

in small quantities and in accordance with the manufacturer's instructions for use, storage, and disposal of such products. Therefore, the proposed project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials. Impacts would be reduced to a level of less than significant.

c) The proposed project would not interfere with the County's emergency response or emergency evacuation plans. Construction activities and staging areas would generally be confined to the project site and would not physically impair access to and around the project site. Also the current alignment of Avenue 38 will be maintained by the county even after the new alignment of Avenue 38 is implemented. The County is proposing to maintain the existing Avenue 38 because they wish to preserve the infrastructure situated beneath the road. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

d) The proposed project would not emit hazardous emissions or handle hazardous materials, substances, or waste. Furthermore, there are no existing or proposed schools within one-quarter mile of the project site. Therefore, the proposed project would not emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of a school.

e) The Phase I Environmental Site Assessment found no evidence of recognized environmental conditions in connection with the project site. The project site is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no impacts would occur.

Mitigation Measures:

No mitigation measures are required.

Monitoring:

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>21. Airports</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source:

RCIP Figure S-19 "Airport Locations", WCVAP, GIS, and Riverside County Airport Land Use Compatibility Plan (ACLUP) Policy Document dated April 2004.

Findings of Fact:

**a-d)** The privately owned Bermuda Dunes Airport is located over three miles southeast of the proposed project. This airport serves general aviation aircraft. According to Figure 7 (Exhibit BD-7 of the Riverside County ACLUP) the project site is outside the 55 CNEL contour for the Bermuda Dunes Airport. However, the majority of the Project Site is within the airport compatibility zone E as shown on Figure 8 (Exhibit BD-1 of the Riverside County ACLUP). Zone E is considered the least restrictive of all of the airport compatibility zones. Zone E does not restrict residential uses, require a certain amount of open space or prohibit land uses, except for those that would be hazardous to flight. Proposed residential development projects in Zone E are incompatible with an airport if the proposed use is taller than 100 feet or is a major entertainment venue. However, the proposed project will be subject to ALUC review. Implementation of the proposed project will not result in an inconsistency with an Airport Master Plan. The project site is also not located within an airport land use plan or within two mile of a public airport or public use airport that would result in a safety hazard for people residing or working in the project area. The project site is also not located within the vicinity of a private airstrip, or heliport, which would result in a safety hazard for people residing or working in the project area.

Mitigation Measures:

No mitigation measures are required.

Monitoring:

No monitoring is required.

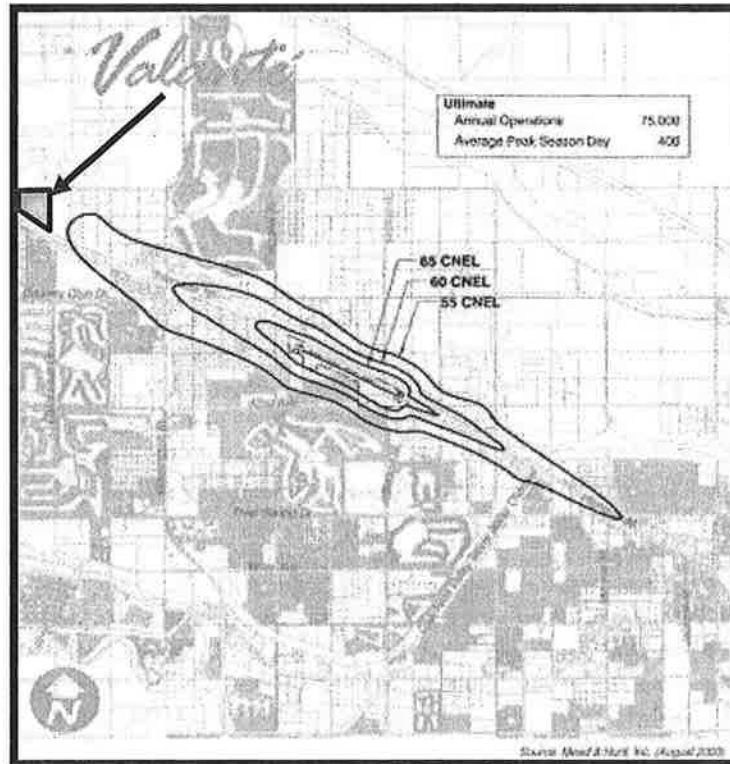


Figure 2 - Bermuda Dunes Airport Future Noise Contours on Average Peak Season Day (Exhibit BD-7 of Riverside County ACLUP)

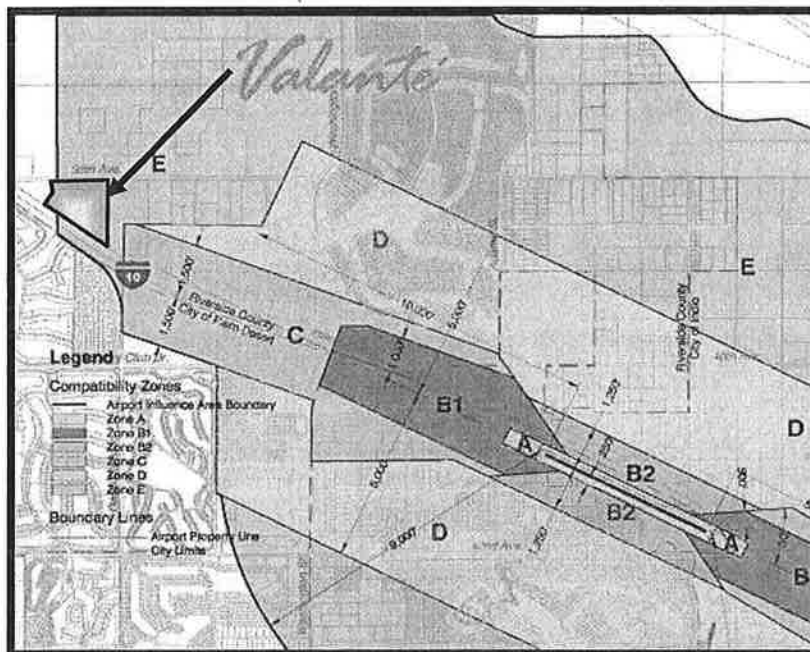


Figure 3 - Bermuda Dunes Airport Compatibility Map (Exhibit BD-1 of Riverside County ACLUP)

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**22. Hazardous Fire Area**

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

Source:

WCVAP Figure 13 "Wildfire Susceptibility", Riverside County GIS

Findings of Fact:

According to the County General Plan (Figure S-11), the proposed development site is not located within a High Fire Area where wildlands are adjacent to urbanized areas or residences are intermixed with wildlands.

Mitigation:

No mitigation measures are required.

Monitoring:

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**HYDROLOGY AND WATER QUALITY** Would the project

**23. Water Quality Impacts**

a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

b) Violate any water quality standards or waste discharge requirements?

c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

d) 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?

e) Place housing within a 100-year flood hazard area,

as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source:

Riverside County Water Quality Management Plan and Best Management Practices (BMPs) Design Handbook, and Mirasera Specific Plan and Environmental Impact Report.

Findings of Fact:

a) The project site is undeveloped and relatively flat. The site is generally higher than Avenue 38 along the northern property boundary which protects the site from smaller nuisance flows. Surface drainage currently follows the slightly sloping surface controls that drain to the southeast via sheet flow onto Varner Road. No streams or rivers flow through the site and the project will not alter offsite streams or rivers. The nearest surface water is the Whitewater River located approximately three miles south of the site.

Since the project site is located in an area designated as a 100-year flood zone on the FEMA Flood Insurance Rate Map (panel number 0602451625B), the ACOE and CVWD are participating in a large-scale effort in the Whitewater River Basin called the Thousand Palms Flood Control Project. That project will remove 2,800 acres of land (including the project site) from an alluvial floodplain that is subject to flash flooding. The flood control design consists of a series of earthen levees and channels that will convey the flood flows away from the Thousand Palms area, including the project site. Aside from constructing a portion of the regional flood channel through the northern portion of the site, the proposed Valanté project will have no long-term effect on existing drainage patterns.

During construction, onsite stormwater runoff will be directed to the interim detention basin and regional flood control channel, both of which will be constructed onsite in Phase I. Although local drainage patterns and flood conveyance capacity will not be adversely affected, project grading activities would temporarily expose onsite soils to water erosion. Pursuant to the requirements of the State Water Resources Control Board (SWRCB), the proposed project is subject to the provisions of the General Construction Activity Stormwater Permit adopted by the SWRCB. The developer for the Proposed Project must comply with all applicable requirements of the Statewide General Construction Activity Stormwater Permit, including the preparation of a SWPPP, applicable NPDES Regulations, and BMPs. The SWPPP must describe the site, the project, construction period erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion, maintenance responsibilities, and non-stormwater management controls. Inspection of the construction site before and after storms is required to identify stormwater discharge from the construction activity and to identify and implement controls where necessary. Conformance with the above requirements and standards, along with other federal, state and county regulations will maintain potential impacts related to erosion and siltation at levels that are less than significant.

b) As indicated above, the project site is greater than one acre in size, and is subject to the provisions of the General Construction Activity Stormwater Permit adopted by the SWRCB. The developer for the Proposed Project must comply with all applicable requirements of the Statewide General Construction Activity Stormwater Permit, including the preparation of a SWPPP, applicable NPDES Regulations, and BMPs. The SWPPP must describe the site, the project, construction period erosion

and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion, maintenance responsibilities, and non-stormwater management controls. Inspection of construction site before and after storms is required to identify stormwater discharge from the construction activity and to identify and implement controls where necessary. With the incorporation of the COAs and BMPs outlined above, impacts to water quality standards or waste discharge requirements during construction and operation would be less than significant.

**c)** No groundwater extraction is proposed as part of the project. However, the proposed project would increase the amount of impervious surface located at the project site, thus reducing the amount of water infiltrating the soil into the groundwater. The Coachella Valley Water District's (CVWD) Water Management Plan (WMP) and Urban Water Management Plan (UWMP) assure the reliability of water supply from the aquifer and other sources. Therefore, impacts due to interference with groundwater recharge would be less than significant.

**d)** The project includes an on-site drainage system to accommodate stormwater flows that would likely occur during 10-year and 100-year storm events. The on-site storm drain system would connect to the planned Thousand Palms Flood Control Project channel on the northern boundary of the site. Furthermore, with the incorporation of the COAs and BMPs outlined above, the amount of polluted runoff from the project site would be minimized. Therefore, the proposed project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Since the project would contribute to and construct its share of the regional flood control channel, impacts would be less than significant.

**e-f)** The project site is located in an area designated as a 100-year flood zone (Zone AO) on the FEMA Q3 Flood Insurance Rate Map, Riverside, 60 (panel number 0602451625B) dated 1999. Zone AO indicates areas of 100-year flood with depths of 1 to 3 feet (usually sheet flow on sloping terrain). Average depths and velocities are determined for areas of alluvial fan flooding.

Because the site is within a 100-year flood zone, the site must be flood protected prior to development. Therefore, the project applicant and adjacent property owners have entered into multi-party agreements with the U.S. Army Corps of Engineers (ACOE) to participate in the construction of a portion of a regional drainage facility that will tie the project into other flood systems up and down stream.

Within the Whitewater River Basin the ACOE and CVWD are implementing the Thousand Palms Flood Control Project, which will remove 2,800 acres of land (including the project site) from an alluvial floodplain that is subject to flash flooding. The flood control design consists of a series of earthen levees and channels that will convey the flood flows away from the Thousand Palms area, including the project site. The proposed ACOE flood control channel is located on the northern boundary of the project site and encompasses approximately 6.2 acres or 11% of the site. Construction of this flood control channel will protect the project site and surrounding areas from 100-year floods and change the site's FEMA flood zone designation from Zone AO to Zone C, effectively removing the site from the 100-year flood area. The timing of the construction of this regional system is dependent on funding from the ACOE.

Prior to completion of the ACOE flood control project, the project will construct a 2.3-acre temporary detention basin facility within the residential overlay area in the northwest portion of the site. This temporary detention facility will remain until the ultimate design of the ACOE flood control channel is

completed and FEMA has issued a Letter of Map Revision (Flood Zone Amendment) certifying the containment of the 100-year flood within the ACOE facility.

The project will also comply with Riverside County Ordinance No. 458 "Regulating Flood Hazard Areas," ACOE, and CVWD regulations and plans. Flooding impacts will be avoided by directing off-site flows from properties to the west/northwest to the 2.3-acre on-site temporary drainage facility until construction of the flood control channel is completed. The project will also be in compliance with COAs and BMPs as directed by the County.

These COAs and BMPs include:

- Pursuant to requirements of the State Water Resources Control Board, a State-wide general National Pollutant Discharge Elimination System (NPDES) construction permit shall apply to all construction activities (e.g., clearing, grading, excavation, etc.) that results in the disturbance of one acre of land or activity that is part of a larger common plan of development of one acre or greater. Such permits shall be obtained prior to the start of grading activities.
- The project shall incorporate the current Standard Conditions of Approval, Best Management Practices and Best Available Technologies (COA, BMPs, and BATs) available at the time of application for pollution and erosion/siltation control permits. Example of BMPs and BATs include, but are not limited to:
  - Energy dissipation structures and rip-rap at storm water discharge points to stabilize flow and reduce velocities;
  - Desilting basins for pollutant and siltation control during construction, resource based if possible;
  - Mulching of cleared or freshly seeded areas for erosion/sedimentation control;
  - Geotextiles and mats for erosion control during construction, storm drain inlet/outlet protection for siltation control;
  - Slope drains for erosion control, silt fences/sand bags barriers for siltation control during construction;
  - Selection of slope planting species with low fertilization requirements; and
  - Requiring permanent irrigation systems to be inspected on a regular basis and properly maintained.
- The project shall comply with the requirements of the California State Water Quality Control Board.

Therefore, flooding impacts will be less than significant with incorporation of the temporary drainage facility and the ultimate completion of the new ACOE flood control channel.

**g)** As discussed above, with the incorporation of COAs and BMPs, neither construction nor operation of the proposed project would violate any water quality standards. Therefore, the proposed project would not otherwise substantially degrade water quality.

Mitigation:

**MM-Hyd 1:** No implementing projects shall be approved prior to the construction of the ACOE/CVWD flood control project and the proposed drainage facility on the northern portion of the project site is in place.

**MM-Hyd 2:** No implementing projects shall be approved until the subject area has been removed from the 100 year flood plain by the certification of a letter of the map revision or to the satisfaction of the CVWD.

Monitoring:

Monitoring shall be conducted by the CVWD, the Building and Safety Department, and Planning.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**24. Floodplains**

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

NA - Not Applicable  U - Generally Unsuitable  R - Restricted

a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Changes in absorption rates or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source:

Riverside County Water Quality Management Plan and Best Management Practices (BMPs) Design Handbook, Mirasera Specific Plan and Environmental Impact Report, RCIP Figure S-9 "100- and 500-Year Flood Hazard Zones", and Figure S-10 "Dam Failure Inundation Zone".

Findings of Fact:

**a-b)** As indicated in Response No. 23a) above, the project site is undeveloped and relatively flat. Because the site is undeveloped, the majority of the runoff currently generated at the project site percolates into the ground or flows via sheet flow toward the Avenue 38 and Varner Road. No streams or rivers flow through the site and the project will not alter offsite streams or rivers.

The project site is located in an area designated as a 100-year flood zone (Zone AO) on the FEMA Q3 Flood Insurance Rate Map, Riverside, 60 (panel number 0602451625B) dated 1999. Zone AO indicates areas of 100-year flood with depths of 1 to 3 feet (usually sheet flow on sloping terrain). Average depths and velocities are determined for areas of alluvial fan flooding.

The ACOE and CVWD are participating in a large-scale effort in the Whitewater River Basin called the Thousand Palms Flood Control Project, which will remove 2,800 acres of land and over 9,600 residents from an alluvial floodplain and preserve a long-term sand supply for the endangered fringe-toed lizard. The flood control project is designed to protect against the flooding from a 100-year storm and consists of a series of earthen levees and channels that convey the flood flows away from the



Thousand Palms area. Flood flows ultimately join with the Whitewater River/Coachella Valley Storm Channel which, in turn, conveys the flows into the Salton Sea.

The ACOE will be constructing a new regional drainage facility along the entire northern project site boundary to protect adjacent properties, the project site, and the I-10 and Varner Road from 100-year flood events. The ACOE's flood control facility plan has been integrated into the proposed project. At 170 feet wide, this drainage facility accounts for approximately 6.2 acres or 11% of the project site. This flood control channel will allow the project site's FEMA flood zone designation to change from Zone AO (inside the 100-year flood area) to Zone C (outside the 100 year flood area). Approximately 2.3 acres along the western boundary of the Valanté West area will be used for a temporary extension of the drainage facility use until the regional drainage facility is built by the ACOE. Once the regional drainage facility is completed, this area will be allowed to be developed for residential and open space/park use.

Construction activities would temporarily alter the existing drainage pattern of the project site as there would be areas of exposed soil during grading and excavation. While the project site is under construction, the rate and amount of surface runoff generated would fluctuate and generally increase over time. However, because the construction period is only temporary (approximately 10 months) and a storm drain system would be constructed in conjunction with the residential development, the potential for flooding would be less than significant.

