

**SUBMITTAL TO THE BOARD OF SUPERVISORS  
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**



**ITEM: 21.3  
(ID # 14349)**

**MEETING DATE:**

Tuesday, February 09, 2021

**FROM: TLMA-PLANNING:**

**SUBJECT: TRANSPORTATION & LAND MANAGEMENT AGENCY/PLANNING: PUBLIC HEARING ON GENERAL PLAN AMENDMENT NO. 190012, CHANGE OF ZONE NO. 1900034, TENTATIVE PARCEL MAP NO. 37801, CONDITIONAL USE PERMIT NO. 190030 and DETERMINATION OF PUBLIC CONVENIENCE AND NECESSITY – Intent to Adopt a Mitigated Negative Declaration – CEQ190110 – Applicant: Monroe Properties, LLC. – Engineer/Representative: Ancore Associates International, Inc. – Fourth Supervisorial District – Lower Coachella Valley Zoning District – Eastern Coachella Valley Area Plan: Existing: Agriculture: Agriculture (AG); Proposed: Community Development: Mixed Use Planning Area (CD: MUA) – Location: North of Otymar Lane, South of Airport Boulevard, East of Monroe Street – 27.11 Acres (GPA.CZ) / 23.21 Acres (TPM/CUP) – Zoning: Existing: Light Agriculture – 20 Acre Min. (A-1-20) and Rural Commercial (C-R); Proposed: Mixed Use (MU) – REQUEST: General Plan Amendment No. 190012 is a proposal to change the existing General Plan Foundation Component and Land Use Designation from Agriculture: Agriculture (AG) to Community Development: Mixed Use Planning Area (CD: MUA) on 27.11 ac. Change of Zone No. 1900034 is a proposal to change the existing Zoning Classifications for the project site from Light Agriculture – 20-Acre Min. (A-1-20) and Rural Commercial (C-R) to Mixed Use (MU) on the 27.11 ac. Tentative Parcel Map No. 37801 is a proposal for a Schedule “E” subdivision of 23.21 gross ac. into 7 parcels ranging from 1.13 ac. to 6.48 ac. Conditional Use Permit No. 190030 is a proposal to construct a 7,550-sqft multi-tenant retail building; a 5,800-sqft gas station with a C-Store, including sale of beer and wine, and 16 fueling positions; a 15,800-sqft pharmacy retail building with sale of beer, wine, and liquor; a 2,400-sqft drive-thru restaurant; and a 158,800-sqft 2-story assisted living facility with 128 units on 23.21 ac. The project would provide a school bus lane for an elementary school. District 4. [Applicant Fees 100%]**

**RECOMMENDED MOTION:** That the Board of Supervisors:

Continued on Page 2

**ACTION: Policy**

Charles Leach, Interim TLMA Director

2/2/2021

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**MINUTES OF THE BOARD OF SUPERVISORS**

On motion of Supervisor Perez, seconded by Supervisor Jeffries and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Jeffries, Spiegel, Washington, Perez, and Hewitt  
Nays: None  
Absent: None  
Date: February 9, 2021  
xc: Planning

Kecia R. Harper  
Clerk of the Board

By:   
Deputy

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,  
STATE OF CALIFORNIA**

**RECOMMENDED MOTION:** That the Board of Supervisors:

1. **ADOPT a MITIGATED NEGATIVE DECLARATION for ENVIRONMENTAL ASSESSMENT NO. 190110** (CEQ190110), based on the findings and conclusions provided in the initial study, attached hereto, and the conclusion that the project will not have a significant effect on the environment;
2. **TENTATIVELY APPROVE GENERAL PLAN AMENDMENT NO. 190012**, which changes the Foundation Component from Agriculture to Community Development and the land use designation from Agriculture (AG) to Mixed Use Planning Area (AG:AG to CD: MUA) in accordance with Exhibit 6 and Figure 3 of the Eastern Coachella Valley Area Plan and other related tables and figures in the General Plan, based upon the findings and conclusions provided in this staff report and subject to adoption of the General Plan Amendment Cycle Resolution by the Board of Supervisors;
3. **TENTATIVELY APPROVE CHANGE OF ZONE NO. 1900034**, which changes the subject parcels' zoning classifications from Light Agriculture – 20 Acre Minimum (A-1-20) and Rural Commercial (C-R) to Mixed Use (MU) in accordance with Exhibit 3, subject to adoption of the General Plan Amendment Cycle Resolution and final adoption of the zoning ordinance by the Board of Supervisors;
4. **APPROVE TENTATIVE PARCEL MAP NO. 37801**, subject to the attached Advisory Notification Document and Conditions of Approval and final approval of General Plan Amendment No. 190012 and Change of Zone No. 1900034, and based upon the findings and conclusions provided in this staff report;
5. **APPROVE the DETERMINATION OF PUBLIC CONVENIENCE AND NECESSITY**, so that a license to allow the sale of beer and wine for off-site consumption on the subject property may be issued by the California Department of Alcoholic Beverages Control, based upon the findings and conclusions incorporated in the staff report; and
6. **APPROVE CONDITIONAL USE PERMIT NO. 190030** covering current APNs 764-070-001, -002-, -003, 764-080-001, -002, and -011, subject to the attached Advisory Notification Document and Conditions of Approval and final approval of General Plan Amendment No. 190012 and Change of Zone No. 1900034, and based upon the findings and conclusions provided in this staff report.

