plant site runoff spillage or leaks. Consistent with Section XIV of the CGP, the required SWPPP will also specify the necessary recordkeeping, relevant good site housekeeping requirements, proper waste management, proper handling and storage within the allowable construction limits.

   Based on the project location and setting, the compliant SWPPP is expected to identify temporary sediment track-out prevention BMPs at each construction entrance/exit point that eventually exits to a public street. This type of BMP will provide temporary stabilization to prevent sediment track-out and fugitive dust emissions from exiting the site. Linear sediment barriers

may be warranted along portions of the construction perimeter to prevent soil erosion impacts and sediment impacts. As construction progresses, any on-site catch basin inlets that become operational will require temporary protection to prevent sediment or pollutants from entering the on-site storm drain system. As a standard condition, any ground surface area disturbed by construction activities must be entirely covered by the SWPPP and must be properly re-stabilized to satisfy the County and NPDES requirements. Compliance with the State's CGP during construction will be regulated and enforced as part of the local agency site inspection protocols.

During construction, the project will also be required to comply with South Coast Air Quality Management District's (SCAQMD) Rule 403 and 403.1 and Riverside County Ordinance 742 (as amended through 742.1) pertaining to fugitive dust control. Implementation of Fugitive Dust Control Plan primarily pertains to air quality, but also supports water quality protection through the requirement of soil stabilization measures aimed at preventing sediment erosion and track-out. The concurrent implementation of the required SWPPP and Dust Control Plan plans will prevent the potential construction-related impacts to water quality at the site and its surroundings, therefore, resulting in less than significant impact.

The proposed mixed-use development will include 160 attached dwelling units configured in one- and two-story structures with the corresponding parking lots, pedestrian facilities, recreational open space, and community building. The northwest portion of the project site fronting 66th Avenue will accommodate the proposed commercial/retail land use consisting of three buildings consisting of a total of 23,000 square feet (SF) with the associated parking facilities. The site design is expected to have approximately 48 percent of impervious cover consisting of buildings, hardscape, and asphalt while the remaining 52 percent will be pervious open space.

As required by Riverside County, the proposed storm drain system has been sized to properly handle the controlling 100-year storm event and provide sufficient retention storage to contain the incremental increase in runoff due to development. As a standard requirement, the project proponent must develop and implement a project-specific Water Quality Management Plan (WQMP) to comply with the most current standards of the *Whitewater River Region Water Quality Management Plan for Urban Runoff* and the *Whitewater River Watershed MS4 Permit*. The project-specific WQMP will identify a strategy of site design, source controls, and treatment controls with a required operation and maintenance program to address post-construction runoff quality and quantity. The project design and WQMP will be subject to County review and approval.

In summary, during construction and operation, project implementation will be required to comply with CWA, NPDES, and local regulations to prevent impacts to water quality standards and the beneficial uses assigned to local receiving waters. As proposed, the stormwater capture and management strategy will prevent urban runoff and waste discharge violations through the properly sized retention facilities. Less than significant impacts are expected.

b) The Coachella Valley Groundwater Basin is the primary groundwater source for the project region, with Coachella Valley Water District (CVWD) being the domestic water purveyor serving the project site. The Coachella Valley Groundwater Basin has an estimated storage capacity of 40 million acre-feet (AF) of water within the upper 1,000 feet and is divided into four subbbasins:

Indio, Mission Creek, Desert Hot Springs, and San Gorgonio. The project site is specifically underlain by the Indio Subbasin.

CVWD works with other local water agencies and other Coachella Valley stakeholders to implement water conservation, water reuse, and groundwater recharge strategy to ensure water availability and system capacity to meet the growing needs of the Coachella Valley. CVWD collaborates with the operation and maintenance of three replenishment facilities serving the Indio Subbasin: Whitewater River Groundwater Replenishment Facility, the Thomas E. Levy Groundwater Replenishment Facility, and the Palm Desert Groundwater Replenishment Facility. The nearest of these facilities (Thomas Levy) is located approximately 5 miles to the northwest. The source of water used for replenishment is primarily imported.

In 2014, the California Legislature signed a three-bill legislative package into law, collectively known as the Sustainable Groundwater Management Act (SGMA). SGMA allows local agencies to manage groundwater resources in a sustainable manner, with management efforts tailored to the resources and needs of their specific communities. Groundwater management is described as the planned and coordinated monitoring, operation, and administration of a groundwater basin sustainability. The Coachella Valley Groundwater Basin is designated by DWR as a medium priority basin. CVWD is the Groundwater Sustainability Agency (GSA) for the majority of the eastern portion of the Indio Subbasin, including the area that underlies the project area. Since groundwater management has been a historic effort in the Coachella Valley, local agencies have been able to adapt their current measures as part of their sustainability plan.

Local groundwater resources are managed under the 2015 City of Coachella Urban Water Management Plan (2015 UWMP). The 2015 UWMP serves as a planning tool that documents actions in support of long-term water resources planning and ensures adequate water supplies are available to meet the existing and future urban water demands. The 2015 UWMP indicates that the Coachella Valley groundwater basin historically has been in a state of overdraft. An overdraft condition occurs when the outflows (demands) exceed the inflows (supplies) to the groundwater basin over a period of time. The previously described groundwater recharge facilities are part of the replenishment effort to stabilize the groundwater levels and eliminate the overdraft condition.

Artificial replenishment, or recharge, is recognized by the water districts as one of the most effective methods available for preserving local groundwater supplies, reversing aquifer overdraft and meeting demand by domestic consumers. According to the CVWD web site on Ground Replenishment and Imported Water, local agencies have percolated over 650 billion gallons of water back into the aquifer to date. In the eastern Coachella Valley, Thomas E. Levy Groundwater Replenishment Facility is the primary site for groundwater recharge. This facility operates by recharging water obtained from the Coachella Canal at a capacity of 40,000 acre feet per year (AFY). Combined with water conservation and efficiency requirements, individual development projects can contribute to groundwater sustainability by implementing the required stormwater runoff retention and infiltration facilities.

The project's location and setting will not impede with any existing or planned groundwater recharge facility, such that it would impede sustainable groundwater management in this manner. The proposed project aligns with the local and regional groundwater recharge strategies by implementing on-site retention, infiltration and low impact development

improvements as part of the site design. Project's stormwater management design includes a system of on-site retention basins designed to collect and infiltrate project runoff. Based on the preliminary engineering plans and hydrology report, the on-site retention basins will have a combined capacity of approximately 57,738 cubic feet, an amount which will be percolated on-site and will contribute to groundwater recharge.

Moreover, the project will implement water conservation measures in accordance with the applicable landscape ordinance requirements pertaining to water efficient irrigation systems and drought-tolerant plant selection. Interior fixtures are also expected to be water efficient, thus complying with the local water conservation strategies. Therefore, the project is not expected to interfere with the regional groundwater recharge efforts or groundwater sustainability for the regional basins. Less than significant impacts are anticipated.

c-d) As discussed previously, a portion of the project site has historically served as a date palm grove, resulting in land modifications and maintenance as part of the irrigation system and previous structures. The project limits are absent of any historic or current natural drainage features or courses attributed to any stream or river. The site also lacks any curb and gutter improvement along its street frontages. In its current condition, runoff resulting from precipitation events would be controlled by the on-site berms and irrigation ditches serving the date palm grove.

The proposed development will convert the undeveloped property into a mixed-use development, which will introduce impervious land cover (buildings, hardscape, asphalt) into an area which was largely pervious (undeveloped). The increase in impervious land cover would normally result in an increase in the rate and amount of surface runoff produced by a site. However, as a project design feature and in compliance with the local drainage requirements, the project will include an on-site stormwater retention system that during the life of the project will capture and infiltrate the incremental increase in runoff from the development. Two on-site surface retention basins will accept flows from throughout the project and corresponding street frontages. The estimated stormwater capacity is approximately 57,738 cubic feet. Erosion and sedimentation will be prevented through the properly designed runoff conveyances and landscaped coverage. The existing unimproved frontage condition along 66th Avenue and Middleton Street will be replaced with engineered curb/gutter and the necessary storm drain inlets to accept street runoff. Pertaining to erosion or siltation, on- or off-site, less than significant impacts are anticipated.

e) In compliance with the hydrologic requirements set forth by the County of Riverside, the project's storm drain system has been designed to safely and adequately convey the entirety of the 100-year storm through the inlets and drainage conveyances leading to the on-site retention basins sized to handle the incremental increase due to development. As such, implementation of the proposed project will not result in a substantial increase in the rate or amount of surface runoff in a condition which would result in flooding on-or off-site. Less than significant impacts are anticipated.

f) As previously discussed, the project site and immediate surroundings are absent of any formal storm drain system. Regional storm drainage facilities consist of small earthen channels designed to convey agricultural and stormwater runoff into CVSC, which is the primary regional flood control facility in the Eastern Coachella Valley. The proposed development includes an on-site storm drain system designed to convey project runoff into on-site retention facilities sized to

handle the incremental increase in runoff. Moreover, the project is also designed to accept off-site runoff from a portion of 66th Avenue to the north and Middleton Street to the south, further contributing to local stormwater management. Only runoff in excess of the basin capacity would leave the site in a controlled condition. This represents an actual improvement from the existing runoff that occurs from the project area.

The project site is located within the coverage area of the planned Eastern Coachella Valley Stormwater Master Plan Project (Master Plan), which is designed as a long-term, comprehensive plan identifying the conceptual locations, alignments, and sizes for primary stormwater facilities within a study area of 167 square miles. It is anticipated that these future facilities will be constructed by CVWD and other contributors as urban development takes place. Specifically, the project site is situated within the Oasis/Valley Floor Area Stormwater Master Plan. This master plan sub-area has conceptually identified "Line O01" along the alignment of 66th Avenue, carrying flows from west to east with a discharge point at CVSC. In relation to the project, "Line O01" is identified on the north side of 66th Avenue from its origin point to Tyler Street. From east of Tyler Street, this line transitions to the south side of 66th Avenue. Moreover, "Line O01-01" is identified southeast of the project connecting to "Line O01" at the intersection of Tyler Street and 66th Avenue. As currently identified and planned, no portion of the proposed "Line O01" or "Line O01-01" locations are physically affected by the project implementation. Due to the on-site retention facilities, the project would not rely on the planned storm drain lines or interfere with their future capacity to serve the region. Therefore, less than significant impacts are expected on existing or planned stormwater facilities.

g) According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) (Panel 06065C2910H), entire project property is located within Zone X, which applies to areas of 0.2 % annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas of less than 1 square mile; and areas protected by levees from 1% annual chance flood. Furthermore, this flood zone is categorized as an area of minimal flood hazard. As such, the proposed development is not situated in an area where flood flows could be impeded, redirected, or increased as a result of project implementation. The site's proposed storm drain system will meet the local MS4 and County requirements by including the properly sized retention facilities that meet the local hydrologic requirements. Therefore, less than significant impacts are anticipated.

h) Flood Insurance Rate Maps (FIRMs) serve as the basis for identifying potential flood hazards. According to FIRM Panel 06065C2910H, effective March 6, 2018, the entire Subject Property is located within Zone X, which applies to areas of 0.2 % annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas of less than 1 square mile; and areas protected by levees from 1% annual chance flood. Furthermore, this flood zone is categorized as an area of minimal flood hazard. The project is not located near any coastal areas and therefore is not prone to tsunami hazards. The project is not located near any body of water and therefore is not prone to seiche hazards. The project's storm drain system is designed to properly capture the site's urban runoff to prevent any risk of uncontrolled pollutant discharge. Being a proposed mixed-use development, the project site will not host the storage of pollutants, petroleum products, or other hazardous materials in conditions which would be deemed a risk of release in an inundation condition. Therefore, no impacts are anticipated.

i) As discussed previously, the project proponent is required to implement a project-specific Water Quality Management Plan (WQMP) to comply with the most current standards of the *Whitewater*

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

River Region Water Quality Management Plan for Urban Runoff, *Whitewater River Watershed MS4 Permit*. The WQMP will incorporate grading, hydrology, and other plans to document the site design, source controls, and treatment controls with a required operation and maintenance program to comply with the hierarchy water quality objectives. Moreover, the project's storm water retention facilities will ensure that urban runoff is recharged into the ground via infiltration. Combined with the required water conservation practices, the project is expected to contribute to the groundwater sustainability efforts implemented for the Coachella Valley region. Less than significant impacts are anticipated.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

LAND USE/PLANNING Would the project:				
24. Land Use a) 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?	☐	☐	☒	☐
b) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	☐	☐	☐	☒

Source(s): Eastern Coachella Valley Area Plan, Land Use Plan, December 2016.

Findings of Fact: There will be no impacts and less than significant impacts.

a) The project site is located on the southwest corner of 66th Avenue and Middleton Street in the community of Oasis. The project site is currently partially occupied by a date palm grove, foundations from structures previously located on the property and associated agricultural equipment. The project sits within the Medium Density Residential (MDR) land use designation as delineated by the Land Use Plan in the Eastern Coachella Valley Area Plan. The project is surrounded to the north, south, east, and west by uses similar to the project site, agricultural and scattered residential and a school campus to the northeast. The properties to the west and southeast of the project have the land use designation of Medium Density Residential, while the property north of the project is designated Tribal Land.