The proposed residential development would create impervious surfaces at the project site thus altering its overall drainage pattern. Instead of permeating into the ground, runoff would accumulate on the impervious surfaces. An onsite drainage system has been proposed, which includes clarifiers at storm drain inlet points, which will allow sediments to filter out prior to directing the water to the new regional drainage facility along the northern project boundary that will accommodate all project runoff. This on-site drainage system would reduce the potential for erosion, siltation, and flooding. Therefore, the impacts from erosion, siltation, and flooding due to the change in drainage patterns would be less than significant.

**c)** No dams or levees are present on or near the project site. Therefore, the proposed project would not expose people or structures to a significant risk involving flooding or dam inundation.

**d)** As discussed in Response No. 23 d) above, the project includes an on-site drainage system to accommodate stormwater. The on-site storm drain system would connect to the proposed drainage facility to the north of the site. Therefore, the proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of water that would change the amount of surface water in any water body. Impacts would be less than significant.

Mitigation:

No mitigation measures are required.

Monitoring:

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>LAND USE/PLANNING</b> Would the project				
<b>25. Land Use</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Result in a substantial alteration of the present or planned land use of an area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source:  
RCIP General Plan, WCVAP, GIS, Project Description

Findings of Fact:

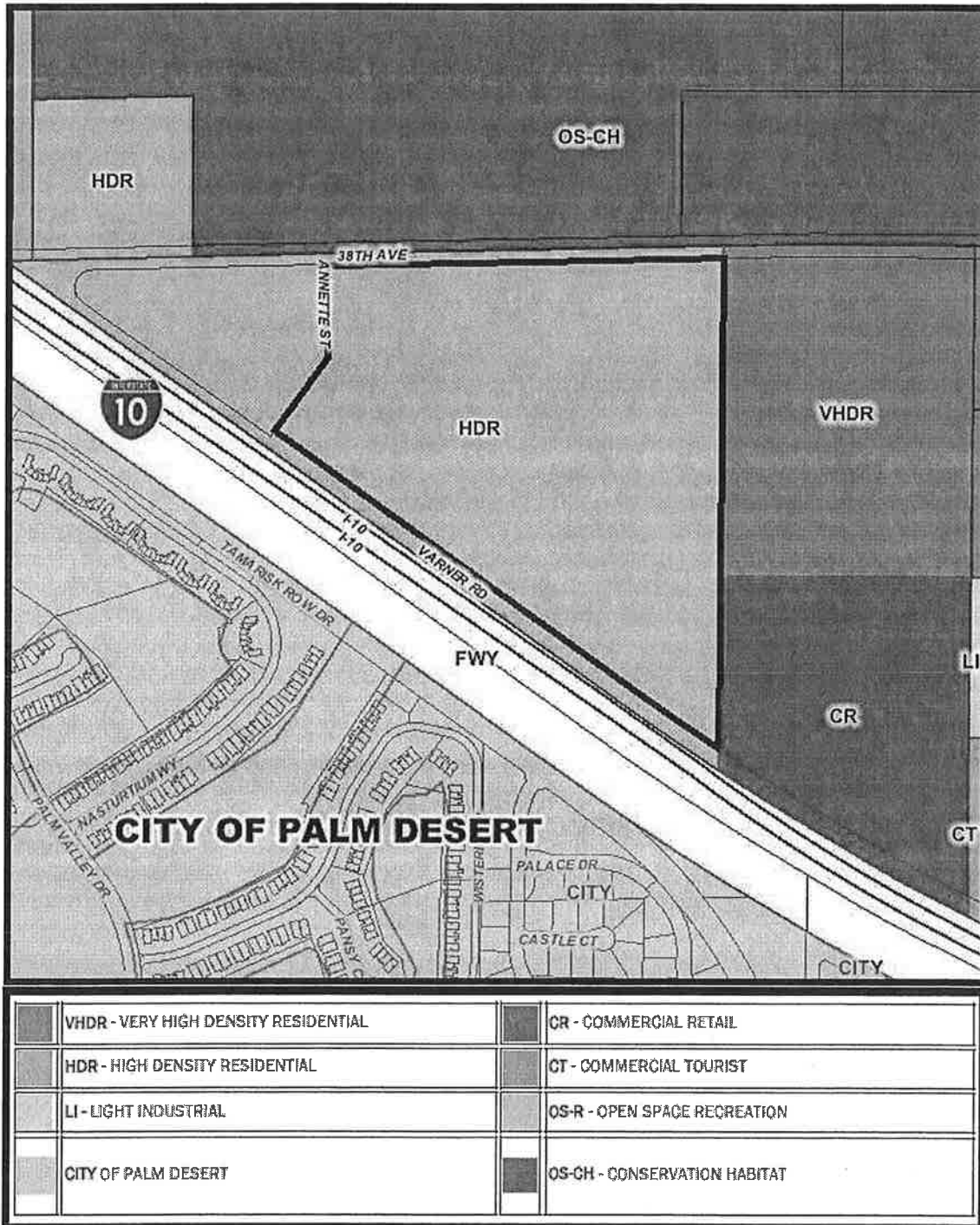
**a)** The vacant site is designated Community Development: High Density Residential (CD:HDR) in the WCVAP. CD:HDR allows a density range of 8 to 14 DU/acre. Allowable development includes single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, townhouses, and zero lot line homes. The potential for clustered development is provided for in this land use category. The proposed project is consistent with this existing General Plan designation as shown on Figure 9, Riverside County General Plan Land Use Designations (Riverside County GIS).

**b)** The site is not within a city a city sphere of influence and/or within adjacent city or county boundaries; therefore, no impact will occur.

Mitigation Measures:  
No mitigation measures are required.

Monitoring:  
No monitoring is required.

Figure 4 – Riverside County General Plan Land Use Designations (Riverside County GIS)



	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>26. Planning</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be consistent with the site's existing or proposed zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be compatible with existing surrounding zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be compatible with existing and planned surrounding land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be consistent with the land use designations and policies of the Comprehensive General Plan (including those of any applicable Specific Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source:

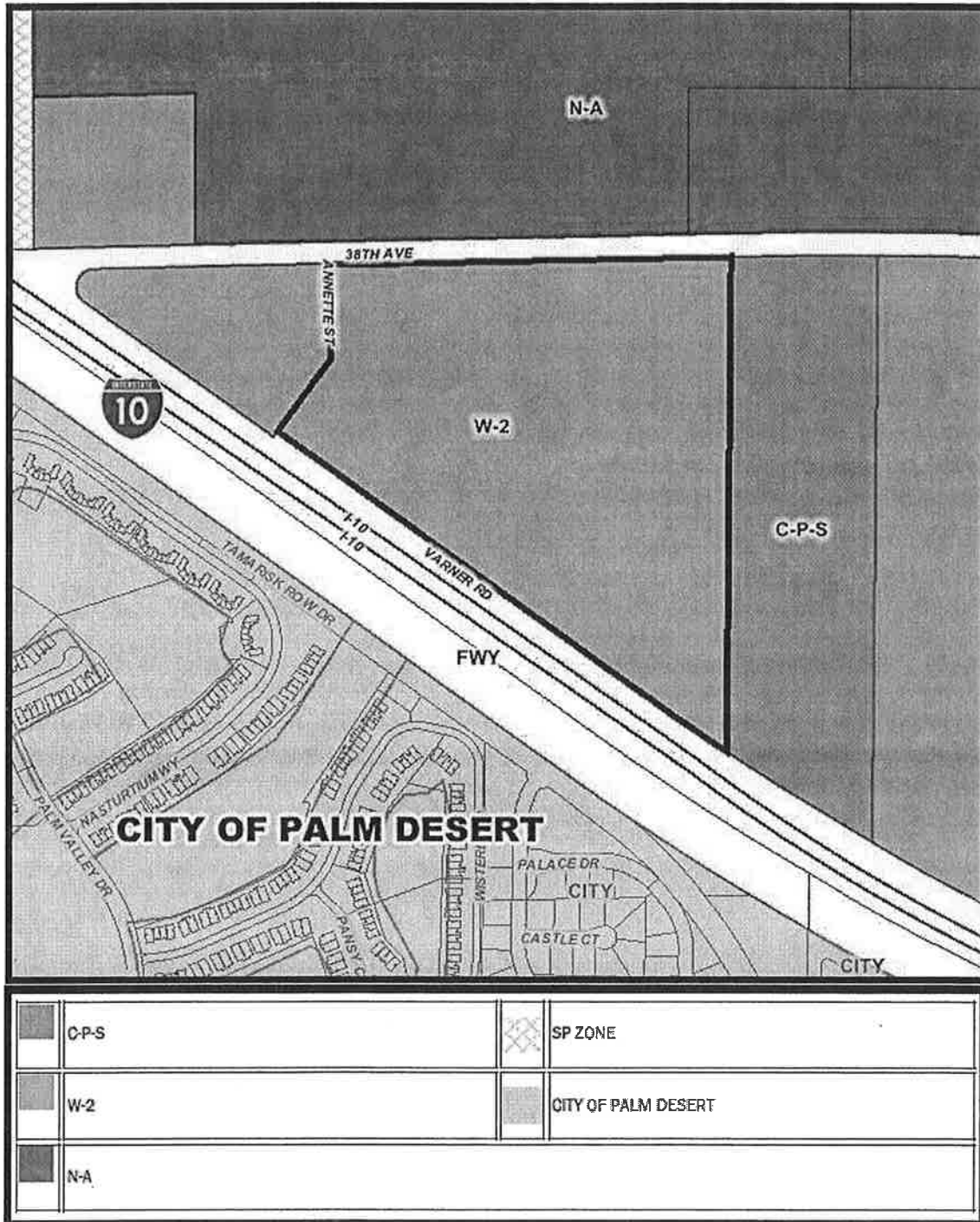
RCIP General Plan Land Use Element, Staff review, GIS, Riverside County Zoning Ordinance Articles XV and XVIIa.

Findings of Fact:

**a)** The existing zoning is shown on Figure 5, Current Riverside County Zoning (Riverside County GIS). The existing W-2 zoning district is incompatible with the General Plan designation of CD:HDR. The zone change from W-2 to S-P is necessary to achieve compatibility with the General Plan Land Use designation of CD:HDR. Allowable land uses under W-2 zoning include: one-family dwellings, light agriculture, aviaries, apiaries, grazing of farm animals, animal husbandry. With plot plan approval, allowable uses are guest ranches, educational institutions, country clubs, churches, meat cutting/packaging plants without slaughtering. With conditional use permits, allowable uses are airport, cemetery, hunting clubs, lumber mill, trail bike park, rodeo arena, commercial stable, menagerie and animal hospital. The minimum lot required is 20,000 square feet (SF). Therefore, the proposed project includes a change of zoning from W-2 to (SP) Specific Plan.

The proposed SP (Specific Plan) zoning classification is compatible with the existing General Plan designation of CD:HDR. Specific plan zoning is approved by the County with a "finding that the specific plan of land use contains definitive development standards and regulations relating to land use density, lot size and shape, siting of buildings, setbacks, circulation, drainage, landscaping, architecture, water, sewer, public facilities, grading, maintenance, open space, parking, and other elements deemed necessary for the proper development of the property" (Section 17.26). The proposed Valanté SP is consistent with this finding as it includes development standards and regulations that will allow for the proper development of the property. Therefore, potential impacts would be less than significant.

Figure 5 – Current Riverside County Zoning (Riverside County GIS)



**b-c)** The undeveloped project site is in a developing area of the Western Coachella Valley. The property immediately west of the project site is currently vacant and undeveloped. There are no known development plans/applications for this property. Further to the west is the approved Delfino Resorts Specific Plan (SP343) area that is under construction under the name Delfino Resorts. Delfino Resorts is a mixed residential/commercial/industrial/resort/golf course development. The Delfino Resorts golf course has been recently completed. This project will construct Varner Road to its ultimate build-out cross sections along its project boundary.

To the north of the site and Avenue 38 is vacant and undeveloped land. This property is designated as the Coachella Valley National Wildlife Refuge and is part of a large area set aside for Coachella Valley Fringe-toed Lizard habitat. This property is the responsibility of the U.S. Fish and Wildlife Service (USFWS).

To the east is the Mirasera Specific Plan (SP338) project. Mirasera is a 189.8 gross acres mixed-use and multi-phased residential, commercial, business park, and live/work development. The Mirasera project has been conditioned to construct Varner Road and Avenue 38 to the ultimate build-out cross sections along its project boundary. Also, depending on the timing and phasing of the buildout of Mirasera, the Mirasera project will also construct Avenue 38 at a reduced street width for access purposes along a new alignment that accounts for the construction of a new flood control channel.

A business park and the Thousand Trails RV Park are located east of the Mirasera site. Immediately north of the project site is the Coachella Valley Preserve. The intersection of Washington Street and the I-10 freeway is tourist commercial. Sun City (Indio) is located east of Washington Street.

The proposed project is considered infill between the Delfino Resorts and Mirasera Specific Plan developments. As a residential planned community, the proposed project is compatible with the existing and planned surrounding zoning and the existing and planned surrounding land uses. Therefore, potential impacts would be less than significant.

**d)** The following RCIP Countywide Policies are applicable to the Valanté Specific Plan are presented in Table 3 below and are organized consistent with the topical sub-headings contained within the RCIP.

Table 1  
General Plan Consistency Analysis

Goal/Objective/Policy/Principle	Specific Plan Consistency
<b><u>LAND USE ELEMENT</u></b>	
<b><u>Administration</u></b>	
<b>LU 1.3</b> Notify city planning departments of any discretionary projects within their respective spheres-of-influence in time to allow for coordination and to comment at public hearings.	The Valanté Specific Plan is not in the Sphere-of-Influence of any city.
<b>LU 1.5</b> The County shall participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, and watershed and habitat management with cities, local and regional agencies, stakeholders, Indian nations, and surrounding jurisdictions.	<p>The Valanté Specific Plan incorporates a regional serving storm drainage facility which has been coordinated with the Army Corps of Engineers and the Coachella Valley Water District (CVWD). This facility will protect the project site and other surrounding properties and diminish storm flows downstream.</p> <p>Additionally, The Valanté Specific Plan has been designed to accommodate the proposed realignment Avenue 38 via construction of Avenue 38 pursuant to the General Plan designated Major Highway ROW width of 118 feet from its intersection with Varner Road along the southern project boundary to the eastern project boundary. Varner Road will also be constructed from the western project boundary to the eastern project boundary at its ultimate full-section ROW width of 118 feet ROW pursuant to its Major Highway designation.</p>
<b>LU 1.6</b> Coordinate with local agencies, such as the Local Area Formation Commission (LAFCO), service providers and utilities, to ensure adequate service provision for new development.	The Valanté Specific Plan incorporates provisions for all infrastructure and utility services which have been coordinated with their respective providers. Furthermore, LAFCO, service providers and utilities allocate and plan for services based on the identified land use patterns in General Plans. The Riverside County General Plan designates the project site for residential development at 8 to 14 du/ac. The Valanté Specific Plan is consistent with this land use designation; therefore, LAFCO, service providers and utilities have adequately planned for the project.
<b>LU 1.8</b> As required by the Airport Land Use Law, submit certain proposed actions to the Riverside County Airport Land Use Commission for review. Such actions include proposed amendments to the general plan, area plans, or specific plans, as well as proposed revisions to the zoning ordinance and building codes.	The Valanté Specific Plan is in the least restrictive review area of the Bermuda Dunes Airport and will be submitted to the Airport Land Use Commission (ALUC) for review.
<b>LU 1.12</b> Pursuant to State law, each land use designation that provides for residential development	The Valanté Specific Plan contains residential use density ranges and an overall yield cap that is

Goal/Objective/Policy/Principle	Specific Plan Consistency
<p>(other than caretakers' dwellings) is assigned a population density standard for the purposes of projection and infrastructure planning. These population density standards are relevant only for general planning purposes, and shall not be interpreted as constituting legal limitations on the number of persons who may reside at any particular location or parcel.</p>	<p>consistent with the General Plan land use designation of CD:HDR, Community Development: High Density Residential.</p>
<b><u>Efficient Use of Land</u></b>	
<p><b>LU 2.1</b> Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Map and the Area Plan Land Use Maps, in accordance with the following:</p> <ul style="list-style-type: none"> <li>◇ Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities.</li> </ul>	<p>The Valanté Specific Plan provides an infill residential community with a range of housing choices that are consistent with the General Plan land use designation for the project site, including attached and detached homes that will be offered for home ownership. The Residential component of the Valanté Specific Plan includes a project objective that provides for a mixture of market rate residential products and densities clustered in neighborhoods such that implementation of the Specific Plan can change in response to market conditions. The mixture of compact lot single family detached homes and attached homes is aimed at providing a broad range of housing types for 1st and 2nd time and second home buyers.</p>
<ul style="list-style-type: none"> <li>◇ Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses.</li> </ul>	<p>Consistent with the Riverside County General plan, the Valanté Specific Plan provides an infill residential community with a range of housing product types and densities as well as recreation areas and open space.</p>
<ul style="list-style-type: none"> <li>◇ Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible.</li> </ul>	<p>The Valanté Specific Plan is located near the I-10/ Washington Street interchange and adjacent to the planned Mirasera Planned Community which will contain commercial/ retail and business park/office uses. Additionally, Delfino Resort, which is located to the north west of the project site and is currently under construction. Ultimately, Delfino Resort will include an 18-hole golf course and clubhouse, hotel, villas, condos, timeshare units, commercial/retail and business park/office uses. Additionally, Valanté is located less than one mile from existing commercial/ retail and industrial/ business park/office uses near the intersection of Washington Street and Varner Road.</p>
<ul style="list-style-type: none"> <li>◇ Concentrate growth near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible.</li> </ul>	<p>The Valanté Specific Plan is located near the I-10/ Washington Street interchange and adjacent to the planned Mirasera Planned Community which will contain commercial/ retail and business park/office uses. Additionally, Delfino Resort, which is located to the north west of the project site and is currently under construction. Ultimately, Delfino Resort will include an 18-hole golf course and clubhouse, hotel, villas, condos, timeshare units, commercial/retail and business park/office uses. Additionally, Valanté is located less than one mile from existing commercial/ retail and industrial/ business park/office uses near the intersection of Washington Street and Varner Road.</p>
<ul style="list-style-type: none"> <li>◇ Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile.</li> </ul>	<p>The Valanté Specific Plan incorporates an extensive pedestrian circulation system and connects to a County regional trail that provides access to retail and office uses in the adjacent planned Mirasera Planned Community.</p>