Continued on Page 3

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<b>FINANCIAL DATA</b>	<b>Current Fiscal Year:</b>	<b>Next Fiscal Year:</b>	<b>Total Cost:</b>	<b>Ongoing Cost</b>
<b>COST</b>	\$ N/A	\$ N/A	\$ N/A	\$ N/A
<b>NET COUNTY COST</b>	\$ N/A	\$ N/A	\$ N/A	\$ N/A
<b>SOURCE OF FUNDS:</b> Applicant Fees 100%			<b>Budget Adjustment:</b>	No
			<b>For Fiscal Year:</b>	N/A

**C.E.O. RECOMMENDATION:** Approve

**BACKGROUND:**

**Summary**

The Project site is located in the northwest area of the unincorporated community of Vista Santa Rosa, within the Eastern Coachella Valley Area Plan for Riverside County. The site is largely surrounded by newer residential developments within the City of La Quinta to the west and some active/inactive farmland within the County to the north, south, and east. The overall Project site currently accommodates a variety of buildings, including a restaurant/market building on APN 764-080-004. The existing restaurant/market would remain, but the remainder of the existing buildings would be demolished for the development pursuant to the Conditional Use Permit for a mix use of commercial retail (gas station, retail tenants, and a pharmacy) and multi-unit senior housing (assisted living facility).

Originally a pre-application review (PAR180023) was submitted on May 3, 2018. The PAR received comments from various development agencies on July 19, 2018. The review was of a proposed mixed-use development that would construct approximately 207,000 square feet of building area. The uses would include a Senior Living Facility, Restaurants, and General Retail, which would require a General Plan Amendment and Change of Zone to facilitate the establishment of this mixed-use development.

The applications for the proposed project (GPA190012, CZ1900034, TPM37801, and CUP190030) were submitted to the County of Riverside on October 10, 2019. The Project site is comprised of 12 parcels with three different landowners, making up a 26.81 gross acre project land area. The parcels share a property line with the Westside Elementary School in the Coachella Valley Unified School District (CVUSD).

The Project has been developed to provide continued trails along Monroe Street and Airport Boulevard. Additionally, the project has limited entry driveways, two off of Monroe Street and two off of Airport Boulevard with a lane designated for school bus egress onto Airport Boulevard for the Westside Elementary School. Said entries are for access to the entire development as a whole instead of certain uses.

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Staff received emails and letters from the City of La Quinta and surrounding residents in the area prior to the project going before the Planning Commission. These comments were provided to the Commissioners and the Project was heard at the December 16, 2020 Planning Commission meeting. The City of La Quinta had requested a 90-day continuance to provide additional time for further review of the project that is within their City's sphere of influence. Staff has been in communication with the City regarding the project from its time of submittal and did provide various exhibits, the mitigated negative declaration, and staff report to City staff. Additionally, Staff presented to the Planning Commission that the City of La Quinta has determined, though their 2035 General Plan regarding properties outside their jurisdiction, that this project site has a proposed vision for commercial development. Additional concerns were voiced by surrounding neighbors to the project during the hearing. These concerns consisted of increased traffic, noise, deliveries to a 24 hour gas station and convenience store, light pollution from signage, liquor licenses for use proposed, loss of property values and tax revenue, existing nearby shopping centers within 5 miles, safety concerns for neighboring elementary school, and setting precedent for future commercial development from Avenue 50 to Avenue 60.