The project proposes the development of residential and commercial uses in three phases on approximately 26 acres. The first phase of the project will occupy the eastern portion of the site and include the 80 residential units, the landscaped retention basin and a 3,500-square-foot community building. The second phase of the project will develop the commercial uses on the northwest corner of the project site, and will consist of a childcare facility, a market and retail space, and medical clinic. The third phase will include the development of the remaining residential units and a landscaped retention area in the western portion of the site. Since the commercial element of the project is not permitted within the existing Medium Density Residential land use designation, the project proposes to change approximately 3.50 acres in the northwest corner of the project from MDR designation to Commercial Retail (CR) to allow the commercial uses. The project also proposes a change in land use from MDR to High Density

Residential (HDR) for the remainder of the property in order to allow the 160 units of affordable housing.

The land use change from the Medium Density Residential to Commercial Retail and High Density Residential is not expected to result in a substantial alteration of the present or planned land use of the area. The development of the commercial uses will provide various services to the community, including a childcare facility, market, retail services and medical clinic, and the HDR will allow for the 160 affordable residential units. Less than significant impacts are anticipated.

b) The project site, located at the southwest corner of 66th Avenue and Middleton Street, previously operated as a residential and agricultural operation. Properties north of the project site includes both disturbed vacant land and scattered residential lots. The properties southwest and southeast of the project, display similar characteristics to the project site, as they operate as agricultural land with scattered residential uses. The property to the northeast contains a school campus. Each property operates separately from each other, and project implementation will not physically disrupt or divide an established community, therefore less than significant impacts are anticipated.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): California Department of Conservation, Mines and Mineral Resources Maps; Riverside County Environmental Impact Report, February 2015; Eastern Coachella Valley Area Plan, December 2016.

Findings of Fact: There will be no impacts.

a) The Surface Mining and Reclamation Act of 1975 (SMARA) was established to create and maintain an effective and comprehensive surface mining and reclamation policy, with regulation of surface mining operations. The intent of SMARA is to promote production and conservation of mineral resources, minimize the environmental effects of mining and ensure mined lands are reclaimed to conditions suitable for alternative uses (Riverside County Environmental Impact Report 2015). In compliance with SMARA, Mineral Land Classification Maps were created to identify sites where significant mineral resources are found. After consulting the Mineral Land Classification Map, it was concluded that the project site, and surrounding area, is located in an

"Unstudied" area. Unstudied areas, as delineated by the Mineral Resources section in the Riverside County EIR, are areas where no information is available and would not have impacts to known mineral resources. Therefore, no impacts are anticipated at the project site.

b) As previously stated, the project site, and surrounding area, is not located in an area where known mineral resources occur. Additionally, the approximately 26-acre project site currently lies within the Medium Density Residential land use designation and operates as agricultural and scattered residential land. With this context, the project is not anticipated to result in the loss of an available or locally-important mineral resource recovery site delineated on the General Plan, or land use plan. No impacts are expected.

c) The project site is not located near or adjacent to a State classified or designated area or existing surface mine according to the mines map corroborated by the California Department of Conservation. The closest mines to the project site are the Keller Pit and the Thermal Mine. Both mines lie approximately 7 miles northwest and northeast from the project site, respectively. Additionally, the project site is not located near existing or abandoned quarries or mines. Therefore, no impacts are anticipated.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-20 "Airport Locations," County of Riverside Airport Facilities Map; Riverside County Airport Land Use Commission.

Findings of Fact: There will be no impacts.

a) The closest public airport to the project is the Palm Springs International Airport, located approximately 25 miles northwest of the property. Given this distance, the project would not expose people residing or working in the project area to excessive noise levels associated with this airport. No impacts are anticipated.

b) The closest private airport to the project is the Jacqueline Cochran Regional Airport, located approximately 3 miles north of the property. Given this distance, the project would not expose people residing or working in the project area to excessive noise levels associated with this airport. No impacts are anticipated.

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

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

27. Noise Effects by the Project a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐

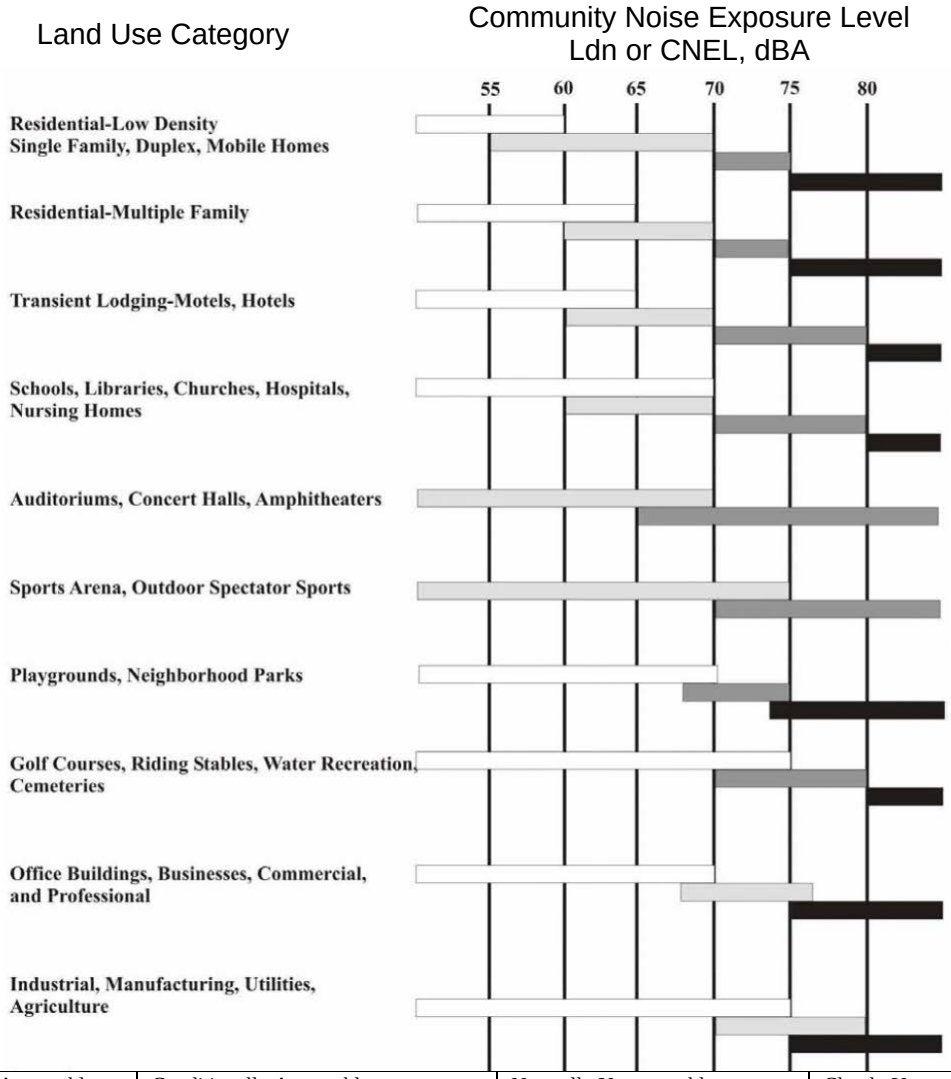
Source(s): Riverside County General Plan (2015); FTA: Transit Noise and Vibration Impact Assessment Manual (September 2018); Caltrans: Transportation and Construction Vibration Guidance Manual (September 2013)

Setting:

Noise is simply defined as “unwanted sound.” When interfering with normal activities, causing physical harm or causing adverse effects on health, sound becomes unwanted. Noise is measured on a logarithmic scale of pressure level known as a decibel (dB). An A-weighted decibel (dBA) is an expression of the relative loudness of sounds in air as perceived by the human ear. In an A-weighted system, the decibel values of sounds at low frequencies are reduced compared with unweighted decibels, in which no correction is made for audio frequency. Excessive noise or prolonged exposure to noise can contribute to temporary and permanent impairments, such as hearing loss, fatigue, stress, sleep deprivation, anxiety and annoyance. Although noise has been accepted as a necessary by-product of urban development, it can become an environmental hazard. A variety of components of the urban environment generate noise; these include construction equipment and activities, motor vehicles, air traffic, mechanical equipment, household appliances, and other sources.

The State of California requires each city and county to adopt Noise Elements as a part of their General Plan. In addition to the Land Use Categories included in the Noise Element, there are 4 Community Noise Equivalent Level’s (CNEL), utilized to interpret the compatibility of the Land Use Categories. Among the various land uses, schools and single-family/multi-family residential uses are generally unacceptable in areas in excess of 65 dBA CNEL and are conditionally acceptable in areas below 65 dBA CNEL. Recreational land uses, such as open space areas with horseback riding trails, are generally acceptable in areas up to 65 dBA CNEL and generally unacceptable in areas above 70 dBA CNEL. The four zones of compatibility are dependent on the Land Use Categories and displayed in Table XXVII-1 below (provided by the Riverside County General Plan).

Table XXVII-1
Land Use Compatibility for Community Noise Exposure



Normally Acceptable:	Conditionally Acceptable:	Normally Unacceptable:	Clearly Unacceptable:
Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Outdoor environment will seem noisy.	New construction or development should generally be discouraged. If new construction or development dues proceed, a detailed analysis of the noise reduction requirements must be made with needed noise insulation features included in the design. Outdoor areas must be shielded.	New construction or development should generally not be undertaken. Construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.

Findings of Fact: Impacts will be less than significant.

a) The project proposes the construction and operation of a mixed-used development consisting of residential and commercial uses on approximately 26-acres in the unincorporated community of Oasis. The project will be developed in three phases and at buildout, consist of 160 multi-

family units, 23,000 square feet of commercial space, landscaped retention areas, recreational areas, a 3,500-square-foot community building and associated improvements.

The project site is currently occupied by rows of date palm trees, representative of the property's previous operation as agricultural land. Scattered residencies existed onsite, however, these residential structures were removed, leaving only concrete foundations, household rubble and human refuse onsite.

Surrounding land uses includes vacant and scattered residential units north of the project property, and agricultural and residential uses to the south and west of the project site. A public-school facility including Las Palmitas Elementary School, Toro Canyon Middle School and Desert Mirage High School sits northeast of the project site, at the northeast corner of the 66th Avenue and Tyler Street.

Construction

Construction of the project will be completed in three phases. Phase one will occupy the eastern portion of the project property and will develop the 3,500-community building, an approximately 2.4-acre landscaped basin and 80 residential units. Phase one, would involve the excavation of earth materials and replacement with properly compacted fill materials. Phase two will develop the proposed commercial uses on the northwest portion of the project property. Phase two will include the development of three commercial buildings consisting of the childcare facility, market and attached retail uses, and medical clinic. The final phase, phase three, will occur on the western portion of the site, south of the commercial component, and will develop the approximately 2.4-acre open space area (recreational and retention) and the final 80 residential units.

Grading activities would involve the use of standard earth moving equipment, such as drop hammer, dozers, loaders, excavators, graders, back hoes, pile drivers, dump trucks, and other related heavy-duty equipment, which would be stored on the site during construction to minimize disruption of the surrounding land uses. Above-grade construction activities would involve the use of standard construction equipment, such as hoist, cranes, mixer trucks, concrete pumps, laser screeds and other related equipment.

During construction activities, construction traffic and equipment would generate noise along access routes to the proposed development areas. The larger pieces of heavy equipment would be moved onto the development only one time for each construction activity (i.e., demolition, grading, etc.). Daily transportation of construction workers and the hauling of materials both on and off the project site are expected to cause increases in noise levels along study area roadways, although noise levels from such trips would be less than peak hour noise levels generated by project trips during project operation.

Equipment used during the construction phases would generate both steady state and episodic noise that would be heard both on and off the project site. Noise levels generated during construction would primarily affect the residential land uses adjacent to the project site to the south, and to the east. Construction activities associated with the project could occur at approximately 100 feet from the existing residential uses. Noise levels generated during each of the project phases are presented in the Table XXVII-2, Typical Maximum Noise Levels for Construction Phases, below. Equipment estimates used for the analysis for grading and building

construction noise levels are representative of worse-case conditions, since it very unlikely that all the equipment contained on site would operate simultaneously.

Table XXVII-2
Typical Maximum Noise Levels for Construction Phases

	Approximate Leq dBA without Noise Attenuation			
Construction Phase	**25 Feet**	**50 Feet**	**100 Feet**	**200 Feet**
Clearing	90	84	78	72
Excavation	94	88	82	78
Foundation/Conditioning	94	88	82	78
Laying Subbase/Paving	85	79	73	67

Source: U.S. Department of Transportation, Construction Noise Handbook, Chapter 9.0, August 2006.

Private construction projects located within 0.25 mile from an inhabited dwelling are exempt from the County's noise standards, provided that: construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September; and construction does not occur between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. The project would adhere to this requirement and implement several mitigation measures to alleviate construction noise.

To evaluate whether the project will generate potentially significant temporary construction noise levels at off-site sensitive receiver locations, a construction-related noise level threshold was identified from the National Institute for Occupational Safety and Health (NIOSH). A division of the U.S. Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The construction related noise level threshold starts at 85 dBA for more than eight hours per day, and for every 3 dBA increase, the exposure time is cut in half. This results in noise level thresholds of 88 dBA for more than four hours per day, 92 dBA for more than one hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day.