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<ul style="list-style-type: none"> <li>◇ Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.</li> </ul>	<p>As indicated above, the project will not cause a significant impact on biological resources with mitigation incorporated. The Valanté Specific Plan provides for a major storm drainage facility that will protect the community as well as adjacent properties.</p>
<p><b>LU 10.1</b> Provide sufficient commercial and industrial development in order to increase local employment levels and thereby minimize long distance commuting.</p>	<p>The Riverside County General Plan designates the Valanté site for residential land uses, which is proposed in the Specific Plan. The General Plan has been designed to provide a jobs/housing balance, which the Valanté Specific Plan furthers via implementation of the General Plan.</p>
<p><b>LU 12.1</b> Provide land use arrangements that reduce reliance on the automobile and improve opportunities for pedestrian, bicycle, and transit use in order to minimize congestion and air pollution.</p>	<p>The Valanté Specific Plan provides an extensive network of pedestrian trails within the project as well as development of a portion of the County regional trail network. Internal trails or paseos connect to recreational areas and the regional trail will provide connections to adjoining properties and uses.</p>
<p><b><u>Community Design</u></b></p>	
<p><b>LU 3.1</b> Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps and the Area Plan Land Use Maps in accordance with the following concepts:</p> <ul style="list-style-type: none"> <li>◇ Accommodate communities that provide a balanced mix of land uses, including employment, recreation, shopping, and housing.</li> </ul>	<p>The Valanté Specific Plan is consistent with the General Plan objective to provide a mix of uses within the broader community by providing a mix of residential densities within this project. This mix is consistent with the General Plan designation for the property.</p>
<ul style="list-style-type: none"> <li>◇ Assist in and promote the development of infill and underutilized parcels which are located in Community Development areas, as identified on the General Plan Land Use Map.</li> </ul>	<p>The Valanté Specific Plan development is an infill parcel within an area designated for urban development within the General Plan situated between the planned communities of Mirasera and Delfino Resort. Mirasera includes 1,756 residential units; a 200-room hotel; a 33.9-acre office and mixed use development containing 358,000 square feet (SF) of buildings and 17.2 acres of community retail containing 187,300 SF of buildings. Delfino Resort includes 970 residential units, 350 hotel rooms and 2,068,000 SF of retail/commercial and office/industrial land uses.</p>
<ul style="list-style-type: none"> <li>◇ Create street and trail networks that directly connect local destinations, and that are friendly to pedestrians, equestrians, bicyclists, and others using non-motorized forms of transportation.</li> </ul>	<p>The Valanté Specific Plan provides an extensive network of pedestrian trails within the project as well as development of a portion of the County regional trail network. Internal trails or paseos connect to recreational areas and the regional trail will provide connections to adjoining properties and uses.</p>

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<ul style="list-style-type: none"> <li>◇ Provide the opportunity to link communities through access to multi-modal transportation systems.</li> </ul>	<p>The Valanté Specific Plan incorporates a pedestrian and bicycle trail network that connects to a regional trail fronting the property that will be constructed as part of the Valanté community connection to Mirasera.</p>
<p><b>LU 3.2</b> Use open space, greenways, recreational lands, and watercourses as community separators.</p>	<p>The project incorporates a regional drainage channel along the northern boundary to separate the project site from the open space preserve to the north of the site. Connections between Valanté and the adjacent Delfino Resorts and Mirasera communities is desired to encourage non-vehicular circulation.</p>
<p><b>LU 3.3</b> Promote the development and preservation of unique communities in which each community exhibits a special sense of place and quality of design.</p>	<p>The Valanté Specific Plan amends the County's zoning code to create project- specific development standards. These standards will allow for more flexibility in designing the site plan while maintaining a level of quality design that is consistent with or exceeds the quality of design found in other developments not in Specific Plan zones.</p>
<p><b><u>Project Design</u></b></p>	
<p><b>LU 4.1</b> Require that new developments be located and designed to visually enhance, not degrade the character of the surrounding area through consideration of the following concepts:</p> <ul style="list-style-type: none"> <li>◇ Compliance with the design standards of the appropriate area plan land use category.</li> </ul>	<p>The Valanté Specific Plan is consistent with the area plan land use category of Community Development: High Density Residential, but as a Specific Plan adopted by ordinance the Specific Plan has tailored design standards, which integrate similar design concepts as the County's Design Guidelines.</p>
<ul style="list-style-type: none"> <li>◇ Require that structures be constructed in accordance with the requirements of the County's zoning, building, and other pertinent codes and regulations.</li> </ul>	<p>The Valanté Specific Plan amends the County's zoning code to create project- specific development standards. These standards will allow for more flexibility in designing the site plan while maintaining a level of quality design that is consistent with or exceeds the quality of design found in other developments not in Specific Plan zones. Development within the Valanté Specific Plan is required to comply with the County's building and other pertinent codes and regulations not covered in the Specific Plan.</p>
<ul style="list-style-type: none"> <li>◇ Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.</li> </ul>	<p>The Valanté Specific Plan incorporates a conceptual landscape plan and recommended plant materials that are drought-tolerant and appropriate for the project site's desert climate. Additionally, the Valanté Specific Plan will integrate the use of drip irrigation where appropriate</p>
<ul style="list-style-type: none"> <li>◇ Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation</li> </ul>	

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systems.	
<p>◇ Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided for in Title 24 of the California Administrative Code.</p>	<p>The Valanté Specific Plan incorporates a compact building cluster site approach which maximizes shading for both adjacent buildings and pedestrian paseos. The Valanté Specific Plan has also been designed to limit the amount of major streets and impermeable paving through the use of narrower stub streets to access garages. These reduce the need to construct individual driveways to each home and allow for the creation of larger open space areas, such as the open space area fronting Varner Road.</p>
<p>◇ Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate.</p>	<p>Due to its climatic setting, the Valanté Specific Plan incorporates drought tolerant landscaping and the use of drip irrigation where appropriate. The Valanté community will incorporate a separate recycled water system for connection when recycled water is made available at the project site.</p>
<p>◇ Encourage innovative and creative design concepts.</p>	<p>The Valanté Specific Plan incorporates a creative mix of residential product types to facilitate a diverse community connected not only by juxtaposition of product types but also by an extensive pedestrian paseo system. Additionally, the envisioned residential product types will front garages on alleys and provide access to the residences via landscaped paseos, which will give the front doors more prominence than traditional residential development.</p>
<p>◇ Mitigate noise, odor, lighting, and other impacts on surrounding properties.</p>	<p>The Valanté Specific Plan is designed to minimize noise impacts from adjacent traffic sources through the incorporation of an extensive open space area along Varner Road. The Valanté community design is also oriented inward to central park/open space areas for active outdoor uses, to avoid noise impacts to adjacent properties.</p>
<p>◇ Provide and maintain landscaping in open spaces and parking lots.</p>	<p>The Valanté Specific Plan incorporates landscaping in all park and open space areas of the plan as well as parking areas. These areas will be maintained by the community's homeowner's association (HOA).</p>
<p>◇ Include extensive landscaping.</p>	<p>The Valanté Specific Plan incorporates landscaping in all park and open space areas of the Plan. Intensity of landscaping depends on intended use of the area and on water conservation objectives. The frontage along Varner Road will have the most intensive landscape treatment.</p>
<p>◇ Preserve natural features, such as unique</p>	<p>The Valanté Specific Plan does not contain unique</p>

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natural terrain, drainage ways, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.	natural terrain, drainage ways or native vegetation that provides continuity with more extensive regional systems since the project site is separated from the Coachella Valley Preserve by Avenue 38 on the north. The Valanté Specific Plan avoids encroachment into the adjacent Coachella Valley Preserve.
◇ Require that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements.	The Valanté Specific Plan is designed around an extensive pedestrian paseo system connecting all development areas to two central and one periphery open space/recreational features as well as regional trail connections.
◇ Site buildings access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity.	The Valanté Specific Plan incorporates an extensive pedestrian paseo circulation system to encourage and enhance pedestrian connections between within and external to the Plan area.
◇ Establish safe and frequent pedestrian crossings.	The Valanté Specific Plan incorporates an extensive pedestrian paseo circulation system to encourage and enhance pedestrian connections between within and external to the Plan area. Circulation planning includes providing for safe pedestrian crossings of vehicular traffic.
◇ Create a human-scale ground floor environment that includes public open areas that separate pedestrian space from auto traffic or where mixed, it does so with special regard to pedestrian safety.	
<b><u>Infrastructure, Public Facilities and Service Provision</u></b>	
<b>LU 5.1</b> Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, transportation systems, and fire/police/ medical services.	The Valanté Specific Plan establishes the required infrastructure to support the planned land uses. The Specific Plan outlines a Financing and Maintenance Plan which identifies the types of improvements needed, the responsible party(s) for constructing and maintaining the improvements, and the financing mechanisms for the improvements.  The Valanté Specific Plan is divided into planning areas in order to effectively allow for efficient, phased development, to ensure that infrastructure is available to buildings at the proper time, and to allow for phasing adjustments in response to market conditions.
<b>LU 5.2</b> Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels or service.	
<b>LU 5.3</b> Review all projects for consistency with individual urban water management plans.	Urban Water Management Plans are created based on planned service requirements generated from City and County General Plans. The Valanté Specific Plan is consistent with the County General Plan land use designation for the project site; therefore, the Valanté Specific Plan is consistent with the applicable Urban Water Management Plan.
<b>LU 5.4</b> Ensure that development and conservation land uses do not infringe upon existing public utility	The Valanté Specific Plan reserves a right-of-way for a regional storm drainage channel along its northerly

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corridors, including fee owned rights-of-way and permanent easements, whose true land use is that of "public facilities". This policy will ensure that the "public facilities" designation governs over what otherwise may be inferred by the large scale general plan maps.	boundary and incorporates ROW for the construction of the new Avenue 38 alignment and width and widening of Varner Road pursuant to the Riverside County General Plan.
<b>LU 6.1</b> Require land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts.	The Valanté Specific Plan's overall residential density is consistent with the designated General Plan density range for this property.
<b>LU 6.3</b> Consider the positive characteristics and unique features of the project site and surrounding community during the design and development process.	The Valanté Specific Plan's site design takes into consideration its unique setting between the I-10 freeway and the hillside open space to the north. The Valanté Specific Plan allows a maximum of three stories, which will limit the obstruction of views of the Little San Bernardino Mountain range behind the project site. The frontage along Varner Road is planned with a 70 foot open space buffer with landscaping and three to four foot berms, which will preserve the view corridor along the I-10. The Valanté design also integrates flood control infrastructure to protect the site and adjacent properties from flood damage.
<b><u>Economic Development</u></b>	
<b>LU 7.1</b> Accommodate the development of a balance of land uses that maintain and enhance the County's fiscal viability, economic diversity, and environmental integrity.	The Riverside County General Plan designates the Valanté site for residential land uses, which is proposed in the Specific Plan. The General Plan has been designed to provide a jobs/housing balance, which the Valanté Specific Plan furthers via implementation of the General Plan.
<b>LU 7.12</b> Improve the relationship and ratio between jobs and housing so that residents have an opportunity to live and work within the County.	The Valanté Specific Plan does not provide jobs as an all-residential development but it is intended to address workforce housing needs by design and price point. The Riverside County General Plan designates the Valanté site for residential land uses at 8 to 14 du/ac. The Valanté Specific Plan is consistent with this land use designation. The General Plan has been designed to provide a jobs/housing balance, which the Valanté Specific Plan furthers via implementation of the General Plan.
<b><u>Open Space, Habitat and Natural Resource Preservation</u></b>	
<b>LU 8.1</b> Provide for permanent preservation of open space lands that contain important natural resources, hazards, water features, watercourses, and scenic and recreational values.	The Valanté site is not considered an open space property as it is designated for Community Development: High Density Residential land uses in the Riverside County General Plan. However, the Valanté Specific Plan allows for permanent preservation of the Coachella Valley Preserve by

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	respecting the boundary of the Preserve as identified in the Riverside County General Plan.
<p><b>LU 8.2</b> Require that development protect environmental resources by compliance with the Multipurpose Open Space Element of the General Plan and Federal and State regulations such as CEQA, National Environmental Policy Act (NEPA), the Clean Air Act, and the Clean Water Act.</p>	<p>The Valanté Specific Plan is required to comply with the Multipurpose Open Space Element of the General Plan and Federal and State regulations such as CEQA, NEPA, the Clean Air Act, and the Clean Water Act.</p>
<p><b>LU 8.3</b> Incorporate open space, community greenbelt separators, and recreational amenities into Community Development areas in order to enhance recreational opportunities and community aesthetics, and improve the quality of life.</p>	<p>The Valanté Specific Plan incorporates a combination of community parks and open space areas for both quality of life and as aesthetic components of the community design.</p>
<p><b>LU 8.4</b> Allow development clustering and/or density transfers in order to preserve open space, natural resources, and/or biologically sensitive resources.</p>	<p>The Valanté site is designated for HDR and is planned for cluster home and attached residential development. Furthermore, with the incorporation of the regional drainage channel, the project does not impact the open space preserve to the north of the site.</p>
<b><u>Fiscal Impacts</u></b>	
<p><b>LU 9.1</b> Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities.</p>	<p>The Valanté Specific Plan will provide for the construction of major roads and storm drainage facilities and will contribute impact fees towards other public facilities as necessary based on County of Riverside requirements.</p>
<b><u>Air Quality</u></b>	
<p><b>LU 10.3</b> Accommodate the development of community centers and concentrations of development to reduce reliance on the automobile and help improve air quality.</p>	<p>The Valanté Specific Plan provides an extensive network of pedestrian trails within the project as well as development of a portion of the County regional trail network. Internal trails or paseos connect to recreational areas and the regional trail will provide connections to adjoining properties and uses such as the Mirasera and Delfino Resort communities.</p> <p>The Mirasera Planned Community will contain commercial/ retail and business park/office uses. Additionally, Delfino Resort will include an 18 –hole golf course and clubhouse, hotel, villas, condos, timeshare units, commercial/retail and business park/office uses. Additionally, Valanté is located less than one mile from existing commercial/retail and industrial/ business park/office uses near the intersection of Washington Street and Varner Road.</p>
<p><b>LU 10.4</b> Provide options to the automobile in communities, such as transit, bicycle and pedestrian trails, to help improve air quality.</p>	
<b><u>Circulation</u></b>	
<p><b>LU 12.1</b> Provide land use arrangements that reduce reliance on the automobile and improve opportunities for pedestrian, bicycle, and transit use in order to</p>	<p>The Valanté Specific Plan provides an extensive network of pedestrian trails within the project as well as development of a portion of the County regional</p>

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minimize congestion and air pollution.	trail network. Internal trails or paseos connect to recreational areas and the regional trail will provide connections to adjoining properties and uses such as the Mirasera and Delfino Resort communities.
<b>LU 12.4</b> Incorporate safe and direct multi-modal linkages in the design and development of projects, as appropriate.	
<b>LU 12.5</b> Allow traffic-calming elements, such as narrow streets, curb bulbs, textured paving, and landscaping, where appropriate.	Each village will be serviced by an internal street system consisting of Private Local Streets and Private Drives, which in turn connect to Avenue 38. The Private Local Streets will have a design ROW (46 foot) to ensure safe and adequate mobility to village residents, visitors and emergency personnel. Curb adjacent sidewalks will be provided and will tie into the paseo trail system. This design will direct traffic to the primary road circulation system (Avenue 38 and Varner Road) to limit through-traffic in the residential neighborhoods. Homes will front the streets and on-street parking will be allowed, which will serve to reduce traffic speeds.
<b>LU 12.6</b> Require that adequate and accessible circulation facilities exist to meet the demands of a proposed land use.	The Valanté Specific Plan will construct an expansion of Varner Road as well as a major realignment of Avenue 38. These two facilities will be sized to meet both the project generated traffic needs as well as contribute to surrounding property development needs.
<b>LU 12.7</b> Review projects for consistency with the County's Transportation Demand Ordinance.	The County's Transportation Demand Ordinance establishes policies and procedures to encourage and promote the use of alternative transportation modes through project design and facility planning. The Valanté Specific Plan provides for and promotes the use of alternative transportation modes via the incorporation of an extensive pedestrian circulation system and construction of a portion of the County's Regional Trail system, which will provide pedestrian and bicycle connections to adjacent commercial/retail and office/business park land uses.
<b><u>Scenic Corridors</u></b>	
<b>LU 13.1</b> Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public.	The Valanté Specific Plan's site design takes into consideration its unique setting between the I-10 freeway and the hillside open space to the north. The Valanté Specific Plan allows a maximum of three stories, which will limit the obstruction of views of the Little San Bernardino Mountain range to the northeast of the project site. The frontage along Varner Road is planned with a 70 foot open space buffer with native landscaping, riding and hiking trails and three to four-foot berms, rather than using block walls along the I-10-facing property boundary so as to preserve the view corridor along the I-10 and provide a transitional area between the I-10 and the development areas.
<b>LU 13.2</b> Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors.	
<b>LU 13.3</b> Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment	