After hearing the public comments and comments from the applicant and representatives; the Planning Commission determined there was not a need for a 90-day continuance as requested by the City of La Quinta. Additionally, that the Initial Study – Mitigated Negative Declaration determined impacts from the project (including traffic and noise in particular) would be less than significant on the surrounding area. The project also meets the Vista Santa Rosa Design Guidelines. The Planning Commission further stated that the project site would provide more amenities for neighboring communities (i.e. Thermal) and with the multi-unit senior housing (assisted living facility) would not contribute to noise or traffic; plus being able to have services (i.e. pharmacy and other uses) close to serve those of the proposed facility. The neighboring school would benefit from the requested school bus lane proposed by the applicant that is part of the project. The Commission did request a change in elevation and orientation of the fast-food restaurant building and the applicant made the changes that is included in the package for consideration by the Board of Supervisors.

**General Plan Consistency**

The Project's existing General Plan Foundation Component is Agriculture. The purpose of this Foundation Component is to identify and preserve areas where agricultural uses are generally considered to be the long-term desirable use. The Project site is not located within an established Community Center; however, it is located in a Community Development Overlay (CDO) within the Eastern Coachella Valley Area Plan, which identifies 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 proposed project, including its proposed change in Foundation Component and Land Use Designation to CD: MUA, is consistent with the County's intent in having created this overlay over the project site and vicinity. The proposed project would provide a mix of commercial uses to meet the needs of the Vista Santa Rosa Community and adjacent neighborhoods in the City of La Quinta,

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including retail shops, a gas station/convenience store, drive-thru restaurant, and a pharmacy; plus the project includes an assisted living facility. The proposed general plan amendment would provide for a small development to be established and provide consistency with the existing CDO within the Eastern Coachella Valley Area Plan. The proposed change of the General Plan Foundation Component is governed by the 2 ½ year Agricultural Foundation Amendment Cycle requirements, and findings for those and all other requirements for the proposed Foundation Component and Land Use Designation changes are set forth in the staff report.

**Ordinance No. 348 Consistency**

Change of Zone No. 1900034 proposes to change the project site's zoning classification from Light Agriculture – 20 Acre Minimum (A-1-20) and Rural Commercial (C-R) to Mixed Use (MU). The MU Zone exists to help assist the County in accommodating its share of the regional housing needs and allow for a mixture of residential, commercial, office, entertainment, recreational, and other uses. The proposed mixed-use development center can be permitted within the MU zone with an approved Conditional Use Permit, which, here, is also contingent on the approval of the GPA and Change of Zone. In conjunction with the proposed approval of GPA190012, the change of zone would establish a mixed-use zoning classification that would allow for commercial development and multiunit senior housing with an assisted living facility. These uses would be consistent with the intended purpose of the Community Development Overlay, already within this area, and provide resources to not only the surrounding community within the County's jurisdiction, but also to its neighboring residential developments within the City of La Quinta. Additionally, staff has applied conditions to address any concerns regarding the design and operation of the mixed development to be consistent with the Eastern Coachella Valley Area Plan and the Vista Santa Rosa Design guidelines.

**Alcohol Sales and Public Convenience and Necessity**

Currently, there are three (3) licenses for sale for off-site consumption issued in Census Tract 456.09. Approval of this Project would increase the number of existing alcohol beverage control licenses five (5) with the convenience store and pharmacy. According to the California State Department of Alcohol Beverage Control (ABC), the maximum number of licenses for this census tract is three (3) based on the population within this census tract. Approval of this Project will further exceed the number of typically allowed licenses for a census tract. However, ABC requires acknowledgement from the local jurisdiction that the jurisdiction agrees with the increase beyond the limit. The acknowledgement is the approval of finding of "Determination of Public Convenience and Necessity" in the recommendations and as detailed in the findings.

On December 16, 2020, the Planning Commission voted 5-0 in favor of recommending approval to the Board of Supervisors.

**Impact on Citizens and Businesses**

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All impacts of the Project have been studied through CEQA, as detailed in the Planning Commission Staff Report, which is attached hereto and incorporated for reference.

**SUPPLEMENTAL:**

**Additional Fiscal Information**

All fees are paid by the applicant; there is no General Fund obligation.