As indicated in Table XXVII-2, noise levels generated by construction can range from approximately 79 to 88 dBA Leq when measured at 50 feet and without noise attenuation. Based on the stages of construction, the noise impacts associated with the proposed project are expected to create temporarily high noise levels at the nearby existing residential structures west and southeast of the project. The closest existing structures to the project site are located approximately 45 feet west and south of the site and may be subject to project-related construction noise. However, the project will abide by the construction hours established by the County. Project construction will not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September; and construction does not occur between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Additionally, construction activities are anticipated to be temporary.

In addition to above requirement, the County established construction best management practices (BMPs) in Riverside County Noise Ordinance No. 847. These BMPs, listed below, shall be implemented at the project site to reduce construction noise levels:

- Ensure that construction equipment is properly muffled according to industry standards and be in good working condition;
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible;
- Schedule high noise-producing activities between the hours of 8:00 AM and 5:00 PM to minimize disruption on sensitive uses;
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources;
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible;
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes; and
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners to contact the job superintendent. If the city or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.
- Construction staging areas along with the operation of earthmoving equipment within the project area shall be located as far as from vibration-and noise-sensitive sites as possible.

Due to the project's proximity to the school facility, the project proponent may also be required to coordinate with representatives from Coachella Valley School District, Las Palmitas Elementary School, Toro Canyon Middle School and Desert Mirage High School to ensure that the construction activities do not disrupt school operations through the generation of noise. Coordination can consider construction scheduling and location of construction staging areas to minimize noise impacts.

Operation

Sensitive land uses require a serene environment as part of the overall facility or residential experience. Many of these facilities depend on low levels of schools, hospitals, rest homes, long term care facilities, mental care facilities, residential uses, places of worship, libraries and passive recreation areas. Activities conducted in proximity to these facilities must consider the noise output and ensure that they do not create unacceptable noise levels that may unduly affect the noise-sensitive uses. Among the various land uses, schools and single-family/multi-family residential uses are normally unacceptable in areas in excess of 70 dBA CNEL and are normally acceptable in areas below 65 dBA CNEL. Recreational land uses, such as open space areas with horseback riding trails, are normally acceptable in areas up to 70 dBA CNEL and normally unacceptable in areas above 70 dBA CNEL.

As previously stated, the project site proposes the operation of a mixed-used development consisting of 160 multi-family residential units and 23,000 square feet of commercial buildings. The property is bounded by 66th Avenue to the north, and Middleton Street to the south. The traffic from these surrounding roadways currently generate noise levels within an acceptable range to the surrounding uses due to the minimal traffic volumes carried on these roadways

under existing conditions. However, the operation of the project site may increase the amount of vehicular noise generated in the area due to the increased use of the project property.

The proposed project is anticipated to generate a net total of approximately 2,420 external trip-ends per day on a typical weekday with 172 external vehicles per hour (VPH) during the weekday AM peak hour and 221 external VPH during the weekday PM peak hour. The trip generation rates are based upon data collected by the Institute of Transportation Engineers (ITE) in their published Trip Generation Manual, 10th Edition, 2017.

Table XXVII-3, below, outlines the typical noise levels for traffic volumes at a given speed. The table displays noise level (dBA Leq) per hour at 50 feet generated by various volumes of vehicles per hour and designated speed limits. According to the project-specific Traffic Impact Analysis, existing vehicular traffic in the area varies from 300 to 653 vehicles per hour, depending on the time of day and street. As a worst-case scenario, 1,000 vehicles per hour is the volume referenced in to analyze the noise levels generated by existing traffic. At speed limits of 35 to 55, the existing ambient noise levels generated vehicle traffic ranges from 66.2 dBA to 70.9 dBA Leq at 50 feet.

Table XXVII-3
Typical Noise Levels for Traffic Volumes at a Given Speed

Volume (vehicles/hour)	35	40	45	50	55	60	65 / T60	65	70 / T60	70	75 / T60	75	Sound Level (dBA L_{eq} (hour)) at 50 feet
125	57.3	58.5	59.7	60.9	62.0	63.1	63.8	64.1	64.5	65.1	65.2	66.1	
250	60.2	61.4	62.6	63.8	64.9	66.0	66.7	67.0	67.4	68.0	68.2	69.0	
500	63.2	64.4	65.6	66.8	67.9	69.0	69.7	70.0	70.4	71.0	71.2	72.0	
1,000	66.2	67.4	68.6	69.8	70.9	72.0	72.7	73.0	73.5	74.0	74.2	75.0	
2,000	69.2	70.4	71.6	72.8	73.9	75.0	75.7	76.1	76.5	77.0	77.2	78.0	
3,000	71.0	72.2	73.4	74.6	75.7	76.8	77.5	77.8	78.2	78.8	79.0	79.8	
4,000	72.2	73.4	74.6	75.8	76.9	78.0	78.7	79.1	79.5	80.1	80.2	81.0	
5,000	73.2	74.4	75.6	76.8	77.9	79.0	79.7	80.0	80.4	81.0	81.2	82.0	
6,000	74.0	75.2	76.4	77.6	78.7	79.8	80.5	80.8	81.2	81.8	82.0	82.8	
	Speed (miles/hour)												

*T is the speed limit for truck traffic when it is posted differently from other vehicle traffic.
Source: Construction Noise Impact Assessment, Washington State Department of Transportation.

Traffic generated by the operation of the project will influence the traffic noise levels surrounding off-site areas. Based on standards provided by the Federal Interagency Committee on Noise (FICON), off-site traffic noise will be significant when the noise levels at existing and future noise-sensitive land uses already exceed 65 dBA ambient noise level, and the project creates a community noise level increase of greater than 1.5 dBA. When using Table XXVII-3, the existing ambient noise level is greater than 65 dBA.

As previously stated, the proposed project will generate 172 VPH during the day and 221 VPH at night. In order for the noise level to increase 1.5 dBA, the number of vehicles per hour,

generated by the project would have to be 500 vehicles. The project will not increase the vehicles by 500, therefore, the noise level will not be increased to greater than 1.5 dBA. Although the project will lead to the increase of traffic along the surrounding roadways, these increases would not result in the noise compatibility guideline being exceeded. Additionally, the proposed project will be designed to include the necessary setbacks, construction materials, sound walls, berms or other features necessary to ensure external noise levels meet the applicable standards. Impacts from traffic generated noise are considered to be less than significant.
Future residents of the project, as well as off-site uses, including nearby sensitive receptors, may experience noise due to an increase in human activity within the area. New noise generated from project operation may be produced by the residents of the project site, as well as the residents using the proposed onsite amenities and open space areas (i.e. sports courts, sports field, tot lots, playground areas, outdoor eating areas, etc.). Potential residential-type noise sources include people talking, door slamming, stereos, and other noises associated with human activity. These noise sources are not unique and generally contribute to the ambient noise levels experienced in all residential areas. However, the County of Riverside established exterior noise standards within the various land uses in the County (County Municipal Code, Title 7, Noise Control). Maximum exterior noise levels in residential land uses at night (10:00 p.m. to 7:00 a.m.) is 45 dBA, and during the day (7:00 a.m. to 10:00 p.m.) is 55 dBA. People talking at a normal level typically has a noise level of 60 dBA. Meanwhile, louder activities such as operating HVAC equipment and car alarms typically lie within the moderately loud range of 65 to 80 dBA, and garbage trucks can be very loud at 100 dBA. These activities are common in residential neighborhoods, and typically occur for short periods of time. Per the County Municipal Code, maximum exterior noise standards in office and commercial uses is 65 dBA.

Solid barriers, such as walls, can reduce noise levels between properties. The distance between the project property and the existing residential uses ranges from approximately 45 to over 100 feet. Therefore, the utilization of perimeter block walls can be expected to reduce noise impacts. The project proposes a 6-foot block wall around the perimeter of the proposed residential areas. Fencing will be utilized around the proposed commercial component and at some areas along the western property boundary, adjacent to project parking areas. As stated previously, existing residents adjacent to the property may be subjected to noise sources listed above (i.e. opening and closing of vehicle doors, car alarms, people talking, etc.), however, these activities occur for short periods of time and are typical of residential neighborhoods. The proposed block walls will assist in reducing project-generated noise levels from surrounding properties, resulting in less than significant impacts.

Overall, less than significant impacts are anticipated.

b) Ground-borne vibration and/or ground-borne noise would be generated during construction of the proposed project, which could be felt by adjacent land uses. The primary source of ground-borne vibration will be operation of heavy equipment, such as bulldozers; however, the impacts will be temporary and will end once construction is complete. Construction of the project will involve the temporary operation of vehicles and equipment which could result in localized, short-term vibration increases during the permitted hours of construction established by the County. All construction equipment staging will be located within the temporary construction limits, while vehicular and equipment access to the construction site would be restricted to only the approved entry points that minimize disturbance to local traffic. Impacts are anticipated to be less than significant.

The transport of workers, equipment, and building materials to and from the construction site will incrementally increase noise levels along the roadways leading to and from the site. The increase, although temporary in nature, could be audible to noise receptors located along the roadways utilized for this purpose.

The County does not have established vibration standards for temporary construction, however, the County's General Plan Noise Element does contain the human reaction to typical vibration levels. Vibration levels with peak particle velocity of 0.787 inches per second are considered readily perceptible and above 0.1968 in/sec are considered annoying to people in buildings. Riverside County General Plan policy 15.3 identifies a motion velocity perception threshold for vibration due to passing trains of 0.01 inches per second (in/sec) over the range of one to 100 Hz. The project will conform with required construction hours. This compliance is expected to reduce impacts to less than significant.

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): Riverside County General Plan Environmental Impact Report, March 2014; Update to Historical/Archaeological and Paleontological Resources Studies, September 2018.

Findings of Fact: Impacts will be less than significant with the incorporated mitigation.

a) According to the Riverside County General Plan Environmental Impact Report (EIR), paleontological resources are fossilized biotic remains of ancient environments. They are valued for the information they yield about the history of the earth and its past ecological settings. Riverside County has been inventoried for geologic formations known to potentially contain paleontological resources. Lands with high, low or undetermined potential for finding paleontological resources throughout the County are mapped in Figure 4.9.3, Paleontological Sensitivity, in the Riverside County General Plan Environmental Impact Report (EIR).

   Per the Paleontological Sensitivity Resources Map, the project site is determined to be located in an area with "High Sensitivity A". High Sensitivity A, as defined by the Riverside County EIR, "is based on geologic formations or mapped rock units that are known to contain or have the correct age and depositional conditions to contain significant paleontological resources. These include rocks of Silurian or Devonian age and younger that have potential to contain remains of fossil fish, and Mesozoic and Cenozoic rocks that contain fossilized body elements and trace fossils such as tracks, nests and eggs."

   In September 2018, CRM Tech provided a project-specific Update to Historical/Archaeological and Paleontological Resources Study (Update Cultural Report). The Update Cultural Report was conducted to re-examine and confirm the findings of a Phase I cultural resource survey and a paleontological resources assessment completed by CRM Tech in 2007. The 2007 study was

prepared for the project site and included a scope similar to that of the Update Study. However, since the 2007 cultural study is more than 10 years old, it is considered to be outdated for statutory compliance purposes today.

During the 2007 cultural study, no fossil localities were identified in or near the project boundaries, but the proposed project's potential to impact subsurface paleontological remains was found to be moderate to high, especially for Holocene-age invertebrate fossils. Therefore, the 2007 study recommended paleontological monitoring for all earth-moving operations that would reach beyond the top two feet of disturbed soils.

A paleontological resources records search service for the project was conducted on August 17, 2018. The results of the 2018 records search found that no known paleontological localities within the project area or a one-mile radius were reported, similar to the 2007 study. The paleontological resources records search indicate that the project area lies upon Holocene to late-Pleistocene Young Alluvial Fan Deposits, which overlies Quaternary lake deposits. The Young Alluvial Fan Deposits are considered to be low in potential for significant, nonrenewable paleontological resources, but the Lake Cahuilla beds, and the Pleistocene sediments have demonstrated a high sensitivity for such resources. CRM Tech's Update Cultural Report of the project property concluded that the paleontological sensitivity of the subsurface sediments in the project area, as noted in the 2007 studies, remained unchanged. Therefore, they recommended that deeper excavations reaching the subsurface Lake Cahuilla beds and Pleistocene sediments and beyond the depth of two feet be monitored by a qualified paleontologist, similar to the conclusion of the 2007 study.

With the implementation of the Mitigation Measure PALEO-1, impacts to paleontological resources would be reduced to less than significant levels.

Mitigation:

MM PALEO-1: All earth-moving operations in the project area be monitored for archaeological deposits of prehistoric and early historical origin, and beyond the depth of two-feet, for paleontological remains by a qualified paleontologist.

Monitoring: Qualified Paleontologist, Project Proponent.

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

Source(s): County of Riverside General Plan: Housing Element (2017). Project Site Plan, E-5 Population and Housing Estimates prepared by the California Department of Finance; SCAG: Profile of the County of Riverside; 2010-2014 American Community Survey; American Community Survey, 2017.