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<p><b>LU 13.4</b> Maintain at least a 50-foot setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways.</p>	<p>Although I-10 is not currently designated as a State Scenic Highway, the I-10 is designated as a County Eligible Scenic Highway. The Valanté Specific Plan design provides a 70 foot wide landscaped setback from the Varner Road ROW (more than 130 feet from Varner Road curb) and more than 180 feet from the I-10 ROW.</p>
<p><b>LU 13.5</b> Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground.</p>	<p>All electric or communication distribution lines within the project will be located underground.</p>
<p><b>LU 13.8</b> Avoid the blocking of public views by solid walls.</p>	<p>See LU 13.1 through 13.3 above.</p>
<p><b><u>Airports</u></b></p>	
<p><b>LU 14.1</b> Allow airport facilities to continue operating in order to meet existing and future needs respecting potential noise and safety impacts.</p>	<p>The Valanté Specific Plan is consistent with the Riverside County Airport Land Use Compatibility Plan, which governs land use policies of the closest airport to the Valanté site, which is the Bermuda Dunes Airport. Based on that plan, the majority of the Project Site is within airport compatibility zone E. Zone E is considered the least restrictive of all of the airport compatibility zones. In fact, Zone E does not restrict residential uses, require a certain amount of open space or prohibit uses, except for those that would be hazardous to flight. The Valanté Specific Plan will be reviewed by the Riverside County Airport Land Use Commission to ensure consistency with airport influence area provisions. Therefore, the project will not impact operations at the Bermuda Dunes Airport.</p>
<p><b>LU 14.2</b> Review all proposed projects and require consistency with any applicable airport land use compatibility plan as set forth in Appendix L and as summarized in the Area Plan's Airport Influence Area section for the airport in question.</p>	
<p><b>LU 14.4</b> Prior to the adoption or amendment of this General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or building regulation within the planning boundary of any airport land use compatibility plan, refer such proposed actions for determination and processing as provided by the Airport Land Use Law.</p>	
<p><b>LU 14.5</b> Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable airport land use compatibility plan.</p>	
<p><b>LU 14.7</b> Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.</p>	
<p><b>LU 14.9</b> All development proposals within an Airport Influence Area will be submitted to the affected airport.</p>	
<p><b><u>Community Development</u></b></p>	
<p><b>LU 22.1</b> Accommodate the development of single- and multi-family residential units in areas appropriately designated by the General Plan and</p>	<p>The Valanté Specific Plan provides for a variety of residential products including both detached and attached for-sale units, consistent with the General Plan density range designation for this property, which</p>



Goal/Objective/Policy/Principle	Specific Plan Consistency
area plan land use maps.	is 8-14 du/ac.
<p><b>LU 22.3</b> Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed residential land use.</p>	<p>The Valanté Specific Plan includes the provision of backbone infrastructure for domestic water service, wastewater conveyance, and storm water drainage. In addition, the Valanté Specific Plan includes the provision of electrical and natural gas service to the plan area. As an established area, the County of Riverside and the individual utility and service providers are able to provide the necessary services to support the proposed project.</p>
<p><b>LU 22.4</b> Accommodate the development of a variety of housing types, styles and densities that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.</p>	<p>The Valanté Specific Plan provides for a variety of residential products including both detached and attached for-sale units, consistent with the General Plan density range designation for this property.</p>
<p><b>LU 22.6</b> Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting agricultural, roadway, commercial, and industrial uses.</p>	<p>The Valanté Specific Plan design provides a 70 foot wide landscaped setback from the Varner Road ROW (more than 130 feet from Varner Road curb) and more than 180 feet from the I-10.</p>
<p><b>LU 22.7</b> Allow for reduced street widths to minimize the influence of the automobile and improve the character of a neighborhood, in accordance with the Riverside County Fire Department.</p>	<p>The Valanté Specific Plan incorporates reduced width private streets for all internal local streets within the project, which have been reviewed by the Fire Department.</p>
<b><u>CIRCULATION ELEMENT</u></b>	
<p><b>C 19.1</b> Preserve scenic routes that have exceptional or unique visual features in accordance with Caltrans' Scenic Highways Plan.</p>	<p>Although I-10 is not currently designated as a State Scenic Highway, the I-10 is designated as a County Eligible Scenic Highway. The Valanté Specific Plan design provides a 70 foot wide landscaped setback from the Varner Road ROW (more than 130 feet from Varner Road curb) and more than 180 feet from the I-10 ROW.</p>
<b><u>MULTIPURPOSE OPEN SPACE ELEMENT</u></b>	
<p><b>OS 22.1</b> Design developments within designated scenic highway corridors to balance the objectives of maintaining scenic resources with accommodating compatible land uses.</p>	<p>Although I-10 is not currently designated as a State Scenic Highway, the I-10 is designated as a County Eligible Scenic Highway. The Valanté Specific Plan design provides a 70 foot wide landscaped setback from the Varner Road ROW (more than 130 feet from Varner Road curb) and more than 180 feet from the I-10 ROW.</p> <p>The Valanté Specific Plan's site design takes into consideration its unique setting between the I-10 freeway and the hillside open space to the north. The Valanté Specific Plan allows a maximum of three stories, which will limit the obstruction of views of the Little San Bernardino Mountain range to the northeast</p>
<p><b>OS 22.3</b> Encourage joint efforts among federal, state, and County agencies, and citizen groups to ensure compatible development within scenic corridors.</p>	
<p><b>OS 22.4</b> Impose conditions on development within scenic highway corridors requiring dedication of scenic easements consistent with the Scenic Highways Plan, when it is necessary to preserve unique or special visual features.</p>	

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	of the project site. The frontage along Varner Road is planned with a 70 foot open space buffer with native landscaping, riding and hiking trails and three to four-foot berms, rather than using block walls along the I-10-facing property boundary so as to preserve the view corridor along the I-10 and provide a transitional area between the I-10 and the development areas.
<b>OS 22.5</b> Utilize contour grading and slope rounding to gradually transition graded road slopes into a natural configuration consistent with the topography of the areas within scenic highway corridors.	The project site is generally flat and will remain so with the development of Valanté; therefore, there will not be visible slopes from the I-10. Nevertheless, the Specific Plan includes requirements for slope rounding.

The Valanté Specific Plan is within the Western Coachella Valley Area Plan (WCVAP). The purpose of these area plans is to provide more detailed land use and policy direction regarding local issues such as land use, circulation, open space and other topical areas. The area plan land use maps contain a more detailed series of land use categories that are grouped according to the RCIP's five General Plan Foundation Components. Each of the five components is subdivided into detailed land use designations at the area plan level.

Following is a brief summary of each of the General Plan Foundation Components:

**Agriculture** – identifies those areas to be used for agricultural production.

**Rural** – identifies those areas with a distinctive rural character, including existing rural communities, mountainous and desert areas that allow limited development.

**Rural Community** – identifies communities that exhibit a rural character and allow limited development.

**Open Space** – identifies those areas appropriate for the preservation of open space for habitat, recreation, scenic value, mineral resource extraction, and natural resource preservation. This category also identifies remote, large-parceled areas that allow limited development.

**Community Development** – identifies those areas appropriate for urban or suburban development, including areas for single family and multiple family residential uses, commercial, industrial, business-park, public facilities, and a mix of uses.

The Valanté site is within the Community Development Foundation Component and is therefore subject to the Community Development Foundation Component policies. Further, the applicable land use designation for the project site is Community Development: High Density Residential (CD:HDR). The WCVAP characterizes development allowed in the CD:HDR land use designation as detached, small lot single family and attached single family homes, patio homes, zero lot line homes, multi-family apartments, duplexes, and townhouses. The permitted density range is 8 to 14 dwelling units per acre (DU/ac).

Following are WCVAP policies that are applicable to the Valanté Specific Plan.

Goal/Objective/Policy/Principle	Specific Plan Consistency
<p><b>WCVAP 7.4</b> Ensure that architectural design is compatible with or enhances adjacent development.</p>	<p>Currently, there is no development immediately adjacent to the project site; however, the Valanté Specific Plan incorporates extensive design guidelines to ensure quality architectural design that is consistent with the area.</p>
<p><b>WCVAP 7.5</b> Enhance block walls with special treatment or design.</p>	<p>The Valanté Specific Plan's site design takes into consideration its unique setting between the I-10 freeway and the hillside open space to the north. The Valanté Specific Plan allows a maximum of three stories, which will limit the obstruction of views of the Little San Bernardino Mountain range to the northeast of the project site. The frontage along Varner Road is planned with a 70 foot open space buffer with native landscaping, riding and hiking trails and three to four-foot berms, rather than using block walls along the I-10-facing property boundary so as to preserve the view corridor along the I-10 and provide a transitional area between the I-10 and the development areas.</p>
<p><b>WCVAP 18.1</b> Protect the scenic highways in the Western Coachella Valley from change that would diminish the aesthetic value of adjacent properties in accordance with policies in the Scenic Corridors sections of the Land Use, Multipurpose Open Space, and Circulation Elements.</p>	
<p><b>WCVAP 7.6</b> Require residential development to incorporate the following design criteria: a. Roofline variation, through level changes and/or different building heights; b. Setback variation of units to reduce a straight-line effect, but in no case less than required by the County Land Use Ordinance; c. Facade treatment variation through use of compatible materials or colors; d. Consideration for security through lighting and visibility of common areas from units; e. Use of walls, landscaped berms, and plant materials in combination to provide screening buffers to roadways and adjacent land uses; f. Use of street trees and landscaping along interior roadways and parking areas; g. Placement of trees and other plant materials on both sides of walls along street frontages and other rights-of-way; h. Development projects with carports shall be designed with carports located out of view of the frontage street and other right-of-ways or provide with substantial screening; i. All buildings shall be provided with design treatments for roofs and facade with tile or other appropriate materials; j. The use of native and/or water-efficient plants, where feasible.</p>	<p>The Valanté Specific Plan incorporates extensive design guidelines that address these and other design criteria to ensure quality architectural design that is consistent with the area.</p>
<p><b>WCVAP 15.1</b> Where outdoor lighting is proposed, require the inclusion of outdoor lighting features that would minimize the effects on the nighttime sky and wildlife habitat areas.</p>	<p>The project will comply with Riverside County lighting standards.</p>
<p><b>WCVAP 15.2</b> Adhere to the lighting requirements of the County Ordinance Regulating Light Pollution for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.</p>	
<p><b>WCVAP 16.1</b> Design and develop the vehicular</p>	<p>The Valanté Specific Plan has been designed to</p>

Goal/Objective/Policy/Principle	Specific Plan Consistency
roadway system per Figure 7, Circulation, and in accordance with the Functional Classifications section and standards specified in the General Plan Circulation Element.	accommodate the proposed realignment Avenue 38 via construction of Avenue 38 pursuant to the General Plan designated Major Highway ROW width of 118 feet from its intersection with Varner Road along the southern project boundary to the eastern project boundary. Varner Road will also be constructed from the western project boundary to the eastern project boundary at its ultimate full-section ROW width of 118 feet ROW pursuant to its Major Highway designation in the General Plan.
<b>WCVAP 16.2</b> Maintain the County's roadway Level of Service standards as described in the General Plan Circulation Element.	As indicated in this document, the project will not result in a reduction of the Level of Service standards for area intersections.
<b>WCVAP 17.1</b> Develop a system of local trails that enhances the Western Coachella Valley's recreational opportunities and connects with the Riverside County regional trails system and the Eastern Coachella Valley Area Plan trails system.	The Valanté Specific Plan incorporates an extensive pedestrian circulation system and connects to a County regional trail that provides access to retail and office uses in the adjacent planned Mirasera Planned Community.
<b>WCVAP 17.2</b> Implement the Trails and Bikeway System, Figure 8, as discussed in the General Plan Circulation Element.	
<b>WCVAP 21.2</b> Require all development activities within Fringe-toed Lizard habitat areas be compatible with the conservation principles and provisions of the Fringe-toed Lizard Habitat Conservation Plan and the standards of the Multipurpose Open Space Element.	The project complies with the conservation principles in that a physical separation is provided in the plan between development and the FTL conservation area.
<b>WCVAP 22.2</b> Require that proposed development projects that are subject to flood hazards, surface ponding, high erosion potential, or sheet flow be submitted to the Coachella Valley Water District or the Riverside County Flood Control and Water Conservation District for review.	The project will be submitted to the Coachella Valley Water District for review.

The project site is zoned W-2 – Controlled Development. The W-2 zoning district permits a wide range of uses, including single-family dwellings and light agriculture, country clubs and churches. The minimum lot size required in the W-2 zone is 20,000 square feet, which is inconsistent with the CD:HDR General Plan land use designation. Government Code Section 65860 requires zoning be consistent with the general plan. Therefore, in the event that a zoning ordinance becomes inconsistent with the general plan due to an amendment to the General Plan, the zoning ordinance is required to be amended so that it is consistent with the general plan. The County is currently undergoing a comprehensive update of the Land Use and Development Ordinance, which will coordinate the zoning districts with the general plan designations. The proposed project includes a zone change from W-2 to Specific Plan, which will be in conformance with the County's General Plan and bring the site's zoning into consistency with CD:HDR land use designation.

The proposed project is consistent with the land use designations and policies of the County General Plan and the Western Coachella Valley Area Plan for CD:HDR development. Therefore, the potential for impact is less than significant.

e) The site is both an undeveloped and developing area with an established circulation system. Larger scale specific plan communities are under development or planned for development both to the east and west of the project site. The proposed project will not require new roads to be built that would divide the physical arrangement of an established community. Therefore, potential impacts would be less than significant and no mitigation measures are required.

Mitigation:

No mitigation measures are required.

Monitoring:

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>MINERAL RESOURCES</b> Would the project				
<b>27. Mineral Resources</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Result in the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or property to hazards from proposed, existing or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source:

RCIP General Plan Figure OS-5 "Mineral Resources Area"

Findings of Fact:

**a-b)** As indicated on Figure OS-5 of the RCIP, no mineral resources are known to exist on the project site. Therefore, the proposed project would not result in the loss or availability of a known mineral resource that would be of value to the region or residents of the state.

**c-d)** As indicated on Figure OS-5 of the General Plan, no State classified or designated areas or mineral resources are known to exist adjacent to the project site. Additionally, no existing, proposed or abandoned quarries or surface mines are adjacent to the project site.

Mitigation Measures:

No mitigation measures are required.

Monitoring:

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**NOISE** Would the project result in

**Definitions for Noise Acceptability Ratings**

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

NA - Not Applicable      A - Generally Acceptable      B - Conditionally Acceptable

C - Generally Unacceptable      D - Land Use Discouraged

**28. Airport Noise**

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

NA     A     B     C     D

b) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

NA     A     B     C     D

Source:

RCIP Figure S-19 "Airport Locations", County of Riverside Airport Facilities Map, and Noise Impact Analysis for Valanté Specific Plan #00360, Palm Desert, California dated July 6, 2007 by Giroux & Associates.

Findings of Fact:

The project site is not within 2 miles of a public or private airstrip. The site is outside the Bermuda Dunes Airport 65 dB CNEL noise envelope. However, the project side is located within Zone E of the Bermuda Dunes Airport Land Use Compatibility Plan. Zone E is the least restrictive of all of the airport compatibility zones. Zone E does not restrict residential uses, require a certain amount of open space, or prohibit uses, except for those uses that would be hazardous to flight. Proposed development projects in Zone E require review by the County Airport Land Use Commission (ALUC); however, the project site is not subject to airport-related land use restrictions that would conflict with the proposed Specific Plan. On-site noise measurements demonstrate that the entire site noise exposure can be attributed to I-10 freeway sources. Any noise contributions from the Bermuda Dunes Airport are minimal in comparison to the I-10. See Figures 7 and 8 in Section 21.

Mitigation Measures:

No mitigation measures are required.

Monitoring:

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>29. Railroad Noise</b> NA <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source:

RCIP Figure C-1 "Circulation Plan", S-21 "Rail Facilities, Available Water, Oil and Natural Gas Pipelines Inventory Data", and Noise Impact Analysis for Valanté Specific Plan #00360, Palm Desert, California dated July 6, 2007 by Giroux & Associates.

Findings of Fact:

The railroad is located on the south side of I-10. On-site noise measurements demonstrate that the entire project site noise exposure can be attributed to I-10 freeway sources. Any noise contributions from the railroad are minimal in comparison to the I-10.

Mitigation Measures:

No mitigation measures are required for railroad noise.

Monitoring:

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>30. Highway Noise</b> NA <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source:

Noise Impact Analysis for Valanté Specific Plan #00360, Palm Desert, California dated July 6, 2007 by Giroux & Associates.

Findings of Fact:

The I-10 and Varner Road border the site to the south. On-site noise measurements demonstrate that the entire site noise exposure can be attributed to I-10 freeway sources. Any noise contributions from Varner Road are minimal in comparison to the I-10. Noise measurements show that the existing distance of ambient noise constraint for sensitive uses (65 dB CNEL) extends to approximately 875 feet north of the freeway centerline. Therefore, some project residential units may require a combination of noise buffering by sound walls near the freeway, individual parcel mitigation through sound walls around usable space, and/or upgraded acoustical features such as premium dual-paned windows in order to accommodate the freeway background noise while meeting County noise standards.