**ATTACHMENTS:**

- A. **PLANNING COMMISSION REPORT OF ACTION & MINUTES**
- B. **PLANNING COMMISSION STAFF REPORT PACKAGE**
- C. **PROJECT EXHIBITS**
- D. **MEMORANDUM FROM DECEMBER 16, 2020 PLANNING COMMISSION**

  
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Jason Farin, Principal Management Analyst

2/3/2021

  
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Gregory I. Priamos, Director County Counsel

1/28/2021



**PLANNING COMMISSION HEARING  
REPORT OF ACTIONS  
DECEMBER 16, 2020**

Road, southerly of Hilltop Drive, easterly of Sunset Avenue, and westerly of Turtle Dove Lane – 10 gross acres – Zoning: Light Agriculture (A-1) – **REQUEST:** Conditional Use Permit No. 3771 proposes to expand the existing law enforcement K9 dog kennel training facility to increase the kennel's capacity to 80 dogs, changing the facility from a Class I Kennel to a Class IV Kennel. The previously approved project Plot Plan No. 25072 permitted the applicant to house up to 10 dogs at the kennel. High and low explosives are securely kept on site to train police and military dogs to detect the odor of explosives. All explosive materials shall be maintained per federal, state, and local requirements. No ignition systems are kept on the site, and there is to be no detonation of explosive devices at the site. The expansion will include the construction of a 6,000 sq. ft. office and training facility, two (2) 3,000 sq. ft. kennels (each with a 30-dog capacity) not open to the public, additional OWTS facilities will be constructed. The hours of operation are 7:30am - 5:30pm, Monday through Friday. The dogs are to be trained for police and law enforcement agencies only, and not available for purchase by the general public. Continued from November 18, 2020. Project Planner: Rob Gonzalez at (951) 955-9549 or email at [rgonzalez@rivco.org](mailto:rgonzalez@rivco.org).

**3.2 GENERAL PLAN AMENDMENT NO. 190012, CHANGE OF ZONE NO. 1900034, TENTATIVE PARCEL MAP NO. 37801, and CONDITIONAL USE PERMIT NO. 190030 – Intent to Adopt a Mitigated Negative Declaration – CEQ190110 – Applicant: Monroe Properties, LLC. – Engineer/Representative: Ancore Associates International, Inc. – Fourth Supervisorial District – Lower Coachella Valley Zoning District – Eastern Coachella Valley Area Plan: Existing: Agriculture: Agriculture (AG) – Proposed: Community Development: Mixed Use Planning Area (CD-MUA) – Location: Northerly of Otyrmar Lane, southerly of Airport Boulevard, and easterly of Monroe Street – 27.11 Acres (GPA/CZ)/23.21 Acres (TPM/CUP) – Zoning: Existing: Light Agriculture – 20 Acre Minimum (A-1-20) – Rural Commercial (C-R) – Proposed: Mixed Use (MU) – **REQUEST:** General Plan Amendment No. 190012 is a proposal to change the existing General Plan Foundation Component and Land Use Designation from Agriculture: Agriculture (AG) to Community Development: Mixed Use Planning Area (CD-MUA) on 27.11 acres. Change of Zone No. 190034 is a proposal to change the existing Zoning Classifications for the project site from Light Agriculture, 20 Acre Minimum (A-1-20) and Rural Commercial (C-R) to Mixed Use (MU) on the 27.11 acres. Tentative Parcel Map No. 37801 is a proposal for a Schedule “E” subdivision of 23.21 gross acres into seven (7) parcels ranging from 1.13 acres to 6.48 acres. Conditional Use Permit No. 190030 is a proposal to construct a 7,550 sq. ft. multi-tenant retail building, a 5,800 sq. ft. gas station with a convenience store including sale of beer and wine, eight (8) fueling pump stations with a canopy (which offers 16 fueling positions), a 15,800 sq. ft. pharmacy retail building with sale of beer, wine, and liquor, a 2,400 sq. ft. fast food restaurant with a drive-thru, and a 158,800 sq. ft. two-story assisted living facility with 128 units on 23.21 acres. Parking for the project would consist of 322 parking spaces; including 13 electric vehicle and 14 disabled person parking spaces. Additionally, the project would also provide a school bus lane for the neighboring elementary school (Westside Elementary School). APN: 764-070-001 thru 004, and 764-080-001 thru 006, 010, 011. Project**

**Planning Commission Action:**

Public Comments: Closed  
By a vote of 5-0

**ADOPTED** Planning Commission Resolution No. 2020-015; and,

The Planning Commission Recommends that the Board of Supervisors take the following actions:

**ADOPT** a Mitigated Negative Declaration for Environmental Assessment No. 1901110; and,

**TENTATIVELY** Approve General Plan Amendment No. 190012; and,

**TENTATIVELY** Approve Change of Zone No. 1900034; and,

**APPROVE** Tentative Parcel Map No. 37801; and,

**APPROVE** the Determination of Public Convenience and Necessity; and,

**APPROVE** Conditional Use Permit No. 190030, subject to the conditions of approval as modified at hearing.



## PLANNING COMMISSION HEARING REPORT OF ACTIONS DECEMBER 16, 2020

Planner: Tim Wheeler at (951) 955-6060 or email at [twheeler@rivco.org](mailto:twheeler@rivco.org).