Setting:

According to the California Department of Finance's E-5 Population and Housing Estimates for Cities, Counties and the State, the Unincorporated Areas of Riverside County has a population of 394,200, and an average household size of 3.29 persons. According to the 2013-2017 American Community Survey (5-Year Estimates), the population at Oasis CDP was 3,240. The proposed 160 residential units are estimated to support a tenant population of 512 persons, which represents approximately 0.13% of the current population of the County of Riverside and approximately 15% of Oasis's population.

Findings of Fact: There will be no impacts and less than significant impacts.

a) The proposed project involves the construction and operations of a mixed-use, residential and commercial community on approximately 26 acres in the unincorporated community of Oasis. The project site is currently vacant and characterized by agricultural uses, including rows of date palm trees and equipment, and evidence of scattered residences, including concrete foundation, household waste and refuse, etc. the project proposes the development of 160 multiple family residential units, approximately 23,000 square feet of commercial building space, landscaped retention areas, and various outdoor recreational areas.

   The project property, currently characterized by previous agricultural uses, proposes the development of approximately 23,000 square feet of commercial building space, and 160 multi-family residential units. The project will introduce affordable housing units to the existing residents and future residents of Oasis. Therefore, the proposed project will not displace a substantial number of existing housing or result in the construction of replacement housing elsewhere. No impacts are anticipated.

b) The project proposes the development of 160 multi-family residential units that will be marketed at affordable housing rates. Therefore, the project will not create a demand for additional housing, particularly housing affordable to households earning 80 percent or less of the County's median income. No impact would occur.

c) The proposed project involves the construction and operation of a 160-unit multiple family residential community on approximately 26 acres in the community of Oasis. The site is currently located within the Medium Density Residential (MDR) land use designation, as established by Figure 3 in Riverside County's Eastern Coachella Valley Area Plan Land Use Map. MDR land use allows single-family detached and attached residential units with a density range of 2 to 5 dwelling units per acre. As a part of the entitlement process, the project will submit a General Plan Amendment (GPA) to change the land use designation from MDR to Commercial Retail (CR) and High Density Residential (HDR). The CR land use will occupy approximately 3.50 acres in the northwest corner of the property and allow for local and regional service retail and service uses. The proposed HDR land use will occupy the remaining project area and, according to the Eastern Coachella Valley Area Plan, is intended for single-family attached and detached residences allowing 8 to 14 dwelling units per acre. The proposed land use change from MDR to HDR will increase the number of dwelling units per acre allowed within the project area.

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

Although the project could potentially contribute to growth within the community of Oasis, significant growth to population, housing and employment is currently anticipated in the County of Riverside, including the community of Oasis. Moreover, the project property is located in an area with the existing land use designated for residential development. Overall, the proposed residential project will not induce substantial unplanned population growth in the area. The project will provide affordable housing to farmworkers and their families and less than significant impacts are anticipated.

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; Riverside County Municipal Code.

Findings of Fact: Impacts will be less than significant.

The Riverside County Fire Department (RCFD), in cooperation with CAL FIRE, provides services to the residents of unincorporated areas of Riverside County, including the community of Oasis. These services include 24-hour fire protection and emergency medical services. The RCFD is staffed with a combination of County and State of California Department of Forestry & Fire Protection employees. They operate 96 stations that serve 1,360,000 residents over 6,970 miles of Riverside County. The project property lies within proximity to two fire stations. The closest station being the Riverside County Thermal Fire Station No. 39, located at 86911 58th Avenue, approximately 5 driving miles north of the project property. The second closest station is Riverside County Fire Department Station No. 40, located at 91350 66th Avenue, approximately 5.50 driving miles east of the project site.

The project proposes a mixed-use development comprised of residential, commercial, and recreational uses on approximately 26 acres in the community of Oasis. Development of the project is proposed to occur in three phases. Phase I will include 3.50 acres of commercial uses on the northwest corner of the property. Phase one will develop half of the residential component on the eastern portion of the property and phase three will develop the remaining residential component on the western portion of the property. Phase one and three will develop 80 residential units each, totaling in 160 units. Landscaped retention areas will also be completed during phase one and three of the project.

It is anticipated that the development of the project would result in an incremental increase in the demand for fire services. It is the goal of the RCFD fire service to have the first engine company arrive on the scene within 5 minutes 90 percent of the time. The project lies outside of Fire Station No. 39 and No. 40's 5-minute response time, however, project development will not require the construction of a new fire station. Additionally, at a pre-application meeting with Riverside County held on June 14, 2018, CAL FIRE indicated that fire services would be provided to the project property.

According to Riverside County Ordinance No. 659, new developments are required to comply with the County's Development Impact Fees at the time of construction. Payment of these fees helps offset impacts by providing revenue for necessary improvements to ensure acceptable fire facilities, response times, equipment and personnel are maintained. However, the residential portion of the project is exempt from these fees according to Section 18, *Exemptions*, in Ordinance No. 659, which states:

"Residential Units in publicly subsidized projects constructed as housing for low-income households as such households are defined pursuant to section 50079.5 of the Health and Safety Code. Exemption shall be applied upon review and approval of the project's eligibility for the exemption."

Although the residential portion of the site is exempt from the payment of Development Impact Fees, the commercial portion of the project would be required to comply with Development Impact Fees in place at the time of construction. Payment of these fees goes towards the funding of public facilities including but not limited to fire stations, park and recreational facilities, and other public buildings. The County enacts a development fee on all new development within the unincorporated areas in the County to finance public facilities which goes towards the funding of fire services.

The project shall be required to implement fire safety construction features and design standards, per Policy S 5.1 in the Safety Element of the Riverside County General Plan. Policy S 5.1 states that all proposed development and construction in the County are required to meet minimum standards for fire safety as defined in the Riverside County Building or County Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy and use. In addition to the standards and guidelines of the California Building Code and California Fire Code fire safety provisions, the County will continue to implement additional standards for high-risk, high occupancy, dependent, and essential facilities where appropriate under the Riverside County Fire Code (Ordinance No. 787) Protection Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors. Fire safety requirements, such as the installation of fire hydrants, sprinkler systems and construction provisions contained in Title 14 of the California Building Code, will also be included in project design.

With the foregoing, project implementation is not anticipated to impact fire services. Impacts will be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

31. Sheriff Services	☐	☐	☒	☐

Source(s): Riverside County Sheriff Department, website; Riverside County General Plan

Findings of Fact: Impacts will be less than significant.

Law enforcement services are provided to the Community of Oasis through a contractual agreement with Riverside County Sheriff's Department. The Sheriff's Department provides 24-hour municipal police services associated with a City police department. The Sheriff's (Thermal) station is located at 86-625

Airport Boulevard, approximately 5 miles northeast of the subject property. The Thermal Station serves the eastern half of the Coachella Valley and provides law enforcement to the unincorporated areas of Riverside County, including the community of Oasis.

Project development will increase calls and demand for police and emergency services. However, this demand is not expected to hinder the county's ability to provide police services or create demands that would require the construction of a new police station. The proposed project would be developed in an area already served by the Riverside County Sheriff's Department. Riverside County Ordinance No. 659 requires new development to pay Development Impact Fees at the time of construction. These fees on new development allows the County to continue to finance public facilities which goes towards the funding of various public services, including police. It also assists in offsetting impacts by providing enough revenue for necessary emergency service improvements to ensure acceptable police and fire response times, equipment, and personnel are maintained. However, as stated in the previous discussion, the residential portion of the project is exempt from these development impact fees due to the project's proposed operation as an affordable housing community (Ordinance No. 659 Section 18, *Exemptions*). Although the residential portion of the site is exempt from the payment of Development Impact Fees, the commercial portion of the project would be required to comply with Development Impact Fees in place at the time of construction. Payment of these fees goes towards the funding of public services. Less than significant impacts are anticipated.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

32. Schools	☐	☐	☒	☐

Source(s): CVUSD Fee Justification Study for New Residential and Commercial/Industrial Development, September 7, 2018;

Findings of Fact: Impacts will be less than significant.

Public education services are provided to the community of Oasis by the Coachella Valley Unified School District (CVUSD). The project proposes the development of a mixed-use community consisting of commercial and residential uses. The residential component proposes to develop 160, one- to four-bedroom multifamily units. A public-school facility is located approximately 450 feet northeast of the project site providing education for children from kindergarten to 12th grade. The schools include Las Palmitas Elementary School, Toro Canyon Middle School and Desert Mirage High School. Per the 2019 CA Department of Finance, the average persons per household (PPH) is 4.79 persons. At full buildout, the project has the potential to generate approximately 159 new students based on the District's Student Generation Rate (Table XXXII-1).

Table XXXII-1
CVUSD District Wide Student Generation Rate

School Type	Dwelling Units	Generation Rate*	Students Generated**
Elementary School	160	0.5682	91
Middle School	160	0.1517	25
High School	160	0.2661	43

Total New Students	159
*Source: 2008 CVSUSD Fee Justification Study for New Residential and Commercial/Industrial Development, March 7, 2008 **Values were rounded up to receive a conservative figure	

Education funding comes from a combination of federal, state, and local sources. Assembly Bill 2926 and Senate Bill 50 (SB 50) allow school districts to collect "development fees" for all new construction for residential/commercial and industrial use. At the time of writing, development fees for residential is $3.79/sq.ft., and $0.61/sq.ft. for commercial. Monies collected are used for construction and reconstruction of school facilities. Moreover, school age children may also attend several private schools located in the Coachella Valley. The project will comply with CVUSD development fees and less than significant impacts to local schools are expected.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

33. Libraries	☐	☐	☒	☐

Source(s): Riverside County Municipal Code; Riverside County Ordinance Number 659.

Findings of Fact: Impacts will be less than significant.

As stated throughout this document, the project proposes a mixed-use development on approximately 26 acres in the community of Oasis. The project proposes a 160-unit multiple-family residential development, a commercial component, and various recreational areas for residents. The closest library to the project property is Mecca Library, located approximately 5.20 miles east of the project at 91260 66th Avenue. Riverside County's Development Impact Fee Ordinance No. 659 requires new development to pay fees for library services, which is intended to offset any incremental increase in need for libraries. However, the residential portion of the project is exempt from this fee according to Section 18, *Exemptions*, in Ordinance No. 659 stating:

"Residential Units in publicly subsidized projects constructed as housing for low-income households as such households are defined pursuant to section 50079.5 of the Health and Safety Code. Exemption shall be applied upon review and approval of the project's eligibility for the exemption."

The project proposes an affordable housing community; therefore, the residential portion of the project is exempt from paying the Development Impact Fee. Although the residential portion of the site is exempt from the fees, the commercial portion of the project would be required to comply with Development Impact Fees in place at the time of construction. Payment of these fees goes towards the funding of public facilities. With the payment of these fees, less than significant impacts are anticipated.

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
34. Health Services	☐	☐	☒	☐

Source(s): Clinicas de Salud del Pueblo, Inc., website.

Findings of Fact: Impacts will be less than significant.

The closest existing health service facility to the proposed project is the Mecca Health Clinic and Dental Clinic located at 91275 66th Avenue, approximately 5.20 miles east. The Health Clinic operates between the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, and offers a wide range of health services for adults and children including asthma treatment, immunizations, well and sick exams and more. The Mecca Dental Clinic operates between the hours of 8:30 a.m. and 6:00 p.m. and offers a broad range of affordable dental services for both adults and children, including exams, cleanings, gum disease treatment, fillings, extractions and more.

The approximately 26-acre project proposes a mixed-use community consisting of 160 multifamily residential units, commercial uses and open space/recreational uses. The commercial component, located on 3.50 acres in northwest corner of the site, proposes three buildings, including a day care facility, a market with attached retail spaces, and a 4,000-square-foot medical clinic. The proposed medical clinic will provide health services to the future residents of the proposed project and existing residents in the area. The commercial component will be developed during the first phase of project implementation.

Therefore, the medical clinic, proposed as part of project development, will not impact health services. Less than significant impacts are anticipated.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): County of Riverside General Plan, 2015

Setting:

Parks and open space areas provide for the preservation, continued growth and enhancement of Riverside County's parklands, recreational areas and surrounding open spaces. Open space areas are

intended to remain essentially open with limited or no development. This includes spaces used for passive recreation, resource protection and / or hazard avoidance. Parks include greenways, developed parks and other areas primarily used for recreation. Typically, these areas are characterized by a high degree of open area and a limited number of buildings. Parks frequently include sports fields, playground equipment, and picnic areas, sitting areas, concession businesses, open turf, natural areas, trails and public golf courses.