Mitigation Measures:

Mitigation measures for I-10 noise levels are presented in Section 32 below.

Monitoring:

Monitoring shall be done by the Building and Safety Department.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>31. Other Noise</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
NA <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>				

Source:

Noise Impact Analysis for Valanté Specific Plan #00360, Palm Desert, California dated July 6, 2007 by Giroux & Associates.

Findings of Fact:

On-site noise measurements demonstrate that the entire site noise exposure can be attributed to I-10 freeway sources. Any noise contributions from the Bermuda Dunes Airport, the railroad, or Varner Road are minimal in comparison to the I-10.

Mitigation Measures:

No mitigation measures are required.

Monitoring:

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>32. Noise Effects on or by the Project</b>				
a) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source:

Noise Impact Analysis for Valanté Specific Plan #00360, Palm Desert, California dated July 6, 2007 by Giroux & Associates.

Findings of Fact:



a) Existing noise levels near the project site derived mainly from vehicular sources on the I-10 freeway. Noise measurements show that the existing distance of ambient noise constraint for sensitive uses (65 dB CNEL) extends to approximately 875 feet north of the freeway centerline. Therefore, some project residential units may require a combination of noise buffering by sound walls near the freeway, individual parcel mitigation through sound walls around usable space, and/or upgraded acoustical features such as premium dual-paned windows in order to accommodate the freeway background noise while meeting County noise standards.

The Noise Impact Analysis (NIA) prepared by Giroux & Associates for the Valanté Specific Plan studied the potential noise impacts of the traffic on the surrounding roads on the project and the project's noise generation during construction and long-term operation. Subsequent to the completion of the NIA, the number of dwelling units in the project description for the Specific Plan changed from 475 DU to 460 DU. The traffic noise generated from the project, which is the only measurable noise source from the project, will have a corresponding reduction with the change in unit count from 475 to 460 DU since the traffic associated with the 15 homes will not be generated. Nevertheless, because the NIA has analyzed potential noise impacts under a scenario that would have greater potential impacts than the proposed project, the following analysis has not been changed to reflect the lower dwelling unit count.

Long-term noise impacts from the proposed project center primarily on mobile source traffic noise emissions generated on arterial roads within the area surrounding the project site. Table 4 summarizes the calculated CNEL at 50 feet from the roadway centerline for six traffic scenarios (Existing; Existing plus ambient growth plus project; Near-term, no project; Near-term with project; Build-out, no-project; and Build-out with project) at each of seventeen (17) roadway segments analyzed in the project traffic study. A "significant" traffic noise impact would occur if project-related traffic were to increase noise levels by +3 DB or more. As shown on the following table, the project will not cause any roadway segment to exceed this threshold. At area build-out, the maximum "with project" versus "no project" traffic noise difference will be +0.9 dB CNEL along Avenue 38 east of Varner Road. Therefore, individual project noise impacts are less than significant.

Cumulatively significant noise increases will occur along a number of area roadways in response to continuing substantial land use intensification in the project vicinity. Cumulatively significant noise increases are anticipated along the following roadway segments not directly adjacent to the freeway:

- Cook Street north of Varner Road
- Washington Street from north of Avenue 38 to Varner Road
- Avenue 38 from Varner Road to Washington Street

Each of these roadway segments will far exceed the +3 dB significance threshold for the build-out no-project condition compared to existing conditions. Thus area growth is responsible for these increases, not the proposed project. The project will add a very minor noise increment to roadway segments that already far exceed the +3 dB CNEL threshold for the no-project condition. Although traffic noise due to cumulative area growth is significant, the proposed project's contribution is less than significant.

**Table 2**  
**Project-Related Traffic Noise Impact**  
**(dBA CNEL at 50 feet from roadway centerline)**

Roadway Segment	Exist. +	2009	2009	Buildout	Buildout
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	Existing	Grow. + Project	No Project	w/ Project	No Project	w/ Project
<b>Cook Street:</b>						
North of Varner Road	57.4	58.3	64.6	64.7	70.7	70.8
Varner – I-10	63.9	64.4	72.2	72.3	75.1	75.1
South of I-10	72.8	73.0	74.3	74.3	75.5	75.5
<b>Berkey Street:</b>						
North of Varner Road	63.6	63.9	64.2	64.2	64.8	64.9
<b>Washington Street:</b>						
N of Ave 38	64.4	64.7	67.8	67.8	71.2	71.2
S of Ave 38	64.4	64.7	67.3	67.4	71.0	71.1
N of Varner	69.1	69.3	70.4	70.4	75.7	75.8
S of Varner	72.8	73.2	74.4	74.6	76.5	76.6
S of I-10	74.1	74.4	75.0	75.0	76.2	76.3
<b>Varner Road:</b>						
West of Cook Street	64.3	64.7	70.1	70.2	74.4	74.4
East of Cook Street	63.9	64.9	73.5	73.6	74.5	74.6
West of Avenue 38	62.6	63.9	70.4	70.7	73.4	73.5
East of Avenue 38	62.3	65.1	68.8	69.6	71.7	72.1
West of Berkey	64.4	66.4	71.4	71.8	70.6	71.1
Berkey-Washington	67.5	68.5	71.8	72.1	71.5	71.8
Washington – I-10 WB Ramp	70.7	71.1	72.1	72.1	72.6	72.7
East of I-10 WB Ramps	69.0	69.2	70.0	70.0	71.6	71.6
<b>Avenue 38:</b>						
East of Varner	55.6	63.8	65.6	67.5	69.3	70.2
West of Washington	55.6	57.8	67.5	67.6	68.3	68.4

b) Construction noise impacts are minimized by time restrictions placed on grading permits. Ordinance 457.90, Section 1G of the Riverside County Building and Safety Department, states the following:

“Whenever a construction site is within one-quarter (1/4) mile of an occupied residence(s), no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the Riverside County Building Official.”

There are currently no residences near the project site. The closest homes are across the I-10 freeway whose traffic noise levels would dominate any construction activity. The masking effects of background noise conditions and compliance with the County time limits are predicted to create a less than significant temporary noise impact during construction activities.

c) The County's General Plan states an exterior noise exposure standard of 60 dBA CNEL is the most desirable level for residential, school, visitor accommodation and other noise-sensitive receptors. An exterior noise level of 65 dBA CNEL is considered acceptable if all available noise mitigation has been adopted, where feasible.

Noise measurements show that the existing distance of ambient noise constraint for sensitive uses (65 dB CNEL) extends to approximately 875 feet north of the freeway centerline. Therefore, some project residential units may require a combination of noise buffering by sound walls near the freeway, individual parcel mitigation through sound walls around usable space, and/or upgraded acoustical features such as premium dual-paned windows in order to accommodate the freeway background noise while meeting County noise standards.

The Specific Plan's Attached Residential District (SF-2) will be located in the highest noise environment which is Varner Road along the southern perimeter of the project site. Residential units in this area will be exposed to exterior noise levels greater than the 65 dB CNEL standard. Required mitigation measures will be dependent upon three home orientation variations. They are:

**Possible Home Orientation Adjacent to Varner Road**

<b>No Shielding</b> (Backyards exposed to Varner)
<b>Partial Shielding</b> (Side yards parallel to Varner)
<b>Full Shielding</b> (Backyards on opposite side of home from Varner)

The following possible setback inputs were used for modeling noise wall heights at homes where recreational space is fully exposed to traffic from Varner Road and the I-10:

**Valanté Perimeter Roadway Noise Exposure  
Homes with Rear Yards Facing Varner Road (no shielding)**

Distance Property Line from I-10 (from centerline)	Distance to Property Line from Varner Road (from centerline)	Required Wall Height <sup>a</sup>
282'	156'	17.0 feet

<sup>a</sup> To attain Riverside County exterior noise standard of 65 dB CNEL

A 17-foot noise wall would be required to shield a seated 3-foot outdoor recreational user 10 feet within the property line for lots in backyards directly facing Varner Road and the I-10 Freeway.

The following inputs and results were used to determine wall height if homes were oriented such that partial recreational space shielding was available:

**Valanté Perimeter Roadway Noise Exposure  
Homes with Partial Rear Yard Shielding**

Distance to Property Line from I-10 (from centerline)	Distance to Property Line from Varner Road (from centerline)	Required Wall Height <sup>a</sup>
282	156	11.0 feet

<sup>a</sup> To attain Riverside County exterior noise standard of 65 dB CNEL.

An 11.0-foot sound wall would be necessary to provide the needed attenuation to meet the Riverside County exterior noise standard of 65 dB CNEL for a 3-foot receiver at homes sited at the setbacks described for these homes.

The third alternative site plan whereby the structure itself is utilized as a noise shield and places the outdoor recreational space north of the building within the structure's "sound shadow" was not modeled; however, this scenario would require the least noise mitigation of the three options. Development of a cluster of homes surrounding an interior courtyard, or a row of single-family homes facing southward, would allow for the use of less radical sound wall protection. Without such site planning creativity, noise walls ranging from 11.0 to 17.0 feet above pad grade as noted above will be necessary to mitigate exterior noise.

Community common areas such as parks and pools in the center of the complex should be considered to meet the recreational space requirements such that individual home decks and yards can then be treated as an architectural feature not requiring noise protection.

The County's interior noise standard for residential uses is 45 dB CNEL. Interior noise mitigation measures will be necessary for the tier of homes immediately adjacent to Varner Road and the I-10, utilizing the noise walls recommended for compliance with the County's exterior noise standard. The resultant structural attenuation necessary for the residential interiors to meet the required standard are summarized below:

**First Story (5 feet from base)**

Sound Wall Height	Noise at First Story Facade	Needed Interior Mitigation
None	81.0 dB	36.0 dB
11.0 feet	69.0 dB	24.0 dB
17.0 feet	65.0 dB	20.0 dB

**Second Story (15 feet from base)**

Sound Wall Height	Noise at Second Story Facade	Needed Interior Mitigation
None	81.0 dB	36.0 dB
11.0 feet	81.0 dB	36.0 dB
17.0 feet	73.0 dB	28.0 dB

**Third Story (25 feet from base)**

Sound Wall Height	Noise at Second Story Facade	Needed Interior Mitigation
None	81.0 dB	36.0 dB
11.0 feet	81.0 dB	36.0 dB
17.0 feet	81.0 dB	36.0 dB

Structural attenuation of -20 dB is readily achievable without any acoustical upgrades other than the ability to close windows. However, potential second stories of residences adjacent to the I-10 will require substantial noise attenuation (23 to 36 dB) to reduce second story interior noise levels to 45 dB CNEL. Typical noise attenuation with single-paned windows in modern frame and stucco

construction is stated in the County noise analysis guidelines to typically be 20 dB. Enhanced structural features capable of additional mitigation will be needed for perimeter units backing up to any of the I-10 depending on setbacks and wall heights. Although the exterior tier of development will help shield any interior units, the high traffic noise generated by the I-10 Freeway may require additional tiers of homes to be evaluated for possible acoustic upgrades.

The hierarchy of structural noise mitigation is generally as follows:

<b>Exterior to Interior Reduction Desired</b>	<b>Measure(s) Needed</b>
0-10 dBA	None
10-20 dBA	Close windows facing roadway. Provide supplemental ventilation.
20-25 dBA	Close standard dual-paned windows. Provide supplemental ventilation.
25-30 dBA	Close upgraded dual-paned windows. Provide supplemental ventilation. Baffle vents and line ducts with absorbers.
>30 dBA	Custom upgrades (dual layer drywall, triple-paned windows, steel doors, etc.)

The County's COA requires that a supplemental acoustical analysis be submitted in conjunction with the issuance of building permits to verify that adequate structural noise protection exists in perimeter residences adjoining surrounding roadways to meet the 45 dBA CNEL interior standard. Supplemental ventilation, in conjunction with air conditioning, is required in any livable space where window closure to shut out roadway noise is needed to meet interior standards

In residential construction, the structural noise level reduction (in dB) is almost equal to the rated sound transmission class (STC) of any operable windows. Sound-rated windows with an STC of 40 or higher may be required for the second stories of southern perimeter units. When the needed structural noise protection exceeds 35 dB, noise leakage through walls, ceilings and ducts or vents requires that they also be substantially upgraded. Upgrade requirements can be substantially reduced if the southernmost tier of development is single story. Such structures, especially the roofs, will function as sound walls that will dramatically reduce the attenuation requirements for any possible two-story units toward the interior of the development. A supplemental acoustical report verifying compliance based upon the selected design and structural features will be prepared at the building permit stage.

Second story units adjacent to Varner Road and the I-10 Freeway will require 28 to 36 dB CNEL of acoustical mitigation to provide an interior noise level of 45 dB CNEL. Although the exterior tier of development will help shield any interior units, the high traffic noise generated by the I-10 Freeway may require additional tiers of homes to be evaluated for possible acoustic upgrades. Structural noise attenuation will be needed to meet the 45 dB CNEL standard.

Site plan considerations can be used to mitigate noise impacts without the use of massive sound walls or very highly upgraded structural features. The use of clustered homes with protected courtyards, or south-facing single family homes with protected rear yards, would substantially reduce noise wall requirements.

Multi-family housing will also comply with all requirements of the California/Uniform Building Code related to noise transmission through shared structural elements (e.g. "party walls" or floor/ceiling assemblies in stacked units) as documented at the building plan stage.

d) Given the nature of the construction activities that will be required for the project, some vibration may be perceived by off-site receptors within approximately 100 feet of the site during the construction phase. However, this impact will be short-term and will not be of a magnitude to become severely unpleasant or potentially damaging to property. Therefore, project construction and operation would not generate significant levels of ground-borne vibration or ground-borne noise. No mitigation measures are required.

Mitigation Measures:

**MM-N1** – A Supplemental Acoustical Analysis will be submitted prior to issuance of building permits to verify that adequate design and structural noise protection exists in perimeter residences adjoining surrounding roadways to achieve the County’s exterior and interior noise standards of 65 dB CNEL and 45 dB CNEL, respectively.

Monitoring:

Monitoring will be performed by the County Building and Safety Department.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>POPULATION AND HOUSING</b> Would the project				
<b>33. Housing</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County’s median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Affect a County Redevelopment Project Area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source:

Project description and materials, Riverside County RCLIS, Census Bureau

Findings of Fact:

a-c) The project site is a vacant parcel. Therefore, the proposed project would not displace any existing housing or people.

d) The project site is located outside of a County Redevelopment Project Area; therefore, the proposed project would not affect a Redevelopment Project Area.

e-f) The project would construct 460 residences on the project site. According to the County of Riverside Code Section 10.35, the average household sizes for residences of the two product types proposed are 2.59 and 2.34 persons per household. Based on these two generation factors, the proposed project would potentially increase the County's population by approximately 1,135 people. This increase is nominal when compared to the County's current population of 1,871,950 people (Census Bureau 2004 population estimate) and the Western Coachella Valley area's estimated build out population of 192,090 (WCVAP Plan Table 2).

The proposed project is in accordance with the WCVAP land use designation of Community Development: High Density Residential with a density range of 8 to 16 DU/acre. As such, because the County General Plan assumed that residential development would occur on the site at densities similar to the proposed project, the proposed project would result in additional population growth that has already been anticipated. Therefore, the potential for impact will be less than significant.

Mitigation Measures:

No mitigation measures are required.

Monitoring:

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>PUBLIC SERVICES</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
<b>34. Fire Services</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source:

RCIP General Plan Safety Element, Riverside County Fire Department website, Riverside County Ordinance No. 659

Findings of Fact:

Fire protection services are provided by the Riverside County Fire Department (RCFD). RCFD is an all risk emergency organization that delivers regional fire services to the unincorporated areas of the County and contract cities. Three RCFD fire stations are located within six miles of the project site.

- North Bermuda Dunes #81, 37955 Washington Street
  - 1 County Medic Engine, 1 Hazmat Support Unit
  - 1 ¼ mile from project site
- Palm Desert North #71, 73995 Country Club Drive

- 1 City Medic Ambulance, 1 City Engine
- 4 ¾ mile from project site
- Thousand Palms #35, 72695 La Canada Way
  - 1 County Medic Engine
  - 5 ¼ mile from project site

The proposed project is considered as Category 2, Urban, with a fire station required within 3 road miles and receipt of a full "First Alarm" assignment on scene within 15 minutes. North Bermuda Dunes #81 meets this 3-mile requirement.

Fire flow requirements are based on building construction type, square footage, and type of business or operation. The water system will be designed to provide 1,000 gallons per minute for residential units.

The proposed project will incrementally increase the demand for fire services in the project area. However, Riverside County has established a development impact fee via Ordinance No. 659 that is intended to offset any incremental increases in need for fire protection. The proposed project is required to pay these development impact fees prior to issuance of building permits. Therefore, with payment of the development impact fees pursuant to Ordinance No. 659, the proposed project will not have a significant impact on fire services.

Mitigation Measures:

No mitigation measures are required.

Monitoring:

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>35. Sheriff Services</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source:

RCIP General Plan Safety Element, Riverside County Ordinance No. 659

Findings of Fact:

The Riverside County Sheriff's Department (RCSD) provides law enforcement and crime prevention services to the project site and vicinity. The nearest County Sheriff's station is located at 73-520 Fred Waring Drive, Palm Desert, about 5 miles from the project site. Similar to fire protection services, the proposed project will incrementally increase the demand for sheriff services in the project area; however, Riverside County's development impact fee Ordinance No. 659 also collects fees for sheriff services, which is intended to offset any incremental increases in need for sheriff services. The proposed project is required to pay these development impact fees prior to issuance of building permits. Therefore, with payment of the development impact fees pursuant to Ordinance No. 659, the proposed project will not have a significant impact on sheriff services.