### 4.0 PUBLIC HEARINGS – NEW ITEMS:

- 4.1 **Change of Zone No. 1900012 – Intent to Adopt a Negative Declaration** – CEQ180084 – Applicant: County of Riverside – Location: Countywide – **REQUEST:** Change of Zone No. 1900012 proposes an amendment to Ordinance No. 348 (Land Use Ordinance) in accordance with State law and the Riverside County General Plan's Housing Element. The amendment to the Land Use Ordinance (ordinance) would: (1) add a new article to address Single-Room Occupancy units ("SROs"); (2) add a new article to address Tiny Homes and Container Housing; (3) add sections that address Supportive and Transitional Housing, Density Bonus, and Employee Housing; (4) modify existing articles and sections that include the R-3 Zone (General Residential), the R-6 Zone (Residential Incentive), the R-7 Zone (Highest Density Residential), the MU Zone (Mixed Use), and Family Day Care Homes; (5) add new definitions that include "Supportive Housing," "Transitional Housing," and "Employee Housing;" and (6) make global changes for consistency of the ordinance. No new development is being proposed. Project Planner: Peter Hersh at (951) 955-8514 or email at [phersh@rivco.org](mailto:phersh@rivco.org).
- Planning Commission Action:**  
Public Comments: Closed  
By a vote of 4-1
- The Planning Commission Recommends that the Board of Supervisors take the following actions:  
**ADOPT** a Negative Declaration for Environmental Assessment No. CEQ180084; and,  
**APPROVE** Change of Zone No. 1900012.
- 4.2 **CONDITIONAL USE PERMIT NO. 190006 – Intent to Adopt a Mitigated Negative Declaration** – CEQ190078 – Halle Properties, LLC./Scott Fournier – Engineer: R. A. Smith, Inc. – First Supervisorial District – Meadowbrook Zoning Area – Elsinore Area Plan: Community Development: Business Park (CD-BP) – Location: Northeasterly of Cambern Avenue, southwesterly of Conrad Avenue, southeasterly of 10<sup>th</sup> Street, and northwesterly of Highway 74 – 2.42 gross acres – Zoning: Scenic Highway Commercial (C-P-S) – **REQUEST:** Conditional Use Permit No. 190006 proposes to allow for the construction of an 8,192 sq. ft. building to operate a retail tire store specializing in the retail sales and installation of tires and wheels. The proposed building will be, 26 feet in height and will provide 57 parking spaces, including three (3) for electrical vehicles and three (3) that are ADA compliant. The Project site is comprised of 2.42 gross acres. APN: 377-020-026. Project Planner: Deborah Bradford at (951) 955-6646 or email at [dbradfor@rivco.org](mailto:dbradfor@rivco.org).
- Planning Commission Action:**  
Public Comments: Closed  
By a vote of 5-0
- ADOPTED** a Mitigated Negative Declaration for Environmental Assessment No. CEQ190078; and,  
**APPROVED** Conditional Use Permit No. 190006, subject to the conditions of approval as modified at hearing.
- 4.3 **PLOT PLAN NO. 190011 – Intent to Certify an Environmental Impact Report (CEQ190038)** – Applicant: Sares Regis Group Perris, LP c/o Patrick Russell – Engineer/Representative: Michael Baker International c/o Cesar Mota – First Supervisorial District – March Zoning Area/Mead Valley Zoning District – Mead Valley Area Plan: Community Development: Business Park (CD-BP) – Location: Northerly of Oleander Avenue, southerly of Nandina Avenue, easterly of Day Street, and westerly of Decker Road – 93.84 Gross Acres – Zoning: Industrial Park (I-P) – **REQUEST:** Plot Plan No. 190011 is a proposal to construct two (2) industrial warehouse buildings on two (2) parcels. The total project site consists of four (4) parcels that would adjust their existing lot lines to consist of the following: Parcel 1 of 20.90 acres would include a 363,367 sq. ft. industrial building (Building A) with 15,000 sq. ft. of office/mezzanine space and 348,367 sq. ft. of warehouse area with 46 docking bay doors and drive aisles. Parking for Parcel 1/Building A would consist of 245 parking spaces for vehicles and 62 parking stalls for trucks. Parcel 2 of 19.59 acres would include a 347,369
- Planning Commission Action:**  
Public Comments: Closed  
By a vote of 5-0
- ADOPTED** Planning Commission Resolution No. 2020-016; and,  
**APPROVED** Plot Plan No. 190011, subject to the conditions of approval as modified at hearing.