Findings of Fact: Impacts will be less than significant.

a) The project would include the development of approximately 26 acres on the south of 66th Avenue and north/west of Middleton Street. Development of the project will consist of approximately 23,000 square feet of commercial buildings in the northwest portion of the site, and 160 multi-family residential units on the remainder of the project site. Project implementation will also include a 3,500-square-foot community building, paved pedestrian pathways and roadways, landscaped retention areas, and multiple recreational areas. The recreational areas proposed for the project site will consist of playgrounds/tot lots, a grass sports field, sports courts, outdoor gathering areas (barbecue areas), and an internal network of walking paths that connects the proposed recreational areas. The development of the recreational facilities will provide new spaces for outdoor activities for the future residents of the project. The recreational facilities are not anticipated to have an adverse physical effect on the environment. Less than significant impacts are expected.

b) The project property and the surrounding area is not served by an existing neighborhood or regional park. The closest parks to the project property are located in the City of Coachella, approximately 7 miles north of the project. As stated in the previous discussion, the project proposes commercial uses on the northwest corner of the project and 160 multi-family residential units. in addition to the commercial and residential uses, the project also proposes the development of an approximately 3,500-square-foot community building, multiple sports fields and courts, playgrounds/tot lots, gathering areas and pedestrian walking paths to connect the recreational uses. These proposed recreational uses would meet the future resident's needs for neighborhood parks, therefore, the increased use of existing park facilities associated with the project would not be so substantial as to accelerate their physical deterioration. Less than significant impacts are expected.

c) All residential projects are required to pay parks and recreation fees to the Desert Recreation District which would mitigate impacts on use of existing neighborhood or regional parks. Payment of the park fees are required to new projects and would result in a less than significant impact. This is a standard condition of approval and is not considered mitigation under CEQA.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

36. Recreational Trails a) Include the construction or expansion of a trail system?	☐	☐	☐	☒

Source(s): Eastern Coachella Valley Area Plan, Riverside County, 2015.

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

Findings of Fact: There will be no impacts

a) According to Figure 9, Trails and Bikeways Systems, in the Riverside County's Eastern Coachella Valley Area Plan, the project is located adjacent to a Class I Bike Path located on 66th Avenue. Per Figure 9, a trail path or system is not located adjacent, or in proximity to the project property. The project proposes pedestrian sidewalks and walking paths to be installed as part of the project development. No impacts to recreational trails are expected.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): County of Riverside General Plan: Circulation (2017); Urban Crossroads: Oasis Villas Community Traffic Impact Analysis (2018) (Revised 2019 and June 17, 2020) (Appendix IV)

Setting:

As mentioned throughout this document, Coachella Valley Housing Coalition is proposing a commercial/retail and multi-family residential mixed-use development on approximately 26-acres of farmland at the southwest corner of 66th Avenue and Middleton Street in the Community of Oasis. The project proposes the development of five lots that will include residential buildings, a medical clinic, a market, childcare facility, retail, laundromat and restaurant. The project is proposed to be developed in three phases. The proposed mixed-use project consists of 160 apartment units, a 3,500 square foot day care facility, a 4,000 square foot medical clinic, 10,500 square foot grocery store, 3,500 square feet of commercial retail use, and 1,500 square feet of fast-food without drive-through window use.

SB 743

As of July 1, 2020, the principle metric in the CEQA guidelines for transportation impacts is VMT in accordance with the Senate Bill 743 (SB 743, Steinberg, 2013). The legislative intent of SB 743 is to

balance the needs of congestion management with statewide goals for infill development, promotion of public health through active transportation and reduction of greenhouse gas emissions.

With the implementation of SB 743, intersection Level of Service (LOS) is no longer used to determine transportation impacts, however it provides information regarding intersection capacity and general plan consistency for the County.

The LOS assessment was performed by analyzing intersection operating conditions in the study area. Conditions were evaluated using the Highway Capacity Manual (HCM) 6th Edition Transportation Research Board (TRB) methodology, which is considered the state of the practice methodology for evaluating intersection operations and is consistent with the County of Riverside Standards.

LOS Analysis Methodology

A detailed traffic impact analysis (TIA) was prepared for the proposed project by Urban Crossroads, October 2, 2018 and revised on July 18, 2019 and June 17, 2020. The TIA was prepared in accordance with the County of Riverside Transportation Department Traffic Impact Analysis Guide (April 2008.) Urban Crossroads, Inc. prepared a traffic study scoping package for review by County staff prior to report preparation. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017 for the proposed land uses. See TIA in Appendix IV for further information related to LOS and congestion management.

Consistent with other studies performed in the area, an ambient growth rate of 2% per year was proposed for the study area intersections to approximate background traffic growth not identified by nearby cumulative development projects. The rate was compounded over a 2-year period at 4.04% for 2020 conditions.

The potential impacts to traffic and circulation were evaluated for each of the following conditions:

- Existing (2018) Conditions
- Existing plus Project Conditions (E+P)
- Existing plus Ambient Growth Plus Project (EAP) (2020)
- Interim Year / Existing plus Ambient Growth plus Project Plus Cumulative (EAPC) (2020)
- Horizon Year (2040) Without Project
- Horizon Year (2040) With Project

The TIA indicates that traffic counts were obtained in September 2018. Two peak hours of traffic were extrapolated from the collected counts:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

Study Intersections

The following study area intersections listed in Table XXXVII-1 were selected for the TIA based on consultation between County of Riverside staff, and Urban Crossroads.

Table XXXVII-1

ID	Intersection Location	ID	Intersection Location
1	Harrison Street / 66th Avenue	11	Tyler Street – Middleton Street / 66th Avenue
2	Harrison Street / Middleton Street	12	Polk Street / 66th Avenue *(future)*
4	Middleton Avenue / 66th Avenue *(Project)*	13	Fillmore Street / 66th Avenue
5	Middleton Avenue / Driveway 2 *(Project)*	14	Pierce Street (West) / 66th Avenue
6	Middleton Avenue / Driveway 3 *(Project)*	15	Pierce Street (East) / 66th Avenue
7	Middleton Avenue / Driveway 4 *(Project)*	16	SR-86S / 66th Avenue
8	Middleton Avenue / Middleton Street *(Project)*		

Level of Service (LOS)

As mentioned previously, with the implementation of SB 743, intersection LOS is no longer used to determine transportation impacts, however it provides information regarding intersection capacity and general plan consistency for the County.

Level of Service (LOS) is a qualitative measure of several factors which includes speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience and operating costs. The volume-to-capacity ratio (V/C) indicates the overall performance of the roadway segment or intersection and corresponds to a rating of A through F identifying its level of capacity utilization and relative level of congestion. The average delay that is calculated is used to judge the LOS of the intersection or roadway segment. The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. Table XXXVII-2, Roadway Level of Service Descriptions, describes LOS definitions for intersections.

Table XXXVII-2
Roadway Level of Service Descriptions

Level of Service	Volume/Capacity Ratio
A	0.00 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	Not Meaningful

Source: Highway Capacity Manual, Transportation Research Board – Special Report 209, National Academy of Science, Washington, D.C. 2000.

TUMF

The Transportation Uniform Mitigation Fee (TUMF) Ordinance became effective July 1, 1989. The TUMF program is a component of the twenty-year Measure A, sales tax program managed by the Coachella Valley Association of Governments (CVAG) and approved by voters in November 1988. In 2002, a thirty-year extension was approved by Riverside County voters and resulted in an expiration date of 2039.

Under the TUMF, developers of residential, industrial and commercial property pay a development fee to fund transportation projects that will be required as a result of the growth the projects create. The regional program was put into place to ensure that developments pay their fair share of funding to finance the construction of facilities needed to maintain an acceptable level of service for the regional

transportation system. Since TUMF is a regional mitigation fee program, fees are calculated using either number of dwelling units (for residential) or 1000 sq. ft of gross floor area (for commercial) and are determined using the transportation engineers (ITE) average daily trips (ADT) rates for the specific land use.

Fair Share Contribution

For General Plan Consistency, a project may be required to contribute toward a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development should be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the County's discretion).

Existing (2018) Conditions

The intersection analysis for Existing conditions indicates that all 7 existing study area intersections are currently operating at an acceptable LOS during the peak hours.

- 66th Avenue – 66th Avenue is an east-west oriented paved roadway located along the project's northern boundary. It currently has two lanes and no curb or gutter. It is designated as an Urban Arterial with a 152 foot right of way in the Riverside County General Plan.
- Middleton Street – Middleton Street is a northeast-southwest oriented paved roadway located along the project's southeastern boundary. It currently has two lanes and no curb or gutter. It is designated as a Collector with a 74 foot right of way in the Riverside County General Plan.

Table XXXVII-3
Intersection Analysis – Existing Conditions (2018)

#	Intersection	Traffic Control *(Note 3)*	Intersection Approach Lanes *(Note 1)*				Delay (Secs) *(Note 2)*		Level of Service *(Note 2)*	
			Northbound	Southbound	Eastbound	Westbound	AM	PM	AM	PM
			L/T/R	L/T/R	L/T/R	L/T/R				
1	Harrison St./ 66th Av.	TS	1/2/0	1/2/0	0/1! /0	0/1! /0	18.9	16.9	B	B
2	Harrison St. / Middleton St.	CSS	1/1/d	1/1/d	0/1! /0	0/1! /0	11.2	16.0	B	C
4	Middleton Av. / 66th Av.		Intersection Does Not Exist							
5	Middleton Av. / Driveway 2									
6	Middleton Av. / Driveway 3									
7	Middleton Av. / Driveway 4									
8	Middleton Av./ Middleton St.									
11	Tyler St. / 66th Av.	AWS	0/1! /0	1/1/0	1/1/0	1/1/d	9.8	8.6	A	A
12	Polk St. / 66th Av.		Intersection Does Not Exist							
13	Fillmore St. / 66th Av.	CSS	0/0/0	0/1! /0	0.5/0.5/0	0/1/0	10.1	10.4	B	B
14	Pierce St. (W) / 66th Av.	AWS	0/1! /0	0/1! /0	0/1! /0	0/1! /0	9.0	8.6	A	A
15	Pierce St. (E) / 66th Av.	CSS	0/0/0	0.5/0/0.5	0.5/0.5/0	0/1/0	10.1	10.1	B	B
16	SR-86S / 66th Av.	TS	1/2/1	1/2/1	0.5/0.5/1	0.5/0.5/1	16.5	20.9	B	C

1. When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; 1! = Shared Left/Through/Right Lane; d = Defacto Right Turn Lane
2. Per the Highway Capacity Manual 6th Edition (HCM6), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control.
For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
Delay and level of service is calculated using Synchro 10.1 analysis software.
3. TS = Traffic Signal; CSS = Cross-street Stop; AWS = All-Way Stop

Alternative Transportation

The alternative transportation network adjacent to the project site is limited. There are no bicycle facilities adjacent to the project site. Per the Riverside County General Plan, 66th Avenue is designated to have a Class I bike path west of Tyler Street. The proposed project roadway frontages include proposed sidewalk improvements as required per County Street Design Standards. Sunline Transit Agency provides bus transit services throughout the Coachella Valley, including the unincorporated areas of Riverside County. According to the TIA, there are no current bus services within the project study area. However, Line 91 currently runs along Harrison St and 66th Ave. Transit services is reviewed and updated periodically to address ridership, budget and community demand needs. The nearest bus stop to the project property is Stop 3, at the southeast corner of 66th Avenue and Middleton Street.

Findings of Fact: Impacts will be less than significant.

a) The proposed mixed-use Project will include 160 apartment units, a 3,500 square foot community facility, a 4,000 square foot medical clinic, 10,500 square foot grocery store, 3,500 square feet of commercial retail use, and 1,500 square feet of fast-food use. The current Eastern Coachella Valley Area Plan (ECVAP) land use designation for the site is Medium Density Residential. Access to the project site will be directly by future driveways 2 through 4 will be accessible in the future through Middleton Avenue. Emergency access will be provided along Middleton Street. Driveways 2 and 4 are full access driveways. Driveway 4 is assumed to be a gated residential entry, and driveway 3 is restricted to residential exit only. The project will incorporate adequate line of sight for turning movements in accordance with Caltrans and County of Riverside guidelines. The construction of new or altered roads could cause a temporary increase in traffic. A traffic signal is anticipated to be ultimately warranted at the Middleton / 66th Avenue intersection. However, according to the TIA, the proposed conditions of the project site will not require the installation of a traffic signal.

   Project Trip Generation

   The TIA evaluates the potential circulation system deficiencies that may result from the development of the project and recommends improvements to ensure consistency with the Riverside County General Plan. As mentioned previously, the Analysis was prepared in accordance with the County of Riverside Transportation Department Traffic Impact Analysis Preparation Guide (April 2008) and discussions with City staff. Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) rates were used to determine trip generation of the proposed project.

   The proposed project is anticipated to generate a net total of approximately 2,420 external trip-ends per day on a typical weekday with 172 external vehicles per hour (VPH) during the weekday AM peak hour and 221 external VPH during the weekday PM peak hour. The trip generation rates are based upon data collected by the ITE for the proposed land uses (along with their associated Land Use Codes): 565 – Day Care Center; 820 – Shopping Center; 850 – Supermarket; 933 – Fast Food without drive through window.)

   According to the County of Riverside's traffic study guidelines, trip generation estimates for the Project were determined by utilizing the published rates for the peak hour of the generator, rather than for the peak hour of adjacent street traffic, where possible.
   The following tables illustrate ITE Trip Generation Rates and Projected Trip Generation associated with the proposed project to be utilized by the County for planning purposes.