Mitigation Measures:

No mitigation measures are required.



Monitoring:

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>36. Schools</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source:

Desert Sands Unified School District

Findings of Fact:

The Desert Sands Unified School District (DSUSD) provides public education services for the project area. Schools serving the project area are Ronald Reagan Elementary School, Colonel Mitchell Paige Middle School, and Palm Desert High School. Some of the residents of the proposed residential community will have school age children attending schools in the District.

The proposed project has 236 Single Family Detached (SFD) Units and 224 Single Family Attached (SFA) Units. The following tables show projected school generation factors for the proposed project.

**Project Student Generation - SFD**

School Level	No. of Total Units	Factor	No. of Students
Elementary	236	0.2998	71
Middle		0.1573	37
High		0.2125	50
Total		0.6698	158

**Project Student Generation - SFA**

School Level	No. of Total Units	Factor	No. of Students
Elementary	224	0.1267	28
Middle		0.0522	12
High		0.0543	12
Total		0.2332	52

The proposed project will generate approximately 210 students consisting of 99 elementary students, 49 middle school students, and 62 high school students. Therefore, the project will incrementally increase the number of students in the district. This will be offset by the collection of school impact fees for residential uses as set by State Law. The DSUSD collects development impact fees of \$2.63 per square foot for residential units. These fees are required to be paid prior to issuance of building permits, as per the following COA:

- Prior to the approval of any implementing project within the SPECIFIC PLAN, the following condition shall be placed on the implementing project: "PRIOR TO BUILDING PERMITS,

impacts to the Desert Sands Unified School District shall be mitigated in accordance with state law.”

With payment of school fees as required by the COA, the potential impact is mitigated to a less than significant level. No additional mitigation is necessary.

Mitigation Measures:

No mitigation beyond the above COA is required.

Monitoring:

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>37. Libraries</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source:

RCIP

Findings of Fact:

Library services are provided by the Riverside County Public Library System. The proposed residential community will incrementally increase the demand for library services. The three closest libraries are:

- Thousand Palms Library at 72-715 La Canada Way, approximately 4 miles from the project site
- Palm Desert Library at 73-300 Fred Waring Drive, approximately 6 miles from the project site
- Indio Library at 200 Civic Center Mall, approximately 8 ½ miles from the project site

Riverside County’s development impact fee Ordinance No. 659 also collects fees for library services, which is intended to offset any incremental increases in need for libraries. The proposed project is required to pay these development impact fees prior to issuance of building permits. Therefore, with payment of the development impact fees pursuant to Ordinance No. 659, the proposed project will not have a significant impact on library services.

Mitigation Measures:

No mitigation measures are required.

Monitoring:

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>38. Health Services</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source:  
RCIP

Findings of Fact:

There are numerous health care providers and medical facilities in proximity to the project site. The project will create an incremental need for health services. However, these types of services are normally user fee or tax supported services. Therefore, the proposed project will not have a significant impact on health services.

Mitigation Measures:  
No mitigation measures are required.

Monitoring:  
No monitoring is required.

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

<b>39. Parks and Recreation</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Is the project located within a C.S.A. or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source:  
GIS, Ordinance No. 460, Section 10.35, Ordinance No. 659, Parks & Open Space Department Review, Riverside County Code Section 16.20.020

Findings of Fact:

a) The proposed project provides park and open space areas (approximately 9.6 acres or 17% of the site) that include a mix of active and passive uses with amenities such as barbeques, a gazebo, community swimming pool and spa areas, open turf areas and walking/jogging trails. A 4.5 acre linear

passive open space park will parallel Varner Road. This passive open space will be designed and landscaped to provide trail linkage connections to the County regional trail system, as well as local walking, jogging, and biking opportunities for community residents. The long-term maintenance of the recreation areas would be the responsibility of the Homeowner's Association (HOA). Construction of these recreational facilities would not have an adverse physical effect on the environment. Additional recreational facilities or the expansion of existing recreational facilities are not proposed or required as part of this project.

**b-c)** The Quimby Act allows the County to require the dedication of land, the payment of in-lieu fees, or a combination of both for park and recreational purposes as a condition of approval for a Tentative Tract Map. County Ordinance No. 460 requires five acres of land for each 1,000 persons. The intent of this requirement is to provide parks and open space within new developments as well as to provide funds to meet the overall community's needs for parks and open space. Additionally, Riverside County's development impact fee Ordinance No. 659 also collects fees for regional parks, which is intended to offset any incremental increases in the need for regional parks created by new residential development. The Coachella Valley Parks District administers the acquisition, improvement, and operation and maintenance of parks within the project area.

The proposed project would potentially increase the County's population by approximately 1,135 people. Based on the parkland standard of 0.005 acres per resident, the proposed project would be required to devote 5.7 acres of the project site for parkland recreational uses. The proposed project provides 5.1 acres of improved parks and 4.5 acres of open space for a total of 9.6 acres of parkland recreational uses. The long-term maintenance of the recreation areas will be the responsibility of the HOA. The land area of the recreation and open space areas meets the County's parkland standard.

Because the proposed project would create recreational opportunities for its residences within the development itself, the use of existing public parks in the area would be minimized. Nevertheless, residents of the proposed residential community can be expected to utilize public parks and facilities in addition to using their private parkland. Therefore, the proposed project can be expected to result in a slight increase in the use of existing neighborhood/community and regional parks or other recreational facilities. However, with the payment of regional park fees pursuant to Ordinance No. 659 and the provision of the recreation facilities proposed by the project, impacts to public parks is considered less than significant.

Mitigation Measures:

No mitigation measures are required.

Monitoring:

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>40. Recreational Trails</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source:

RCIP WCVAP Figure 8 Trails and Bikeway System

Findings of Fact:

According to the WCVAP Figure 8, a Class I Bike Trail is planned along the north side of Varner Road from Washington Street to the western boundary of the Western Coachella Valley near the Pacific Crest Trail. This planned Class I Bike Trail roughly parallels the I-10 freeway. This Class I Bike Trail will ultimately connect to other trails throughout the County. Bike lanes will also be provided along Varner Road and Avenue 38. The Class I Bike Trail adjacent to the project site is shown on Figure 6, Conceptual Community Trails Plan.

There are no other recreational trails planned or adjacent to the project site. The proposed project includes a total of 9.6 acres of parks and open space. This parks and open space area will include walking and jogging paths. The residential areas are connected by paseos to provide residents with direct access to the recreational and trail amenities. The project is required to pay all development impact fees and regional, which will offset any incremental increase in demand for or usage of bicycle trails. Additionally, the project includes the construction of the Class I Bike Trail along the north side of Avenue 38 and Varner Road north of Avenue 38. Therefore, the potential for impact will be less than significant.

Mitigation Measures:

No mitigation measures are required.

Monitoring:

No monitoring is required.

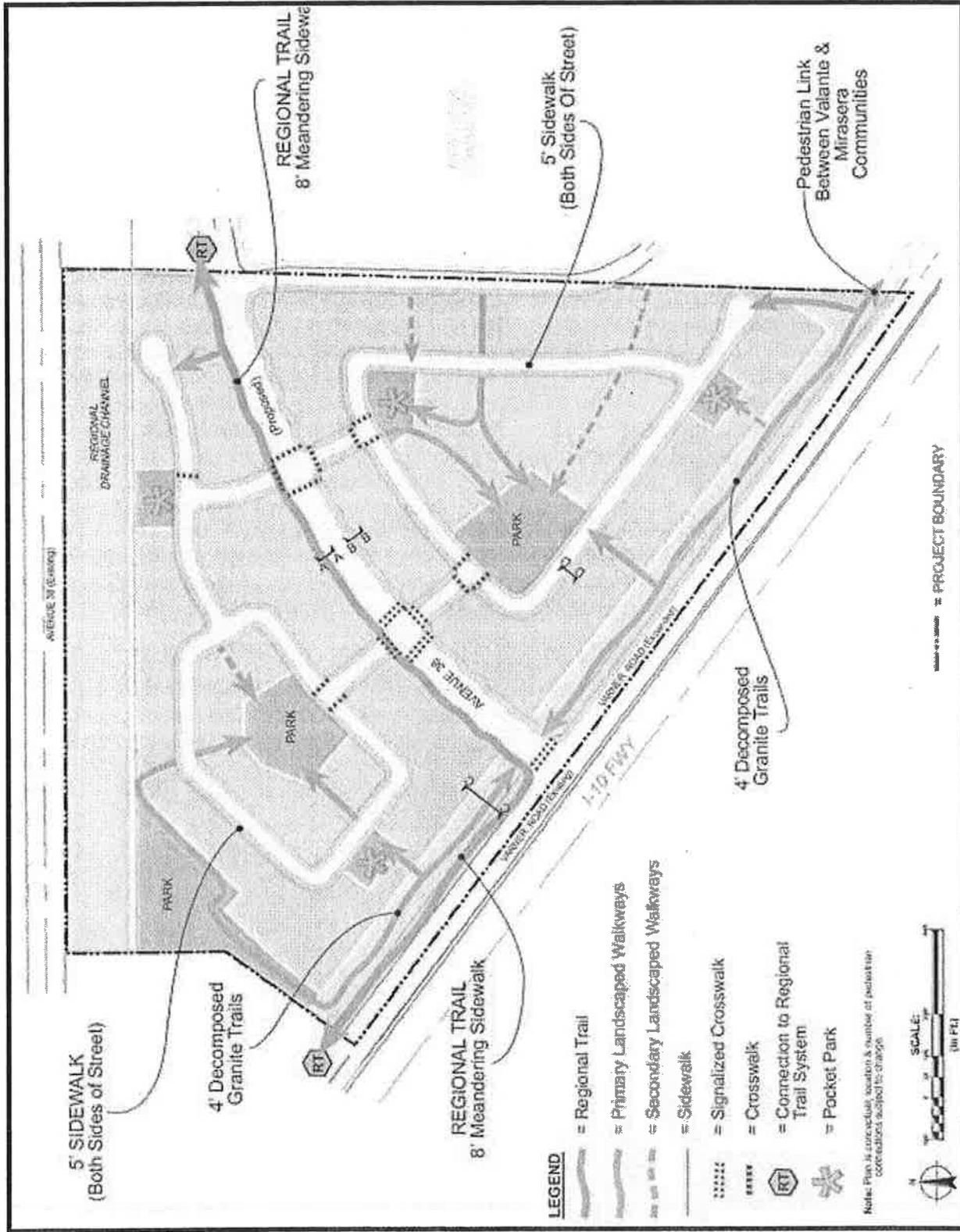


Figure 6 -- Conceptual Community Trails Plan

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>TRANSPORTATION/TRAFFIC</b> Would the project				
<b>41. Circulation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated road or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Alter waterborne, rail or air traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Conflict with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source:

RCIP General Plan Circulation Element, City of Palm Desert General Plan Update Traffic Study Addendum (Supplemental Analysis) dated September 17, 2003, and County of Riverside Valanté Project Traffic Impact Analysis prepared by Kunzman Associates dated May 26, 2007.

Findings of Fact:

**a, c, g)** A Traffic Impact Analysis (TIA) was prepared by Kunzman & Associates to evaluate the traffic generation and potential impact of the development of the proposed project. The scope of the analysis was discussed with the County's Transportation Department prior to its preparation. Study objectives included:

- Documentation of existing traffic conditions in the site vicinity;
- Analysis of existing plus ambient plus project traffic conditions;
- Evaluation of traffic conditions for the project opening year (2009);
- Analysis traffic conditions for General Plan Buildout with and without the proposed project; and
- Determination of on-site and off-site improvements and system management actions needed to achieve County of Riverside level of service requirements.

Subsequent to the completion of the TIA, the number of dwelling units in the project description for the Specific Plan changed from 475 DU to 460 DU. The project trip generation will have a corresponding reduction with the change in unit count from 475 to 460 DU since the traffic associated with the 15 homes will not be generated. Nevertheless, because the TIA has analyzed potential traffic impacts under a scenario that would have greater potential impacts than the proposed project, the following analysis has not been changed to reflect the lower dwelling unit count.

The current access to the project site is from Varner Road and Avenue 38. Both streets are minimally improved with two-lanes of asphalt pavement to service local traffic. Varner Road is a frontage road running along the north side of I-10 and connects to Washington Street approximately  $\frac{3}{4}$  miles east of the site and Cook Street approximately  $1\frac{3}{4}$  miles to the west of the site. Washington Street intersects with I-10 and provides on- and off-ramp access. Avenue 38 is located along the northern property boundary and runs east west between Washington Street and intersects with Varner Road approximately  $\frac{1}{4}$  mile west of the site. Existing circulation system in the project vicinity is in Figure 4 above.

The following intersections were analyzed based on their potential to be affected by the proposed project:

- Cook Street (NS) at:
  - Varner Road (EW)
  - I-10 Freeway WB Ramps (EW)
  - I-10 Freeway EB Ramps (EW)
- Avenue 38 (NS) at:
  - Project North Entrance(EW)
  - Project South Entrance (EW)
  - Varner Road (EW)
- Berkey Drive (NS) at:
  - Varner Road (EW)
- Washington Street (NS) at:
  - Avenue 38 (EW)
  - Varner Road (EW)
  - I-10 Freeway EB Ramps (EW)
- I-10 Freeway WB Ramps (NS) at:
  - Varner Road (EW)



The principal findings of the TIA are:

1. Required Level of Service

Level of service (LOS) data was used to describe the existing traffic conditions for these study intersections. LOS is a rating system used to measure the degree of congestion ranging from LOS A to LOS F. The County has established, as a Countywide target, a Level of Service C on all County maintained roads and conventional State Highways, except that a Level of Service D could be allowed in urban areas only at intersections of any combination of Major Streets, Arterials, Expressways or conventional State Highways within one mile of a freeway interchange and also at freeway ramp intersections. Level of Service D would only be allowed, subject to Board of Supervisor approval, in those instances where mitigation of Level of Service C is deemed to be impractical.

2. Level of Service with Proposed Development

For existing plus ambient plus project traffic conditions, the following study area intersection is projected to operate at unacceptable LOS during the evening peak hour, without improvements:

- Washington Street (NS) at:
  - Varner Road (EW)
  - I-10 Freeway EB Ramps (EW)

For Opening Year (2009) without project traffic conditions, the following study area intersections are projected to operate at unacceptable LOS during the peak hours, without improvements:

- Cook Street (NS) at:
  - Varner Road (EW)
  - I-10 Freeway EB Ramps (EW)
- Avenue 38 (NS) at:
  - Varner Road (EW)
- Berkey Drive (NS) at:
  - Varner Road (EW)
- Washington Street (NS) at:
  - Avenue 38 (EW)
  - Varner Road (EW)
  - I-10 Freeway EB Ramps (EW)

For Opening Year (2009) with project traffic conditions, the following study area intersections are projected to operate at unacceptable LOS during the peak hours, without improvements:

- Cook Street (NS) at:
  - Varner Road (EW)
  - I-10 Freeway EB Ramps (EW)
- Avenue 38 (NS) at:
  - Varner Road (EW)
- Berkey Drive (NS) at:
  - Varner Road (EW)
- Washington Street (NS) at:
  - Avenue 38 (EW)
  - Varner Road (EW)
  - I-10 Freeway EB Ramps (EW)

For General Plan Buildout without project traffic conditions, the following study area intersections are projected to operate at unacceptable LOS during the peak hours, without improvements:

- Cook Street (NS) at:
  - Varner Road (EW)
  - I-10 Freeway EB Ramps (EW)
- Avenue 38 (NS) at:
  - Varner Road (EW)
- Berkey Drive (NS) at:
  - Varner Road (EW)
- Washington Street (NS) at:
  - Avenue 38 (EW)
  - Varner Road (EW)
  - I-10 Freeway EB Ramps (EW)
- I-10 Freeway WB Ramps (NS) at:
  - Varner road (EW)

For General Plan Buildout with project traffic conditions, the following study area intersections are projected to operate at unacceptable LOS during the peak hours, without improvements:

- Cook Street (NS) at:
  - Varner Road (EW)
  - I-10 Freeway EB Ramps (EW)
- Avenue 38 (NS) at:
  - Varner Road (EW)
- Berkey Drive (NS) at:
  - Varner Road (EW)
- Washington Street (NS) at:
  - Avenue 38 (EW)
  - Varner Road (EW)
  - I-10 Freeway EB Ramps (EW)
- I-10 Freeway WB Ramps (NS) at:
  - Varner Road (EW)

### 3. Level of Service with Proposed Development and With Additional Improvements

For Opening Year (2009) with project traffic conditions, the study area intersections are projected to operate within acceptable LOS during the peak hours, with improvements as shown in the following table.