**PLANNING COMMISSION  
MINUTE ORDER  
DECEMBER 16, 2020**

**I. AGENDA ITEM 3.2**

**GENERAL PLAN AMENDMENT NO. 190012, CHANGE OF ZONE NO. 190034, TENTATIVE PARCEL MAP NO. 37801, and CONDITIONAL USE PERMIT NO. 190030 – Intent to Adopt a Mitigated Negative Declaration – CEQ190110 – Applicant: Monroe Properties, LLC. – Engineer/Representative: Ancore Associates International, Inc. – Fourth Supervisorial District – Lower Coachella Valley Zoning District – Eastern Coachella Valley Area Plan: Existing: Agriculture: Agriculture (AG) – Proposed: Community Development: Mixed Use Planning Area (CD-MUA) – Location: Northerly of Otymar Lane, southerly of Airport Boulevard, and easterly of Monroe Street – 27.11 Acres (GPA/CZ)/23.21 Acres (TPM/CUP) – Zoning: Existing: Light Agriculture – 20 Acre Minimum (A-1-20) – Rural Commercial (C-R) – Proposed: Mixed Use (MU).**

**II. PROJECT DESCRIPTION:**

General Plan Amendment No. 190012 is a proposal to change the existing General Plan Foundation Component and Land Use Designation from Agriculture: Agriculture (AG) to Community Development: Mixed Use Planning Area (CD-MUA) on 27.11 acres. Change of Zone No. 190034 is a proposal to change the existing Zoning Classifications for the project site from Light Agriculture, 20 Acre Minimum (A-1-20) and Rural Commercial (C-R) to Mixed Use (MU) on the 27.11 acres. Tentative Parcel Map No. 37801 is a proposal for a Schedule "E" subdivision of 23.21 gross acres into seven (7) parcels ranging from 1.13 acres to 6.48 acres. Conditional Use Permit No. 190030 is a proposal to construct a 7,550 sq. ft. multi-tenant retail building, a 5,800 sq. ft. gas station with a convenience store including sale of beer and wine, eight (8) fueling pump stations with a canopy (which offers 16 fueling positions), a 15,800 sq. ft. pharmacy retail building with sale of beer, wine, and liquor, a 2,400 sq. ft. fast food restaurant with a drive-thru, and a 158,800 sq. ft. two-story assisted living facility with 128 units on 23.21 acres. Parking for the project would consist of 322 parking spaces; including 13 electric vehicle and 14 disabled person parking spaces. Additionally, the project would also provide a school bus lane for the neighboring elementary school (Westside Elementary School). APN: 764-070-001 thru 004, and 764-080-001 thru 006, 010, 011.

**III. MEETING SUMMARY:**

The following staff presented the subject proposal:

Project Planner: Tim Wheeler at (951) 955-6060 or email at [twheeler@rivco.org](mailto:twheeler@rivco.org).

Spoke in favor:

John Corella, Applicant's Representative

Keith Christiansen, Applicant's Representative, 951-323-4713

Nancy Ferguson, Applicant's Representative, 760-799-7525

Spoke in opposition:

Linda Evans, Interested Party, City of La Quinta, 760-899-3279

Jody Shapiro, Interested Party, 760-564-2299

Laurie Davis, Interested Party, 760-289-6040

Valerie Murphy, Interested Party, 626-536-1378

Alex Garcia, Interested Party, 714-310-9088- did not speak

James Hedger, Interested Party, 760-774-0592- did not speak

Kari Garcia, Interested Party, 760-449-0719

No one spoke in a neutral position.

**IV. CONTROVERSIAL ISSUES:**

None.

**V. PLANNING COMMISSION ACTION:**

Public Comments: Closed

Motion by Commissioner Sanchez, 2<sup>nd</sup> by Commissioner Shaffer

By a vote of 5-0



**PLANNING COMMISSION  
MINUTE ORDER  
DECEMBER 16, 2020**

**ADOPTED** Planning Commission Resolution No. 2020-015; and,

The Planning Commission Recommends that the Board of Supervisors take the following actions:

**ADOPT** a Mitigated Negative Declaration for Environmental Assessment No. 1901110; and,

**TENTATIVELY** Approve General Plan Amendment No. 190012; and,

**TENTATIVELY** Approve Change of Zone No. 1900034; and,

**APPROVE** Tentative Parcel Map No. 37801; and,

**APPROVE** the Determination of Public Convenience and Necessity; and,

**APPROVE** Conditional Use Permit No. 190030, subject to the conditions of approval as modified at hearing.



**COUNTY OF RIVERSIDE  
PLANNING DEPARTMENT  
STAFF REPORT**

**Agenda Item No.**

**3 . 2**

**Planning Commission Hearing: December 16, 2020**

**PROPOSED PROJECT**

<b>Case Number(s):</b>	General Plan Amendment 190012	<b>Applicant:</b> Monroe Properties, LLC
	Change of Zone No.1900034	c/o Vance Campbell
	Tentative Parcel Map No. 37801	<b>Representative(s):</b> Ancore
	Conditional Use Permit No.190030	Associates Internl. c/o John Corella
<b>EA No.:</b>	Mitigated Neg. Dec. CEQ190110	
<b>Area Plan:</b>	Eastern Coachella Valley	
<b>Zoning Area/District:</b>	Lower Coachella Valley District	
<b>Supervisory District:</b>	Fourth District	
<b>Project Planner:</b>	Tim Wheeler	
<b>Project APN(s):</b>	764070001 thru 004, and	
	764080001 thru 006, 010, 011	
<b>Continued:</b>	December 2, 2020	

*John Hildebrand*  
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 John Hildebrand  
 Interim Planning Director

**PROJECT DESCRIPTION AND LOCATION**

**General Plan Amendment No. 190012** is a proposal to change the existing General Plan Foundation Component and Land Use Designation from Agriculture: Agriculture (AG) to Community Development: Mixed Use Planning Area (CD: MUA) on 27.11 acres.

**Change of Zone No. 190034** is a proposal to change the existing Zoning Classifications for the project site from Light Agriculture – 20-Acre Minimum (A-1-20) and Rural Commercial (C-R) to Mixed Use (MU) on the 27.11 acres.

**Tentative Parcel Map No. 37801** is a proposal for a Schedule “E” subdivision of 23.21 gross acres into seven parcels ranging from 1.13 acres to 6.48 acres.

**Conditional Use Permit No. 190030** is a proposal to construct a 7,550-square-foot multi-tenant retail building, a 5,800-square-foot gas station with a convenience store including sale of beer and wine, 8 fueling pump stations with a canopy (which offers 16 fueling positions), a 15,800-square-foot pharmacy retail building with sale of beer, wine, and liquor, a 2,400-square-foot fast food restaurant with a drive-thru, and a 158,800-square-foot two-story assisted living facility with 128 units on 23.21 acres. Parking for the project would consist of 322 parking spaces; including 13 electric vehicle and 14 disabled person parking spaces. Additionally, the project would also provide a school bus lane for the neighboring elementary school (Westside Elementary School).

The above is hereinafter referred to as “the project or Project”.

The Project site is within the Eastern Coachella Valley Area Plan, and is located north of 58<sup>th</sup> Avenue, south of Airport Boulevard, east of Monroe Street, and west of Jackson Street.

## PROJECT RECOMMENDATION

### STAFF RECOMMENDATIONS:

**THAT THE PLANNING COMMISSION TAKE THE FOLLOWING ACTIONS:**

**ADOPT PLANNING COMMISSION RESOLUTION NO. 2020-015** recommending adoption of General Plan Amendment No. 190012 to the Riverside County Board of Supervisors; and

**THAT THE PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS TAKE THE FOLLOWING ACTIONS:**

**ADOPT a MITIGATED NEGATIVE DECLARATION for ENVIRONMENTAL ASSESSMENT NO. 190110** (CEQ190110), based on the findings and conclusions provided in the initial study, attached hereto, and the conclusion that the project will not have a significant effect on the environment; and,

**TENTATIVELY APPROVE GENERAL PLAN AMENDMENT NO. 190012**, which changes the Foundation Component from Agriculture to Community Development and the land use designation from Agriculture (AG) to Mixed Use Planning Area (AG:AG to CD: MUA) in accordance with Exhibit 6 and Figure 3 of the Eastern Coachella Valley Area Plan and other related tables and figures in the General Plan, based upon the findings and conclusions provided in this staff report and subject to adoption of the General Plan Amendment Cycle Resolution by the Board of Supervisors; and,

**TENTATIVELY APPROVE CHANGE OF ZONE NO. 1900034** which changes the subject parcels' zoning classifications from Light Agriculture – 20 Acre Minimum (A-1-20) and Rural Commercial (C-R) to Mixed Use (MU) in accordance with Exhibit 3, subject to adoption of the General Plan Amendment Cycle Resolution and final adoption of the zoning ordinance by the Board of Supervisors; and,