Table XXXVII-4
Project Trip Generation Summary
Projected Trip ITE Trip Generation Rates

Land Use	ITE LU Code	Quantity *(note 2)*	Weekday Peak Hour Trips						Daily
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Multi-Family Housing (Low-Rise)	220	160 DU	0.11	0.35	0.46	0.35	0.21	0.56	7.32
Day Care Center	565	3.5 TSF	5.83	5.17	11.00	5.23	5.89	11.12	47.62
Medical-Dental Office	720	4 TSF	2.17	0.61	2.78	0.97	2.49	3.46	34.80
Shopping Center	820	3.5 TSF	0.58	0.36	0.94	1.83	1.98	3.81	37.75
Supermarket	850	10.5 TSF	2.29	1.53	3.82	4.71	4.53	9.24	106.78
Fast Food w/o Drive Thru	933	1.5 TSF	15.06	10.04	25.10	14.17	14.17	28.34	346.23

Table XXXVII-5
Projected Trip ITE Trip Generation Results

Land Use	ITE LU Code	Quantity	Weekday Peak Hour Trips						Daily
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
OFFICE & DAY CARE USE									
Medical-Dental Office	720	4 TSF	9	2	11	4	10	14	139
Day Care Center	565	3.5 TSF	20	18	38	18	21	39	167
Total Office Trips			29	20	49	22	31	53	306
Interaction with Project Commercial			2	2	4	4	4	8	89
Interaction with Project Residential			1	1	2	1	2	3	15
Office & Day Care External Trips			26	17	43	17	25	42	202
COMMERCIAL USE									
Supermarket	850	10.5 TSF	24	16	40	49	48	97	1,121
Shopping Center	820	3.5 TSF	2	1	3	6	7	13	132
Fast Food w/o Drive Thru	933	1.5 TSF	23	15	38	21	21	42	519
Total Commercial Trips			49	32	81	76	76	152	1,772
Interaction with Project Office			2	2	4	4	4	8	89
Interaction with Project Residential			2	2	4	4	4	8	89
Pass-By Trips (Commercial Use)[3]			6	6	12	18	18	36	443
Commercial/Retail External Trips			39	22	61	50	50	100	1,151
RESIDENTIAL USE									
Multifamily	220	160 DU	18	56	74	56	34	90	1,171
Interaction with Project Office			1	1	2	2	1	3	15
Interaction with Project Commercial			2	2	4	4	4	8	89
Residential External Trips			15	53	68	50	29	79	1,067
Project Trips Subtotal			96	108	204	154	141	295	3,249

Interaction between Project commercial, office, and residential uses	10	10	20	19	19	38	386
Pass-By Trips (Commercial Use)[3]	6	6	12	18	18	36	443
Non-Residential External Trips	65	39	104	67	75	142	1,353
Residential External Trips	15	53	68	50	29	79	1,067
Project Total External Trips	**80**	**92**	**172**	**117**	**104**	**221**	**2,420**

1 Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017).
2 DU = Dwelling Unit; TSF = Thousand Square Feet
3 "Pass-By" reduction rates have been used to account for traffic that will access the site as an intermediate stop on the way to a primary destination. Average ITE pass-by percentages for LU Code 820, 850, and 933/934 are included in Appendix 1.1 (TIA Scope)

The summaries of TIA scenarios are provided subsequently.

Future Traffic Operational Deficiencies

Table XXXVII-10
INTERSECTION ANALYSIS FOR HORIZON YEAR (2040) WITH PROJECT CONDITIONS

#	Intersection	Traffic Control *(Note 3)*	Intersection Approach Lanes[1]				Delay (Secs) *(Note 2)*		Level of Service *(Note 2)*	
			Northbound L/T/R	Southbound L/T/R	Eastbound L/T/R	Westbound L/T/R	AM	PM	AM	PM
1	Harrison St./ 66th Av. -Without Improvement	TS	1/2/0	1/2/0	0/1! /0	0/1! /0	**>80**	**>80**	**F**	**F**
	Harrison St./ 66th Av. -With Improvement	TS	**2**/**3**/**1**	1/**2.5**/**1.5**	**2**/**2**/**2>**	**1**/**2**/**1>**	44.5	53.5	D	D
2	Harrison St. / Middleton St. -Without Improvements	CSS	1/1/d	1/1/d	0/1! /0	0/1! /0	**>80**	**>80**	**F**	**F**
	Harrison St. / Middleton St. -With Improvements	**TS**	1/**2**/0	1/**2**/0	**1**/1/0	**1**/1/0	15.2	15.0	B	B
4	Middleton Av. / 66th Av. -Without Improvements	**CSS**	**1**/0/**1**	0/0/0	0/1/0	**1**/1/0	**50.5**	**47.0**	**F**	**E**
	Middleton Av. / 66th Av. -With Improvements	**TS**	**1**/0/**1**	0/0/0	0/**3**/0	**1**/**2**/0	12.2	13.0	B	B
5	Middleton Av. / Driveway 2	**CSS**	0/**1!** /0	0/**1!** /0	0/**1!** /0	0/**1!** /0	9.8	10.4	A	A
6	Middleton Av. / Driveway 3	**CSS**	0/**1**/0	0/**1**/0	**0.5**/0/**0.5**	**0.5**/0/**0.5**	9.1	9.2	A	A
7	Middleton Av. / Driveway 4	**CSS**	0/**1!** /0	0/**1!** /0	0/**1!** /0	0/**1!** /0	7.1	7.2	A	A
8	Middleton Av./ Middleton St.	**CSS**	0/0/0	0.5/0/0.5	0.5/0.5/0	0/1/0	8.7	8.8	A	A
11	Tyler St. / 66th Av. -Without Improvements	AWS	0/1! /0	1/1/0	1/1/0	1/1/d	**>80**	**>80**	**F**	**F**
	Tyler St. / 66th Av. -With Improvements	**TS**	**1**/1/0	1/1/0	1/**2**/0	1/**2**/0	18.0	15.5	B	B
12	Polk St. / 66th Av.	**TS**	**1**/**2**/0	**1**/**2**/**1**	**1**/**2**/0	**1**/**2**/**1>**	46.1	54.7	D	D
13	Fillmore St. / 66th Av. -With Improvements (4-Leg Intersection)	**TS**	**1**/**1**/0	**1**/**1**/0	**1**/**2**/0	**1**/**2**/0	53.1	50.6	D	D
14	Pierce St. (W) / 66th Av. -Without Improvements	AWS	0/1! /0	0/1! /0	0/1! /0	0/1! /0	**>80**	**>80**	**F**	**F**
	Pierce St. (W) / 66th Av. -With Improvements	**TS**	**1**/**1**/0	**1**/**1**/0	**1**/**2**/0	**1**/**2**/0	36.8	54.7	D	D
15	Pierce St. (E) / 66th Av. -Without Improvements	CSS	0/0/0	0.5/0/0.5	0.5/0.5/0	0/1/0	29.6	**>80**	D	**F**
	Pierce St. (E) / 66th Av. -With Improvements	CSS	0/0/0	0.5/0/0.5	0.5/**1.5**/0	0/**2**/0	15.1	30.7	C	D
16	SR-86S SB Ramps / 66th Av.	**TS**	0/0/0	**1**/1/0	0/**2**/**1**	**1**/**2**/0	22.0	38.8	C	D

					Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact		
17	SR-86S NB Ramps / 66th Av.	**TS**	**1**/**1**/0	0/0/0	**1**/**2**/0	0/**2**/**1**	27.7	26.5	C	C

1 When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. L = Left; T = Through; R = Right; 1! = Shared Left/Through/Right Lane; d = Defacto Right Turn Lane
2 Per the Highway Capacity Manual 6th Edition (HCM6), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. Delay and level of service is calculated using Synchro 10.1 analysis software.
3 TS = Traffic Signal; CSS = Cross-street Stop; AWS = All-Way Stop

Traffic Warrant Analysis

Traffic Signal Warrant analyses have been performed at all applicable unsignalized study area intersections for all scenarios. Under Existing (2018) Conditions, E+P and EAP (2020) Conditions and EAPC (2020) Conditions, all study intersections were projected to operate at acceptable LOS during the peak hours.

Seven study area intersections are anticipated to warrant traffic signals for Horizon Year (2040) without project traffic conditions:

- Harrison Street / Middleton Street (#2)
- Tyler Street / 66th Avenue (#11)
- Polk Street / 66th Avenue (#12)
- Fillmore Street / 66th Avenue (#13)
- Pierce Street (West) / 66th Avenue (#14)
- SR-86S SB Ramps / 66th Avenue (#16)
- SR-86S NB Ramps / 66th Avenue (#17)

For Horizon year (2040) with Project traffic conditions, Middleton Avenue at 66th Avenue is anticipated to warrant a traffic signal. Although traffic signal volume warrants are not met for near term cumulative conditions, it is important to note that several traffic factors and conditions may be taken into consideration by the County to determine the phasing of signal improvements at this location. The Project is 100% responsible for the traffic signal improvements when they are required.

Fair Share Contribution

The TIA (under Year 2040 conditions with the project) provides the fair share percentages and are only an approximation intended for discussion purposes. The methodology was applied under the assumption that these percentages are to be used for Planning purposes only, in order to determine the fair share contribution.

Table XXXVII-11 illustrates the project fair share percentages for Year 2040 conditions. These percentages are an approximation only as they are intended for discussion purposes and do not imply any legal responsibility or formula for contributions.

Table XXXVII -11

ID	Intersection	Existing (2018) Traffic	Horizon Year 2040 w/ Project Traffic	Project Only Traffic	Total New Traffic *(Note 1)*	Project Fair Share (%) *(Note 2)*
1	Harrison St. / 66th Av.					
	• AM Peak Hour	552	6,052	60	5,500	1%
	• PM Peak Hour	653	6,784	73	6,131	1%
2	Harrison St. / Middleton St.					

	• AM Peak Hour • PM Peak Hour	404 595	3,890 4,526	21 25	3,486 3,931	1% 1%
11	Tyler St. / 66th Av. • AM Peak Hour • PM Peak Hour	 539 381	 1,677 1,501	 97 124	 1,138 1,120	 9% 11%
12	Polk St. / 66th Av. • AM Peak Hour • PM Peak Hour	 347 300	 3,647 4,175	 88 113	 3,300 3,875	 3% 3%
13	Fillmore St. / 66th Av. • AM Peak Hour • PM Peak Hour	 369 331	 2,347 2,914	 88 114	 1,978 2,583	 4% 4%
14	Pierce St. (W) / 66th Av. • AM Peak Hour • PM Peak Hour	 442 453	 2,034 2,688	 86 111	 1,592 2,235	 5% 5%
15	Pierce St. (E) / 66th Av. • AM Peak Hour • PM Peak Hour	 434 437	 1,621 2,290	 77 99	 1,187 1,853	 6% 5%
16	SR-86S / 66th Av. • AM Peak Hour • PM Peak Hour	 486 489	 2,272 3,112	 74 95	 1,786 2,623	 4% 4%
17	SR-86S NB / 66th Av. • AM Peak Hour • PM Peak Hour	 622 602	 2,660 3,558	 45 56	 2,038 2,956	 2% 2%

1 Total New Traffic = Horizon Year 2040 with Project - Existing (2018) Traffic
2 Project Fair Share % = (Project Only Traffic/Total New Traffic)

TUMF

The Coachella Valley Association of Governments (CVAG) is responsible for establishing and updating TUMF rates within Eastern Riverside County. Developers of residential, industrial and commercial property pay a development fee to fund transportation projects that will be required as a result of the growth the projects create. The project proponent may be required to contribute development impact fees (e.g., traffic signal mitigation fees) and participate in the TUMF program (some exemptions associated with affordable housing may apply). After the payment of required fees such as TUMF and DIF, less than significant impacts are anticipated.

On-Site Circulation Recommendations

The TIA indicates that the following improvements are to be incorporated into the project description prior to project approval or imposed as conditions of approval as part of the project approval.

The Oasis Villas Community Project proposes a local collector roadway (Middleton Avenue), which connects north to 66th Avenue and south to Middleton Street. The intersection of Middleton Avenue and 66th Avenue is meant to satisfy traffic signal warrants for Horizon Year (2040) With Project conditions. On-Site, Driveways 2, 3 (exit only), and 4 will provide project access to Middleton Avenue. Emergency access is provided along Middleton Street.

Project Recommendations

The following existing roadways and recommended roadway improvements provide access to the property:

66th Avenue - Construct the south side of 66th Avenue along the project boundary to include 3 lanes eastbound and a sidewalk adjacent to the south side of the street. In addition, provide a

raised median on 66th Avenue to prohibit left turn movements to and from project driveways 1 and 5.

Middleton Street – County technical staff have indicated that this roadway may be disconnected from the Tyler Street/66th Avenue intersection in the future. Nearby half-section improvements may still be required along the project frontage.

Middleton Avenue – Construct Middleton Avenue at its ultimate full section width as a local collector road, with curb and gutters, and sidewalks. A traffic signal is anticipated to be ultimately warranted at the Middleton Avenue / 66th Avenue intersection. Although traffic signal volume warrants are not met for near term cumulative conditions, it is important to note that several traffic factors and conditions may be taken into consideration by the County to determine the phasing of signal improvements at this location. The project is 100% responsible for the traffic signal improvements when they are required.

Where necessary, roadways providing site access and site-adjacent intersections will be constructed consistent with / within the recommended roadway classifications and respective cross-sections in the Riverside County General Plan Circulation Element.