Intersection	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Peak Hour Delay-LOS <sup>2</sup>		
		Northbound			Southbound			Eastbound			Westbound			Morning	Evening	
		L	T	R	L	T	R	L	T	R	L	T	R			
Cook Street (NS) at:																
Vamer Road (EW)																
- Without Improvements		TS	1	2	0	1	1	1	1	1	0	2	1	1	99.9-F <sup>4</sup>	99.9-F
- With Improvements		TS	2	2	1	2	2	1	1	3	2	2	3	1	30.4-C	34.2-C
I-10 Freeway WB Ramps (EW)		TS	0	3	1>>	0	3	0	0	0	0	1	0	1	22.7-C	13.4-B
I-10 Freeway EB Ramps (EW)																
- Without Improvements		TS	0	3	0	1	3	0	1	0	2	0	0	0	20.8-C	99.9-F
- With Improvements		TS	0	3	1	1	3	0	1	0	2	0	0	0	16.8-B	24.5-C
Avenue 38 (NS) at:																
Project North Entrance (EW)		CSS	0	1	0	0	1	0	0	0	1	0	0	1	10.4-B	10.5-B
Project South Entrance (EW)		CSS	0	1	0	0	1	0	0	0	1	1	1	0	15.2-C	21.6-C
Vamer Road (EW)																
- Without Improvements		CSS	0	0	0	0	1	0	0	1	0	0	1	0	99.9-F	99.9-F
- With Improvements		TS	0	0	0	1	0	1	1	1	0	0	1	0	17.7-B	20.3-C
Berkey Drive (NS) at:																
Vamer Road (EW)																
- Without Improvements		AWS	0	0	0	1	1	1	1	1	0	0	2	1	99.9-F	99.9-F
- With Improvements		TS	0	0	0	1	1	1	1	1	1	1	1	1	4.3-A	15.6-B
Washington Street (NS) at:																
Avenue 38 (EW)																
- Without Improvements		CSS	1	2	0	0	2	0	1	0	1	0	0	0	38.6-E	99.9-F
- With Improvements		IS	1	2	0	0	2	0	1	0	1	0	0	0	19.6-B	18.7-B
Vamer Road (EW)																
- Without Improvements		TS	2	2.5	1.5>	2	3	0	1	2	0	2	1.5	1.5	99.9-F	99.9-F
- With Improvements		TS	2	3	1>	2	3	1	1	2	1>>	2	2	1	32.1-C	28.9-C
I-10 Freeway EB Ramps (EW)																
- Without Improvements		TS	0	3	0	2	3	0	2	0	1	0	0	0	99.9-F	99.9-F
- With Improvements		TS	0	3	1	2	3	0	2	0	2	0	0	0	21.5-C	39.8-D
I-10 Freeway WB Ramps (NS) at:																
Vamer Road (EW)		TS	2	0	1	0	0	0	0	3	1	2	2	0	27.5-C	20.0-B

<sup>1</sup> When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; 1 = Improvements

<sup>2</sup> Delay and level of service has been calculated using the following analysis software: Traffic, Version 7.8.0115 (2006). Per the 2000 Highway Cap Manual, overall average intersection delay and level of service are shown for intersections with 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.

<sup>3</sup> TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

<sup>4</sup> 99.9-F = Delay High, Intersection Unstable, Level of Service F.

For General Plan Buildout with project traffic conditions, the study area intersections are projected to operate within acceptable LOS during the peak hours, with improvements as shown in the following table.

Intersection	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Peak Hour Delay-LOS <sup>2</sup>	
		Northbound			Southbound			Eastbound			Westbound			Morning	Evening
		L	T	R	L	T	R	L	T	R	L	T	R		
<b>Cook Street (NS) at:</b>															
<b>Vamer Road (EW)</b>															
- Without Improvements	TS	1	2	0	1	1	1	1	1	0	2	1	1	99.9-F <sup>4</sup>	99.9-F
- With Improvements	TS	2	2	≥	1	3	≥	2	3	1≥	2	3	1	40.3-D	43.9-D
<b>I-10 Freeway WB Ramps (EW)</b>															
- Without Improvements	TS	0	3	1>>	0	3	0	0	0	0	1	0	1	14.1-B	20.4-C
<b>I-10 Freeway EB Ramps (EW)</b>															
- Without Improvements	TS	0	3	0	1	3	0	1	0	2	0	0	0	33.3-C	99.9-F
- With Improvements	TS	0	3	1	1	3	0	1	0	2>	0	0	0	17.9-B	27.0-C
<b>Avenue 38 (NS) at:</b>															
<b>Project North Entrance (EW)</b>															
- Without Improvements	CSS	0	1	0	0	1	0	0	0	1	0	0	1	12.3-B	17.0-C
<b>Project South Entrance (EW)</b>															
- Without Improvements	TS	1	1	0	1	1	0	0	0	1	1	0	1	6.7-A	6.4-A
<b>Vamer Road (EW)</b>															
- Without Improvements	CSS	0	0	0	0	1	0	0	1	0	0	1	0	99.9-F	99.9-F
- With Improvements	TS	0	0	0	1	0	1>	2	3	0	0	2	1	16.8-B	23.1-C
<b>Berkey Drive (NS) at:</b>															
<b>Vamer Road (EW)</b>															
- Without Improvements	AWS	0	0	0	1	1	1	1	1	0	0	2	1	99.9-F	99.9-F
- With Improvements	TS	0	0	0	1	1	1	1	1	1	1	1	1	5.8-A	12.8-B
<b>Washington Street (NS) at:</b>															
<b>Avenue 38 (EW)</b>															
- Without Improvements	CSS	1	2	0	0	2	0	1	0	1	0	0	0	99.9-F	99.9-F
- With Improvements	TS	2	2	0	0	2	0	1	0	1	0	0	0	17.5-B	15.3-B
<b>Vamer Road (EW)</b>															
- Without Improvements	TS	2	2.5	1.5>	2	3	0	1	2	0	2	1.5	1.5	32.4-C	99.9-F
- With Improvements	TS	2	3	1>	2	3	1	1	2	1>>	2	2	2	25.5-C	33.3-C
<b>I-10 Freeway EB Ramps (EW)</b>															
- Without Improvements	TS	0	3	0	2	3	0	2	0	1	0	0	0	99.9-F	99.9-F
- With Improvements	TS	0	3	1	2	3	0	2	0	1>>	0	0	0	15.2-B	34.0-C
<b>I-10 Freeway WB Ramps (NS) at:</b>															
<b>Vamer Road (EW)</b>															
- Without Improvements	TS	2	0	1	0	0	0	0	3	1	2	2	0	97.8-F	36.9-D
- With Improvements	TS	2	0	1	0	0	0	0	3	1	2	3	0	11.5-B	10.0-B

<sup>1</sup> When a right turn lane 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; > = Right Turn Overlap; >> = Free Right Turn; 1 = Improvements

<sup>2</sup> Delay and level of service has been calculated using the following analysis software: Traffic, Version 7.8.0115 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with 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.

<sup>3</sup> TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

<sup>4</sup> 99.9-F = Delay High, Intersection Unstable, Level of Service F.

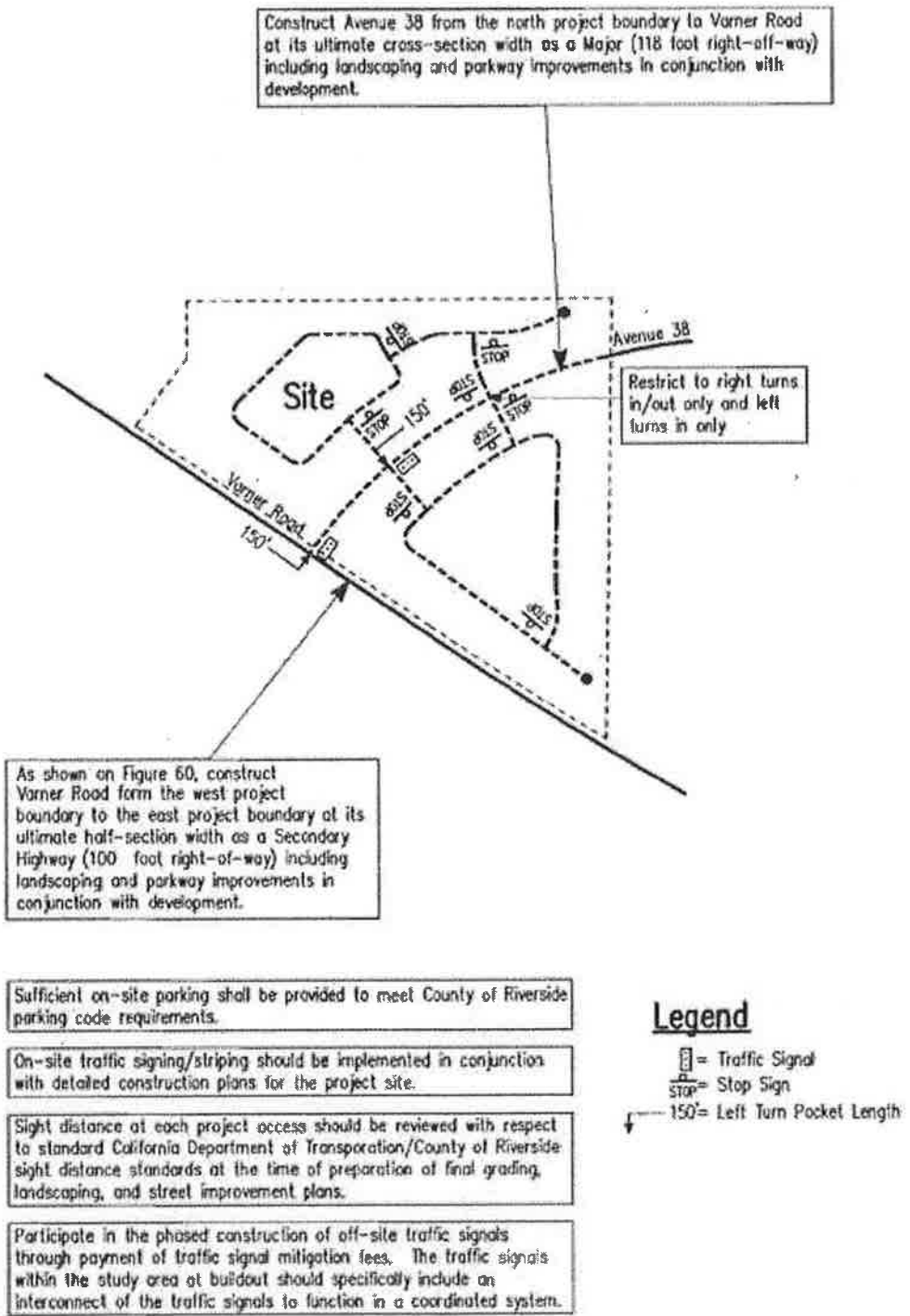
The conclusions of the TIA are as follows:

- For existing traffic conditions, a traffic signal appears to currently be warranted at the intersection of Berkey Drive and Varner Road.
- The proposed project would generate approximately 3,677 daily vehicle trips, 284 of which will occur during the morning peak hour and 365 of which will occur during the evening peak hour.
- The proposed project will have access to Avenue 38.
- Cumulative projects in the study area include:
  - Mirasera Specific Plan
  - Northstar (SP 343)
  - PP 21836
  - TR 26158
  - TR 29150
  - TR 29151
  - TR 29333
  - TR 30483
  - TR 30866
  - TR 33994
- For Opening Year (2009) without project traffic conditions, traffic signals appears are project to be warranted at the following intersections:
  - Avenue 38 (NS) at: Varner Road (EW)
  - Washington Street (NS) at: Avenue 38 (EW)
- For Opening Year (2009) with project traffic conditions, a traffic signal is projected to be warranted at the intersection:
  - Avenue 38 (NS) at: Project South Entrance (EW)

The on-site circulation and access improvements recommended as mitigation in the TIA are shown on Figures 12 and 13 and are listed below:

- Construct Varner Road from the west project boundary to the east project boundary at its ultimate half-section width as a Secondary Highway (100 foot right-of-way) including landscaping and parkway improvements in conjunction with development.
- Construct Avenue 38 from the north project boundary to Varner Road at its ultimate cross-section width as a Major Highway (118 foot right-of-way) including landscaping and parkway improvements in conjunction with development.
- Sufficient on-site parking shall be provided to meet County of Riverside parking code requirements.
- On-site traffic signing/striping should be implemented in conjunction with detailed construction plans for the project site.

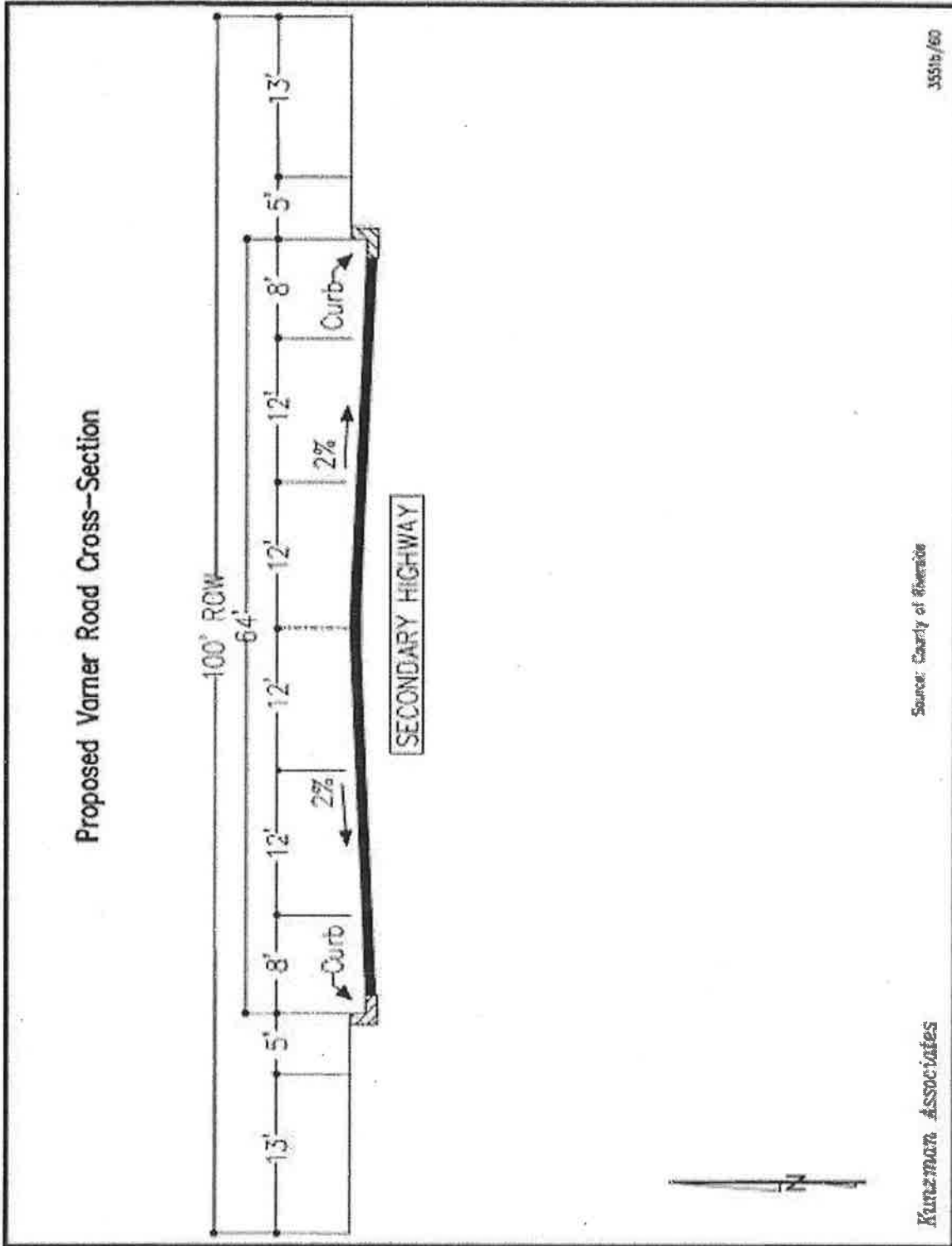
## Circulation Recommendations



Kunzman Associates

3551b/59

Figure 7 - Circulation Recommendations



35512/60

Source: County of Riverside

Kunzmann Associates

Figure 8 - Proposed Varner Road Improvements

Sight distance at each project access shall be reviewed with respect to standard Caltrans/County of Riverside sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

The off-site intersection improvements required as mitigation for General Plan Buildout traffic conditions are as follows:

- Cook Street (NS) at:
  - Varner Road (EW):
    - Construct NB Left Turn Lane
    - Construct Two NB Right Turn Lanes w/Overlap
    - Construct SB Left Turn Lane
    - Construct Two SB Through Lanes
    - Construct SB Right turn Lane w/ Overlap
    - Construct EB Left Turn Lane
    - Construct Two EB Through Lanes
    - Construct EB Right Turn Lane w/Overlap
    - Construct Two WB Through Lanes
  - I-10 Freeway EB Ramps (EW):
    - Construct NB Right Turn Lane
    - Install NB Right Turn Overlap
- Avenue 38 (NS) at:
  - Varner Road (EW):
    - Construct SB Left Turn Lane
    - Install SB Right Overlap
    - Construct Two EB Left Turn Lanes
    - Construct WB Through Lane
    - Construct WB Right Turn Lane
    - Install Traffic Signal
- Berkey Drive (NS) at:
  - Varner Road (EW)
    - Construct EB Right Turn Lane
    - Construct WB Left Turn Lane
    - Install Traffic Signal
- Washington Street (NS) at:
  - Avenue 38 (EW)
    - Construct NB Left Turn Lane
    - Install Traffic Signal
  - Varner Road (EW)
    - Construct NB through Lane
    - Construct SB Right Turn Lane
    - Construct EB Free Right Turn Lane
    - Construct WB Through Lane
  - I-10 Freeway EB Ramps (EW)
    - Construct NB Right Turn Lane
    - Construct EB Free Right Turn Lane
- I-10 Freeway WB Ramps (NS) at:
  - Varner Road (EW)
  - Construct WB Through Lane



With all of the on- and off-site improvements above, the study area intersections are projected to operate within acceptable LOS during the peak hours for General Plan Buildout traffic conditions. The developer will be required to participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees. The traffic signals within the study area at Buildout should specifically be interconnected to function in a coordinated system.

The County will also impose the following COA for the proposed project:

- Prior to the issuance of a building permit, the applicant shall pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of issuance, pursuant to Ordinance No. 673.

It is also recommended that the County of Riverside periodically review traffic operations in the project vicinity once the project is constructed to assure that the traffic operations are satisfactory.

Transportation system management actions recommended as mitigation in the TIA include:

- On-site – The developer shall comply with the trip reduction ordinance of the County of Riverside.
- Off-site – The Riverside Transit Agency should consider expanding service within the project area when the area has a sufficient concentration of residents and jobs to cause it to become a major activity area.

**b)** The proposed project's parking requirements are consistent with the County's parking code standards, which require a two spaces per unit for single-family detached homes and the following for multiple family homes: 1.25 spaces per studio or one bedroom unit, 2.25 spaces per two bedroom unit and 2.75 spaces per three or more bedroom unit. Therefore, project-related parking impacts will be less than significant.

**d, e)** The privately owned Bermuda Dunes Airport is located over three miles southeast of the proposed project. This airport serves general aviation aircraft. According to the RCIP General Plan, the project site is within the Bermuda Dunes Airport-Influence Area. However, the project site is outside the 55 CNEL contour for the Bermuda Dunes Airport. The project site is located within Zone E of the Bermuda Dunes Airport Land Use Compatibility Plan. Zone E is the least restrictive of all of the airport compatibility zones. Zone E does not restrict residential uses, require a certain amount of open space, or prohibit uses, except for those uses that would be hazardous to flight. The proposed development does not conflict with Zone E land use restrictions; therefore, the project will result in a change in air traffic patterns.

The Southern Pacific railroad track parallels the I-10 Freeway on the opposite side of the freeway from the proposed project. There is no waterborne traffic in the project vicinity. Therefore, the proposed project will not result in a change to air traffic patterns, alter waterborne, rail or air traffic, including either an increase in traffic levels or a change in location that results in substantial safety risks. No mitigation measures are required.

f) The circulation system for the proposed project has been designed in accordance with the County of Riverside circulation and roadway standards and accepted engineering practices. Therefore, the proposed project would not substantially increase hazards due to a design feature or incompatible uses. Sight distance at each project access shall be reviewed with respect to standard Caltrans/County of Riverside sight distance standards at the time of preparation of final grading, landscape, and street improvement plans. See mitigation measures (MM-T1, MM-T2, MM-T4, MM-T5, MM-T6, and MM-T7) below that reduce project-related impacts to below a level of insignificance.

h) Construction activities may impact circulation in the project vicinity. However, any impact will be short-term and will not block or close either Avenue 38 or Varner Road. At any one time, only one side of Avenue 38 or Varner Road will be closed in front of and immediately adjacent to the project site. All County and State requirements will be followed to ensure the construction has a limited impact on circulation. Therefore, the potential for impact is less than significant.

i) The proposed project would not result in the closure or blockage of any street, or impair access to and around the surrounding areas. Furthermore, the internal streets created by the proposed project would allow for internal access to the proposed homes and would be designed to meet current County standards to ensure adequate emergency access to the proposed development. Therefore, the proposed project would not result in inadequate emergency access.

j) The proposed project consists of a residential development that would not conflict with adopted policies, plans, or programs supporting alternative transportation. The project does not propose to alter any existing bus turnouts or established alternative transportation programs within the County. As more development occurs in the project vicinity, the Riverside Transit Agency should consider expanding service within the area. The area will eventually have a sufficient concentration of residents and jobs to cause it to become a major activity center.

Mitigation Measures:

**MM-T1** - Construct Varner Road from the west project boundary to the east project boundary at its ultimate half-section width as a Major highway (118 foot right-of-way) including landscaping and parkway improvements in conjunction with development.

**MM-T2** - Construct Avenue 38 from the north project boundary to Varner Road at its ultimate cross-section width as a Major Highway (118 foot right-of-way) including landscaping and parkway improvements in conjunction with development.

**MM-T3** - On-site traffic signing/stripping should be implemented in conjunction with detailed construction plans for the project site.

**MM-T4** - Sight distance at each project access shall be reviewed with respect to standard Caltrans/County of Riverside sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

**MM-T5** - The developer shall participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees.

**MM-T6** - The developer shall comply with the trip reduction ordinance of the County of Riverside.

Monitoring:

Monitoring shall be done by the County's Transportation Department.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>42. Bike Trails</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source:

RCIP WCVAP Figure 8 Trails and Bikeway System

Findings of Fact:

According to the WCVAP Figure 8, a Class I Bike Trail is planned along the north side of Varner Road from Washington Street to the western boundary of the Western Coachella Valley near the Pacific Crest Trail. This planned Class I Bike Trail roughly parallels the I-10 freeway. This Class I Bike Trail will ultimately connect to other trails throughout the County. Bike lanes will also be provided along Varner Road and Avenue 38 as shown on Figure 6, Conceptual Community Trails Plan, in Section 40. There are no other recreational trails planned or adjacent to the project site. The proposed project includes 3.1 acres of parks and open space. The residential areas are connected by paseos to provide residents with direct access to the recreational and trail amenities. The project is required to pay all development impact fees and regional park fees, which will offset any incremental increase in demand for or usage of bicycle trails. Therefore, the potential for impact will be less than significant.

Mitigation Measures:

No mitigation measures are required.

Monitoring:

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>UTILITY AND SERVICE SYSTEMS</b> Would the project				
<b>43. Water</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source:

Coachella Valley Final Water Management Plan (2002); CVWD Urban Water Management Plan (2005) CVWD website, [www.cvwd.org](http://www.cvwd.org)

Findings of Fact:

**a-b)** The project site will be served by the Coachella Valley Water District (CVWD), the public water system (PWS). The CVWD service area encompasses approximately 637,000 acres. The CVWD serves mostly the desert portion of Riverside County and portions of northern Imperial and San Diego Counties. CVWD provides services for domestic water, irrigation water, sanitation collection, wastewater reclamation and recycling, imported water (recharging), Stormwater protection and agricultural drainage. All CVWD drinking and other domestic water comes from an aquifer with a capacity estimated at 39.2 million acre-feet. Other water sources include imported water, recycled water, and a small amount of surface water. The CVWD imports water from the Colorado River to recharge the aquifer. The aquifer is also recharged from rain and snow in local mountains.

CVWD has a groundwater production capacity of 151 million gallons per day (MGD). Areas serviced with domestic water by CVWD include a portion near Desert Hot Springs, the Indio Hills area, a portion of Cathedral City, Rancho Mirage, Thousand Palms, Palm Desert, Indian Wells, La Quinta, a portion of Indio, Thermal, Mecca, Desert Shores, Salton Sea Beach, Salton City, North Shore, Bombay Beach and Hot Mineral Springs.

CVWD initiated a water management planning process in the late 1990s to address the overdraft conditions in the Aquifer and to ensure adequate water supplies in the future. The 2002 Coachella Valley Water Management Plan (CVWMP) is the product of this planning process. The CVWMP sets goals for improving all areas of water management, including conserving urban, golf course, and agricultural water, controlling the continuing overdraft of the groundwater basin, maintaining water quality, and searching for firm supplies of imported water.

The CVWD also updated the Urban Water Management Plan (UWMP) in 2005. The UWMP includes:

- An assessment of current and projected water supplies
- Identification of sources of supply
- An evaluation of the reliability of water supplies
- A description of conservation measures implemented by the urban water supplier
- A response plan in the event of water shortage
- A comparison of demand and supply projections.

The 2005 UWMP has incorporated the proposed project because the proposed project is in conformance with the County's existing General Plan. Therefore, the demands of this Project are part of the UWMP demand projection and are expected to be 138.6 ac-ft/yr which is only .00017% of the 2015 total anticipated demand or .00015% of the 2035 total anticipated demand as shown on Table 6.

**Table 3  
Estimated Project Water Service Demands Less Return Flows**

Land Use	Units	Quantity (ac)	Demand Factor Less Return Flows (ac-ft/ac/yr)	Demand (ac-ft/yr)	Demand (mgd)
SF Residential	460	25.8	3.61	93.1	.083
Park		9.6	4.78	45.9	.041
<b>Total</b>				<b>139.0</b>	<b>0.124</b>

The estimated project water service demands less return flows is approximately 139 ac-ft/yr or 0.124 MGD. The proposed project will also participate in the goals of the CVWD by incorporating conservation programs such as efficient landscaping practices, etc. The proposed project will also participate via the payment of a Supplemental Imported Water Supply Charge (SIWSC), which will be used to offset costs associated with purchasing new water supplies.

In January 2008 the County of Riverside adopted Water Efficient Landscape Requirements Ordinance 859 (later amended in April 2008). The purpose of the ordinance was:

1. To promote water-efficient landscaping, water use management and water conservation through the use of water-efficient landscaping, wise use of turf areas and appropriate use of irrigation technology and management;
2. To reduce the water demands from landscapes without a decline in landscape quality or quantity;
3. To retain flexibility and encourage creativity through appropriate design;
4. To assure the attainment of water-efficient landscape goals by requiring that landscapes not exceed a maximum water demand of eighty percent (80%) of its reference evapotranspiration (ET<sub>o</sub>) or any lower percentage as may be required by state legislation;
5. To eliminate water waste from overspray and/or runoff; and
6. To achieve water conservation by raising the public awareness of the need to conserve water through education and motivation to embrace an effective water demand management program.

The project is required to incorporate water efficient landscaping in compliance with Ordinance 859. Currently a 12-inch water line is located at the southeast corner of the recreational vehicle park, approximately 4,500 feet east of the project site along Varner Road. Development of the adjacent Mirasera Specific Plan will bring water lines up to the boundary of the project site. The closest water treatment plant to the Project site is the Palm Desert Wastewater Treatment Plant. CVWD has indicated that no water shortages are anticipated within the CVWD service area in average/normal year, single dry year and multiple dry year scenarios for the next 20 years. Therefore impacts are considered less than significant.

The CVWD maintains an internet web page ([www.cvwd.org](http://www.cvwd.org)) that provides frequently updated Coachella Valley weather conditions, a description of the CVWD water resources, information on CVWD functions, and a guide to the Coachella Valley landscaping, including the use of native plants.

The proposed project is not subject to a Water Supply Assessment (SB 610) and Water Supply Verification (SB 221) because fewer than 500 housing units are proposed.

Mitigation Measures:

No mitigation measures are required.

Monitoring:

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>44. Sewer</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a determination by the wastewater treatment provider which serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Department of Environmental Health Review

Findings of Fact:

**a-b)** Sewer service is also provided by the CVWD. A 24-inch sewer line exists along the northern boundary of the Avenue 38 right-of-way. This line will be connected to the project site. As indicated in Water, No. 43 b) above, CVWD adopted a new UWMP in 2005, which in addition to addressing water needs, also includes projections of wastewater treatment needs. The current 2005 UWMP has also incorporated the proposed project in the UWMP. Development of the adjacent planned community of Mirasera will bring both water and sewer lines adjacent to the project site. Therefore, the potential impact is less than significant.

Mitigation Measures:

No mitigation measures are required.

Monitoring:

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>45. Solid Waste</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Comply with federal, state, and local statutes and regulations related to solid wastes (including the County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source:

RCIP, County Integrated Waste Management Plan

Findings of Fact:

a) The Riverside County Waste Management Department (RCWMD) permits Waste Management of the Desert Inc. (WM), the franchise-owned water management/hauler, to provide waste management services for the communities of Cathedral City, Coachella, Indian Wells, Indio, La Quinta, Palm Desert, Rancho Mirage, Salton Sea, Twenty-nine Palms, Yucca Valley, and areas of unincorporated Riverside and San Bernardino Counties. WM provides collection, recycling, and disposal services.

The solid waste from the project area is taken to the Edom Hill Transfer Station, located in Cathedral City, approximately 6 ½ miles from the project site. Solid waste from the Edom Hill Transfer Station is taken to one of three landfills; Lamb Canyon in Beaumont with a projected closure date of 2023, Badlands in Moreno Valley with a projected closure date of 2018 or El Sobrante in Corona with a projected closure date of 2020.

The estimated daily solid waste generation for the proposed project is based on 12.23 lbs/day per DU. At buildout with 460 DU, the proposed project will generate approximately 5,626 lbs/day or 2.8 tons per day. During construction, the project will generate construction waste such as rock, soil, lumber, and packaging materials that can be recycled. The combination of construction and residential waste can be reduced by waste prevention, reuse, recycling and composting.

The project is not expected to significantly contribute to the area’s planned solid waste disposal needs because the proposed project is in conformance with the County’s General Plan land use designation and there is planned capacity at the above three landfills to dispose of the solid waste generated by the proposed project. Therefore, the potential for impact is less than significant impact.

b) The proposed project would comply with all local, state, and federal requirements for integrated waste management (i.e., recycling) and solid waste disposal, including the CVWD and CIWMP.

Mitigation Measures:

No mitigation measures are required.

Monitoring:

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**46. Utilities**

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

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

Source: RCIP

Findings of Fact:

The Imperial Irrigation District (IID) provides electricity for the project area. The Southern California Gas Company (SCG) provides natural gas service in the Coachella Valley. Other utilities including telephone, cable television, and other communications are available in nearby existing development. Development of the adjacent planned community of Mirasera will bring utilities services adjacent to the project site.

Utility and service providers rely upon the land uses identified in the County General Plan to plan for future needs. Development of the site under the existing General Plan land use designation of high-density residential would result in similar demand to these service need projections; therefore, the unanticipated construction of new facilities or expansion of existing facilities will not be required.

Furthermore, the proposed project is not considered an energy intensive land use. Energy consumption levels would not be expected to exceed typical requirements for similar residential development. The project is required to comply with Title 24 of the California Code of Regulations related to energy efficiency standards and will not conflict with adopted energy conservation plans. The project also incorporates other energy efficient building design and materials features. Therefore, the potential for utilities impacts is less than significant impact.

Mitigation Measures:

No mitigation measures are required at this time.

Monitoring:

No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>OTHER</b>				
<b>47. Other:</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Staff review

Findings of Fact: Not applicable

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>OTHER</b>				
<b>48. Other:</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Staff review

Findings of Fact: Not applicable



Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

**OTHER**

49. Other:

Source: Staff review

Findings of Fact: Not applicable

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**MANDATORY FINDINGS OF SIGNIFICANCE**

50. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare, or endangered plant or animal to eliminate important examples of the major periods of California history or prehistory?

Source:  
Staff review, Application materials, Topical analysis presented above.

Findings of Fact:

The preceding analyses do not reveal any significant unmitigable impacts to the environment. Based on these findings, the proposed project is not expected to degrade the quality of the environment. As discussed previously in Section 6, Biological Resources, the proposed project would not substantially reduce the habitat of fish, cause a fish to drop below self-sustaining levels, or restrict the range of a rare or endangered plant or animal. As discussed in Sections 7 through 8, no known cultural or historical resources exist onsite. As discussed in Section 9, there are no known paleontological resources on the project site. However, project-related geologic sediments with a high paleontological sensitivity may occur at a depth of ten (10) feet or greater below the surface. Any impacts to paleontological resources would be mitigated to less than significance with the mitigation specified in Section 9.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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		Mitigation Incorporated		
51. Does the project have the potential to achieve short-term environmental goals, to the disadvantage of long-term environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source:

Staff review, Application Materials, Topical analysis presented above.

Findings of Fact:

The proposed project does not have the potential to achieve short-term environmental goals, to the disadvantage of long-term environmental goals. All identified impacts have been mitigated to levels considered less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
52. Does the project have impacts that are individually limited, but cumulatively considerable? (Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects as defined in California Code of Regulations, Section 15130)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source:

Staff review, Application materials, Topical analyses presented above.

Findings of Fact:

The potential for cumulative impacts occurs when the independent impacts of the proposed project are combined with the impacts of related projects in proximity to the project site such that impacts occur that are greater than the impacts of the project alone. As discussed in the preceding analysis, for the majority of the environmental topics covered in this EA, it has been determined that the proposed project would have less than significant cumulative impacts. All cumulative impacts would be reduced to a less than significant level with implementation of the proposed mitigation measures. Because many of the mitigation measures for these topics are project-specific, no cumulative impacts would occur. Furthermore, any similar impacts from development of related projects would also implement similar mitigation measures so impacts would not be cumulatively considerable.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>53.</b> Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source:

Staff review, Application materials, Topical analyses presented above.

Findings of Fact:

The proposed residential development would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. As discussed in the preceding analysis, all potentially significant impacts can be reduced to less than significant levels with the incorporation of appropriate COA, BMPs, and mitigation measures.

**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. California Code of Regulations, Section 15063 (c) (3) (D). In this case, a brief discussion should identify the following:

Earlier Analyses Used, if any:

Riverside County Integrated Project General Plan Program EIR, Certified October 7, 2003.

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

Location:

Planning

Address:

County of Riverside Planning Department  
 4080 Lemon Street 9<sup>th</sup> Floor  
 Riverside, CA 92502-1629