As stated previously, the alternative transportation network adjacent to the project site is limited. There are no bicycle facilities adjacent to the project site. Per the Riverside County General Plan, 66th Avenue is designated to have a Class I bike path west of Tyler Street. A regional trail is planned along 66th Avenue from Tyler Street east throughout the study area. West of Tyler Street,66th Avenue has a Class I bike path.

The proposed project roadway frontages include proposed sidewalk improvements as required per County Street Design Standards. Sunline Transit Agency provides bus transit services throughout the Coachella Valley, including the unincorporated areas of Riverside County. According to the TIA, there are no current bus services within the project study area. However, Line 91 currently runs along Harrison St and 66th Avenue, and the nearest bus stop to the project property is Stop 3, at the southeast corner of 66th Avenue and Middleton Street. Transit services is reviewed and updated periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

Riverside County Ordinance No. 726, Transportation Management Requirements for New Development, intends to meet the requirements of the Riverside County congestion management program and the air quality management plan a well as to promote consideration of transportation demand management objectives early in the development review process. New residential, commercial, industrial, and mixed-use development may adversely impact existing transportation and parking facilities, thereby resulting in increased motor vehicle emissions, deteriorating levels of service, and creating the need for significant additional capital expenditures to augment and improve the existing transportation system. Therefore, new development should be encouraged to incorporate transportation demand management measures into project design and operations. Potential transportation demand management plans include, but are not limited to, bicycle parking spaces, local road improvements, pedestrian and bikeway circulation system connections and offsite extensions which encourage pedestrian and bike usage, etc. The implementation of these measures will help decrease vehicle trips, and as a result, decrease vehicle emissions.

As mentioned previously, the passage of SB 743 changed the focus of transportation impact analysis for CEQA from measuring impacts to drivers to measuring the impact of driving. This change was made by replacing LOS with VMT and providing streamlined review of land use and transportation projects that will help reduce future VMT growth.

Although SB 743 replaced the previously required LOS analysis to determine significant impacts under CEQA, this MND addresses the Project's LOS-related impacts, in addition to the required VMT discussion, to provide additional information regarding the Project's potential impacts to the roads and intersections in the Project's vicinity.

The Riverside County VMT screening process (described subsequently in section b) of this CEQA Transportation discussion) indicates that the project is exempt from project level VMT calculations due to the proposed land uses. The associated positive impacts to VMT demonstrated to occur with the proposed Affordable Housing and Local Serving Retail land uses result in a finding that the project is not expected to increase VMT in a significant way in the greater region.

The project is anticipated to result in a less-than-significant transportation impact related to VMT. Therefore, the project is not anticipated to impact the project's surrounding transportation network. No impacts are anticipated, and no mitigation is required.

With the foregoing, the project is not anticipated conflict with a program, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Additionally, implementation of the recommendations provided by Urban Crossroads in the Traffic Impact Analysis will ensure the project does not conflict with the Riverside County General Plan. Less than significant impacts are anticipated.

Findings of Fact: Impacts will be less than significant.

b) Vehicle Miles Travelled (VMT)

Vehicle Miles Travelled is a measure of the amount of travel for all vehicles in a geographic region over a given period of time, typically a one-year period. The analysis of Vehicle Miles Traveled (VMT) (SB743) attributable to a project in CEQA became effective statewide on July 1, 2020. There are currently no adopted County guidelines, or thresholds associated with VMT analyses, however the County has prepared draft guidelines and thresholds. According to the Governor's Office of Planning and Research (OPR) Technical Advisory document on evaluating transportation impacts in CEQA, projects that decrease vehicle miles traveled in a project area compared to existing conditions should be considered to have a less than significant transportation impact.

According to the National Center for Sustainable Transportation, a number of cities, regions and states across the United States have begun to deemphasize vehicle delay metrics such as LOS. In their place, policymakers are considering alternative transportation impact metrics that more closely approximate the true environmental impacts of driving. VMT is one metric that is increasingly being utilized.

Goals for reducing Greenhouse Gasses (GHG) have been the primary motivation for the shift to VMT measures. Reductions in VMT produce many other potential benefits such as reductions in other air pollutant emissions, water pollution, wildlife mortality and traffic congestion, as well as improvements in safety and health and savings in public and private costs.

Presumption of Less Than Significant Impact for Affordable Residential Development

According to the Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR Dec 2018,) adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT. In areas where existing jobs housing match is closer to optimal, low income housing nevertheless generates less VMT than market-rate housing. Evidence supports a presumption of less than significant impact for a 100 percent affordable residential development (or the residential component of a mixed-use development) in infill locations. Furthermore, a project which includes any affordable residential units may factor the effect of the affordability on VMT into the assessment of VMT generated by those units.

As mentioned previously, the proposed mixed-use Project will include 160 apartment units and facilities intended to serve the Affordably Housing (and surrounding) community including a 3,500 square foot community facility, a 4,000 square foot medical clinic, 10,500 square foot grocery store, 3,500 square feet of commercial retail use, and 1,500 square feet of fast-food use

Regarding the Local Serving Retail portion of the project, SB 743 includes the following two legislative intent statements, which were used to help guide OPR's VMT threshold decisions. 1) Ensure that the environmental impacts of traffic, such as noise, air pollution, and safety concerns, continue to be properly addressed and mitigated through the California Environmental Quality Act. 2) More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions. The threshold recommendations are found in the CEQA Guidelines and the Technical Advisory. Specific excerpts and threshold highlights are provided below.

CEQA Guidelines Section 15064.3 (b) Criteria for Analyzing Transportation Impacts. (1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

Projects may utilize VMT analysis process outlined in the County's draft transportation analysis guidelines. Under Step 2: Screening for Non-Significant Transportation Impact, Local-serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local-serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. As mentioned previously, projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

The proposed project consists of approximately 23,000 square feet of local-serving retail, below the 50,000 square foot screening criteria, and is therefore considered to reduce vehicle miles travel and have less than significant transportation impacts.

The Mixed-Use project consists of affordable housing and supporting commercial uses; therefore a less than significant Impact is applicable to that component of the project.

Findings of Fact: Impacts will be less than significant.

c) Hazards: The project would provide gated entrances, and hammerhead turn-arounds. The internal circulation system would be designated in accordance with the County of Riverside guidelines and would provide adequate fire department access and widths as required. The Jacqueline Cochran Regional Airport is located approximately 3 miles North of the project site. The property is not located within the boundaries of the airport's land use compatibility plan. The project is not expected to impact the facilities or operations of regional airports and will not result in altered air traffic patterns. The project will be developed in accordance with County design guidelines and will not create a substantial increase in hazards due to a design feature. The project would incorporate traffic control measures as a design feature which would minimize construction conflicts on 66th Avenue, and Middleton Street. The project's access points will be located with adequate sight distances, and project-generated traffic will be consistent with existing traffic in the area.

A Traffic Control Plan may be required as a condition of approval to be implemented throughout all construction activities. This plan will work to reduce potential impacts that may arise due to conflicts with construction traffic. Impacts will be less than significant. The project's access points will be located with adequate sight distances, and project-generated traffic will be consistent with existing traffic in the area. The project is not anticipated to increase hazards due to geometric design feature or incompatible uses. Therefore, less than significant project related impacts are anticipated.

d) As stated previously, the project is proposed to be served by a local collector roadway (Middleton Avenue), which connects north to 66th Avenue and south to Middleton Street. Construction of on-site and adjacent improvements shall occur in conjunction with adjacent project development activity or as needed for project access purposes. These improvements should be in place prior to occupancy. On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project site.

Improvements to 66th Avenue and Middleton Street, as well as the construction of Middleton Avenue is proposed during project development. The improvements are as followed:

The south side of 66th Avenue, the east-west oriented roadway located along the project's northern boundary, will be constructed to include three lanes eastbound and a sidewalk adjacent to the south side of the street. In addition, a raised median on 66th Avenue will be provided with a left-hand turn pocket into the project.

Middleton Street is the northeast-southwest oriented roadway located along the project's southeastern boundary. Adjacent half-section improvements may be required along the project frontage.

Middleton Avenue will be constructed at its ultimate full section width as a local collector road, with curb and gutters, and sidewalks. Middleton Avenue at 66th Avenue is anticipated to satisfy traffic signal warrants for Horizon Year 2040 with project conditions. This new traffic signal is located 1,330 feet from the nearest traffic signal, which is adequate spacing on an Urban Arterial Highway, per the Riverside County roadway design standards. Although traffic signal warrants are not met for near term cumulative conditions, it is important to note that several traffic factors and conditions may be taken into consideration by the County to determine the phasing of signal improvements at this location, according to the Traffic Impact Analysis Report. The project is responsible for the traffic signal improvements when they are required.

With the proposed and recommended improvements, the project will provide motorists with adequate roadways to support acceptable operations for General Plan (Year 2040) scenarios. Therefore, the project is not anticipated to cause effect upon, or a need for new or altered maintenance of roads and less than significant impacts are anticipated.

e) Construction of on-site and adjacent improvements shall occur in conjunction with adjacent project development activity or as needed for project access improvements should be in place prior to occupancy. On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the Project site. Where necessary, roadways providing site access and site-adjacent intersections will be constructed consistent with/within the recommended roadway classifications and respective cross-sections in the County of Riverside General Plan Circulation Element. Therefore, less than significant impacts are anticipated.

f) Emergency Access: As mentioned previously, primary project access will be provided on 66th Avenue via Middleton Avenue at driveways 2 through 4. An additional emergency access point is to be provided along Middleton Street. Driveways 2 and 4 are full access driveways. Driveway 4 is assumed to be a gated residential entry. Driveway 3 is restricted to residential exit only driveway.

Regional access to the project site will be provided via major arterials, secondary arterials and a variety of local roads. Prior to construction, both the Fire Department and Police Department will review the project site plan to ensure safety measures are addressed, including emergency access. The project is not anticipated to result in inadequate emergency access. Therefore, less than significant impacts are anticipated relative to inadequate emergency access.

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, Riverside County, 2015

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

Findings of Fact: Impacts will be less than significant

a) According to the Area Plan, the project is located adjacent to the south of a designated Class I Bike Path. A regional trail is planned along 66th Avenue from Tyler Street east throughout the study area. The project would provide a portion of the bicycle access that would benefit the area. Therefore, impacts are anticipated to be less than significant.

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)?	☐	☐	☒	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)	☐	☐	☒	☐

Source(s): Native American Consultation

Findings of Fact: Impacts will be less than significant.

a-b) In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to nine requesting tribes on March 26, 2020. Consultations were requested by the Torres Martinez Band of Cahuilla Indians. The Agua Caliente Band and the Soboba Band deferred to Torres Martinez. A meeting was held with Torres Martinez on August 10, 2020. In this meeting Torres indicated that the area was sensitive for surface and subsurface Tribal Cultural Resources and requested that a monitor from the tribe be present during ground disturbing activities. Planning agreed to this during the August 10, 2020 consultation meeting. As it was not determined that any cultural resources exist onsite – including tribal cultural resources – and that the project would not cause any indirect or cumulative impacts to such resources, the impact was deemed less than significant. Therefore, this is a typical condition included for additional protection for such resources should they be inadvertently located at the site and does not amount to mitigation pursuant to CEQA. The project report and conditions of approval were provided to Torres and consultation was concluded on the same day. With the inclusion of this condition of approval as well as the conditions required above in the cultural section, impacts in this regard would be less than significant.

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

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Project Application materials, MSA Consulting Inc*. Conceptual Master Water & Sewer Layout, Oc*tober *2019; CVWD Will Serve Letter,* June 21, 2018 and *CVWD 2015 UWMP*

Findings of Fact: Impacts will be less than significant.

a) CVWD provides domestic water and wastewater service in the project vicinity and is the largest provider of potable water in the Coachella Valley. It operates more than 100 wells and serves a population of 283,000 in its service areas. CVWD's 2012 adopted Water Management Plan and 2015 Urban Water Management Plan have been developed to assist the agency in reliably meeting current and future water demands in a cost-effective manner. Additionally, CVWD treats nearly 6.3 billion gallons of wastewater a year. The CVWD operates six water reclamation plants and maintains more than 1,000 miles of sewer pipeline and more than 30 lift stations that transport wastewater to the nearest treatment facility. Per CVWD's Will Serve letter dated, June 21, 2018, there is adequate water supply and sewer capacity to serve the proposed project. As a standard requirement, the project site design will incorporate stormwater management by conveying site runoff into two on-site retention basins with a combined capacity to handle the water quality management plan design capture volume (Vbmp) and the controlling 100-year storm event volume. The project will not require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems. Therefore, less than significant impacts are expected.

b) Groundwater is the primary source of domestic water supply in the Coachella Valley. CVWD is the largest provider of potable water in the Coachella Valley and currently provides potable water to unincorporated Thermal, which includes the project site. CVWD's 2012 adopted Water Management Plan and 2015 Urban Water Management Plan have been developed to assist the agency in reliably meeting current and future water demands in a cost-effective manner. The comprehensive Water Management Plan guides efforts to eliminate overdraft, prevent groundwater level decline, protect water quality, and prevent land subsidence. The 2015 UWMP serves as a planning tool that documents actions in support of long-term water resources planning and ensures adequate water supplies are available to meet the existing and future urban water demands.

   CVWDs peak flow factor of 200 gallons per day per equivalent dwelling unit (EDU), was used to determine the existing and proposed wastewater generation for the project. The site was found

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

to provide approximately 160 EDUs and estimates a total water demand of 75 acre-feet per year. This value is equivalent to approximately 67,000 gallons per day (gpd), or 0.067 mgd.

The available supplies and water demands for CVWD's service area were analyzed in the water supply conditions of the 2015 UWMP to assess the region's ability to satisfy current and future urban water demands, including those of the project, under three scenarios: a normal water year, a single dry year, and multiple dry years. According to CVWD's 2015 UWMP, the urban water demands in the CVWD service area (retail supply totals) are estimated to grow from 114,600 AF in 2020 to 194,300 AF in 2040. Therefore, the estimated Project demands (0.67) represent approximately less than one percent of the total water supply number (114,600 AF) for 2020 and would also represent less than one percent for the total water supply number (194,300 AF) for 2035.

The project proposes to connect to the existing water main along 66th Avenue and extend an 8' inch water main along the project frontage and down Middleton Avenue. A connection of private water lines would be installed to serve the site. The infrastructure and design components for the project will be consistent with CVWD requirements and water management plan. Through the development review process, the project will also be reviewed by CVWD and County staff to assure compliance with all current and applicable requirements. A Will Serve letter from CVWD has been issued and as previously discussed, sufficient water is available to the site. The proposed development will be expected to implement water conservation measures to reduce impacts to public water supplies per the Coachella Valley Water Management Plan. A greywater system for plant irrigation is being assessed and could provide another source of water conservation, if approved by CVWD. Additionally, water installation and connection fees in place at the time of development will be collected by CVWD. Therefore, the project would not result in a significant impact to available water supplies.

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 Application materials, MSA Consulting Inc*. Conceptual Master Water & Sewer Layout,* October 2019*; CVWD Will Serve Letter,* June 21, 2018 and *CVWD 2015 UWMP*

Findings of Fact: Impacts will be less than significant.

a-b) As previously discussed, CVWD operates six water reclamation plants and maintains more than 1,000 miles of sewer pipelines and more than 30 lift stations that transport wastewater to the nearest treatment facility and nearly 6.3 billion gallons of wastewater is treated yearly. The project developer proposes to connect to a an existing sewer main along Polk Street and 66th

Avenue and bring sewer along the project frontage, down Middleton Street and then a series of private sewer lines will be installed to provide wastewater service to the project. The installation of the offsite sewer improvements would occur in Phase 1 and prior to occupancy. The installation of the 66th Avenue sewer line is analyzed in a separate CEQA document prepared by CVWD. The project will undergo review by CVWD and County staff to ensure wastewater capacity and compliance with the current wastewater treatment requirements. CVWDs peak flow factor of 200 gallons per day per equivalent dwelling unit (EDU), was used to determine the existing and proposed wastewater generation for the project. The site was found to provide approximately 180 EDU and estimates a total wastewater demand of approximately 36,000 gallons per day (gpd), or 0.036 MGD. In addition, the site directs wastewater flows to Wastewater Reclamation Plant-4 (WRP) which, according to CVWD, has a capacity of 9.9 MGD.

The annual average flow to WRP-4 is approximately 4.75 MGD (5,300) AFY. Future flows could reach 34,500 AFY by 2045 without additional conservation. The proposed project is estimated to generate wastewater at 36,000 GPD or 0.036 MDG, which is less than one percent of the plant's capacity. Effluent from WRP-4 is not currently suitable for water recycling due to the lack of tertiary treatment. However, CVWD plans to add tertiary treatment and reuse effluent from this plant in the future as development occurs. Per CVWD's 2010 UWMP, WRP-4 has the potential to be upgraded with a recycled water program with eventual construction of tertiary treatment, plant expansion, and conveyance facilities. The project will undergo additional review by CVWD and County staff to assure compliance with all current and applicable wastewater treatment requirements.

Additionally, sewer installation and connection fees in place at the time of development will be collected by CVWD. No new or expanded treatment facilities are expected as a result of project implementation. Nor is the project expected to exceed wastewater capacity per the June 21, 2018 CVW Will Serve letter. Therefore, less than significant impacts are expected.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

42. Solid Waste a) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
b) Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	☐	☐	☐	☒

Source(s): *Cal Recycle Solid Waste Information System Facility Detail;* Riverside County EIR No. 521

Findings of Fact: There will be no impacts and less than significant impacts.

a) Solid waste disposal and recycling services for the unincorporated Riverside County are provided by Burrtec. Solid waste and recycling collected from the proposed project will be hauled

to one of Riverside County's sanitary landfills or recycling facilities. These include the Oasis Sanitary Landfill, Badlands Disposal Site, El Sobrante Sanitary Landfill and Lamb Canyon Disposal Site. Cal-Recycle data indicates the Oasis landfill has 433,779 cubic yards of remaining capacity, Badlands Disposal site has 15,748.799 cubic yards of remaining capacity, the El Sobrante Landfill has a remaining capacity of 145,530,000 tons of solid waste, and Lamb Canyon Disposal has a remaining solid waste capacity of 19,242,950 cubic yards.

Using the solid waste generation factor from the Riverside County EIR No. 521, shown in Table XLII-1 below, the commercial portion of the project could generate up to 55.2 tons of solid waste and the residential portion of the project could generate up 65.6 tons of solid waste.

Table XLII-1
Riverside County Solid Waste Generation Table

Land Use	Generation Factor
Residential	0.41 tons per dwelling unit
Commercial	2.4 tons per 1,000 square feet

As part of its long-range planning and management activities, the Riverside County Waste Management Department (RCWMD) ensures that Riverside County has a minimum of 15 years of capacity, at any time, for future landfill disposal. The 15-year projection of disposal capacity is prepared each year by as part of the annual reporting requirements for the Countywide Integrated Waste Management Plan (CIWMP). The most recent 15- year projection by the RCWMD indicates that no additional capacity is needed to dispose of countywide waste through 2024, with a remaining disposal capacity of 28,561,626 tons in the year 2024 (County of Riverside 2015b).

In addition, all future development would be required to comply with the mandatory commercial and multi- family recycling requirements of Assembly Bill 341. Therefore, the project will comply with all applicable solid waste statutes, policies and guidelines and the project will be served by a landfill with sufficient capacity to serve the project. Less than significant impacts are expected relative to solid waste and applicable regulations.

b) The project will comply with all applicable solid waste statutes, policies and guidelines. All development is required to comply with the mandatory commercial and multi-family recycling requirements of Assembly Bill 341 and the CIWMP. The project will also comply with the recycling requirements of Cal Green and develop a waste management plan that will include diverting at least 50% of construction and demolition material from landfills. No impacts are expected relative to applicable solid waste regulations.

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

Source(s): Project application materials, MSA Consulting Inc, ALTA Map, MSA Consulting Inc. January 2018

Findings of Fact: There will be no impacts and less than significant impacts.

a-c) The site is served by Imperial Irrigation District for electricity, Southern California Gas company for natural gas, and Frontier and Time Warner Cable for communication systems. All utilities are available to the site and the extension of all onsite utilities will occur with the projects existing footprint and no new construction of facilities will need to be constructed or relocated. Therefore, less than significant impacts are expected.

d) The project will be required to install street lighting, the construction of which would occur within the project's existing footprint. The project area is located in the Thermal #125 Community Service Area (CSA). The project will pay a special tax and assessments for on-going maintenance associated with the streetlights. Therefore, less than significant impacts are expected.

e) Middleton Avenue is a future road proposed by the project developer. Middle Avenue will be considered a public road and maintained by Riverside County. The new street will connect to 66th Avenue and Middleton Street. The construction and maintenance of this road would not have impacts outside of the project boundary and the adjacent roadways right-of-way. Less than significant impacts are anticipated.

f) The project would not require or result in the construction or expansion of other governmental services. No impacts to governmental services are anticipated.

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

Source(s): Eastern Coachella Valley Area Plan, Riverside County, 2015; Fire Hazard Severity Zones, CAL Fire – Fire and Resource Assessment Program, November 2007.

Findings of Fact: There will be no impacts.

a-e) According to CAL Fire's Fire Hazard Severity Zones in State Responsibility Areas (SRA) Map, the project site is not located in an SRA or located in an area classified as very high fire hazard severity zone. Per CAL Fire's map, the project property is located in a (unincorporated) Local Responsibility Area (LRA) that is designated "non-Very High Fire Hazard Severity Zone" (VHFSZ). The closest SRA to the project property is located approximately one mile southwest of the project site and is classified as a "moderate" Fire Hazard Severity Zone. Therefore, no impacts from wildfires are anticipated at the project property. Further discussion provided below.

The project property is located on the southwest corner of 66th Avenue and Middleton Street in Riverside County's Community of Oasis. The site is primarily characterized by agricultural uses due to the property's previous operation as a date palm grove. Rows of date palm trees, scattered agricultural equipment and remnants of structures currently defines the project property. The properties surrounding the project site consist of vacant land with scattered residential units to the north, and agricultural uses with scattered residential to the east, south and west. Las Palmitas Elementary School, Toro Canyon Middle School, and Desert Mirage High School lies approximately 450 feet northeast of the project site. According to CAL Fire's Fire Hazards Severity Zones Map and the Wildfire Susceptibility Map within the Eastern Coachella Valley Area Plan (Figure 13), the project site is not located in a very high, high or moderate Fire Hazard Severity Zone within State or federally responsible areas. As a result, the project is not expected to impair an adopted emergency response plan or emergency evacuation plan. No impacts are anticipated.

Wildfire risk is related to a number of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazards by intensifying the effects of wind and make fire suppression difficult. The "moderate" Fire Hazard Severity Zone, indicated in CAL Fire's Map, is located a mile southwest of the project site. The prevailing winds in the Coachella Valley typically blow to the south. Therefore, the south-lying zone will not generally be forced by prevailing winds towards the project site. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. According to the Riverside County General Plan, wildfire susceptibility is moderate to low in the valley and desert regions on the western and eastern sides of the Salton Sea. Methods in which they address the hazard of wildland fires includes creating setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, use of low fuel landscaping, and use of fire resistant building techniques. Therefore, the project site is not expected to expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Moreover, the project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires. No impacts.

The project will provide development of infrastructure (water, sewer, and storm drainage). The proposed improvements would allow for decrease fire risk relative to existing conditions. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. As a result, the project is not expected to require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

The project site will connect to an existing network of streets. The proposed circulation improvements would allow for greater emergency access relative to the existing conditions. The project is located in a rural part in the Eastern Coachella Valley, defined by agricultural fields, vacant land and scattered residential and a school campus. Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others affect the potential for landslides. One of the most common causes of landslides is construction activity that is associated with road building. The project site is relatively flat; therefore, the potential for a landslide in the project site is essentially non-existent. As a result, the project is not expected to 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 and no impact is expected to result from the project. Overall, no impacts are anticipated.

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	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?				

Source(s): *Biological Resource Assessment and Environmental Impact Analysis for Oasis Villas,* prepared by BIOCON2, October 2018*; Update to Historical/Archaeological and Paleontological Resources Studies,* CRM Tech, September 2018*.*

Findings of Fact: As concluded in the Biological and Cultural Resources sections of this document, the proposed project would result in no impacts or less than significant impacts to these resources. The project will not significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Based upon the information and mitigation measures provided within this Initial Study, approval and implementation of the project is not expected to substantially alter or degrade the quality of the environment, including biological, cultural or historical resources. Less than significant impacts are expected.

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: The proposed project and its location are found to be adequate and consistent with existing federal, state and local policies and will be consistent with the County's General Plan and the surrounding land uses. As discussed in the Air Quality Section of this document, project-related emissions would be consistent with the Air Quality Management Plan, the Coachella Valley PM10 SIP, and all SCAQMD Air Quality Significance Thresholds, long-term operational air quality impacts associated with the project should not be considered cumulatively considerable.

Additionally, the Greenhouse Gas section of this document also, analyzed the project's proposed GHG emissions and determined they would not exceed the lowest threshold of significance set at 3,000 MTCO2e per year. Therefore, potential cumulative impacts are considered less than significant. In addition, the 2019 CAP Update includes new and enhanced GHG reduction measures which would further reduce GHG emissions within the County and would not conflict with any applicable plans, policies, or regulations. Consult the Greenhouse Gas Emissions Section for further discussion.

This area of the County does not have any planned or current projects that would contribute to a significant cumulative impact. The project is compatible with existing and surrounding uses and will comply with established design guidelines and current building standards. Approval and implementation of the proposed project will result in less than significant impacts related to cumulatively considerable impacts. .Approval and implementation of the proposed project will result in less than significant impacts related to cumulatively considerable impacts.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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: The proposed project will not result in impacts related to environmental effects that will cause substantial adverse effects on human beings. The project has been designed to comply with established design guideline and current building standards. The County's review process will ensure that applicable guidelines are being followed. Mitigation measures and project design features incorporated into the project will reduce impacts to less than significant.

VI. EARLIER ANALYSES

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

Earlier Analyses Used, if any: Earlier analysis was not part of the review for this project.

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: 11/12/2020 11:13 AM
Y:\Planning Master Forms\Templates\CEQA Forms\EA-IS_Template.docx