**APPROVE TENTATIVE PARCEL MAP NO. 37801**, subject to the attached Advisory Notification Document and Conditions of Approval and final approval of General Plan Amendment No. 190012 and Change of Zone No. 1900034, and based upon the findings and conclusions provided in this staff report; and,

**APPROVE the DETERMINATION OF PUBLIC CONVENIENCE AND NECESSITY**, so that a license to allow the sale of beer and wine for off-site consumption on the subject property may be issued by the California Department of Alcoholic Beverages Control, based upon the findings and conclusions incorporated in the staff report; and,

**APPROVE CONDITIONAL USE PERMIT NO. 190030** covering current APNs 764-070-001, -002-, -003, 764-080-001, -002, and -011, subject to the attached Advisory Notification Document and Conditions of Approval and final approval of General Plan Amendment No. 190012 and Change of Zone No. 1900034, and based upon the findings and conclusions provided in this staff report.

**PROJECT DATA**

**Land Use and Zoning:**

Existing General Plan Foundation Component:	Agriculture
Proposed General Plan Foundation Component:	Community Development
Existing General Plan Land Use Designation:	Agriculture (AG)
Proposed General Plan Land Use Designation:	Mixed Use Planning Area (MUA)
Policy / Overlay Area:	Community Development Overlay (CDO)
Surrounding General Plan Land Uses	
North:	Agriculture (AG)
East:	Agriculture (AG)
South:	Agriculture (AG)
West:	City of La Quinta
Existing Zoning Classification:	Light Agriculture - 20 acre Min. (A-1-20) & Rural Commercial (C-R)
Proposed Zoning Classification:	Mixed Use (MU)
Surrounding Zoning Classifications	
North:	Light Agriculture - 20 acre Min. (A-1-20)
East:	Light Agriculture - 20 acre Min. (A-1-20)
South:	Light Agriculture - 20 acre Min. (A-1-20)
West:	City of La Quinta
Existing Use:	Vacant, Residential, and Existing Restaurant
Surrounding Uses	
North:	Vacant Agriculture
East:	Vacant Agriculture, Elementary School
South:	Vacant Agriculture
West:	City of La Quinta

**Tentative Parcel Map/Conditional Use Permit Details:**

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Project Site (Acres):	23.21 acres	N/A
Existing Building Area (SQFT):	N/A	removed N/A
Gas Station C-Store (SQFT):	5,800 sqft.	N/A
Multi-Tenant Retail Bldg. (SQFT):	7,550 sqft.	N/A
Drive-Thru Restaurant (SQFT):	2,400 sqft.	N/A
Pharmacy (SQFT):	15,800 sqft.	N/A

<b>Item</b>	<b>Value</b>	<b>Min./Max. Development Standard</b>
Assisted Living Facility (SQFT):	158,800 sqft.	N/A
Project TOTAL:	190,350 sqft.	N/A
Floor Area Ratio:	0.16 FAR	N/A
Building Height (FT):	15' – 47' height	75 feet
Total Proposed Number of Lots:	7 lots	N/A
Map Schedule:	Schedule "E"	

**Parking:**

<b>Type of Use</b>	<b>Building Area (in SF)</b>	<b>Parking Ratio</b>	<b>Spaces Required</b>	<b>Spaces Provided</b>
Gas Station (C-Store)	5,800 sqft.	1 space/200 sqft.	29	24
Multi-Tenant Retail Bldg.	7,550 sqft.	1 space/200 sqft.	38	30
Drive-Thru Restaurant	2,400 sqft.	1 space/45 sqft. of serving area	32	59
Pharmacy	15,800 sqft.	1 space/200 sqft.	79	90
Assisted Living Facility	158,800 sqft.	Multi-family: single bedroom = 1.25 spaces/unit two bedroom = 2.25 spaces/unit	212	119
<b>*TOTAL:</b>	<b>190,350 sqft.</b>	<b>(includes 13 EV and 14 ADA parking spaces)</b>	<b>*390</b>	<b>*322</b>

**\*A Parking Analysis was provided in association with this development project and the provided parking, per peak traffic impact analysis (TIA), was acceptable to the Riverside County Planning Department for the project site.**

**Located Within:**

City's Sphere of Influence:	Yes – City of La Quinta
Community Service Area ("CSA"):	Yes – CSA #125 – Thermal Street Lighting
Special Flood Hazard Zone:	No
Agricultural Preserve:	No
Liquefaction Area:	Yes – High
Subsidence Area:	Yes – Active
Fault Zone:	No

Fire Zone:	No
Mount Palomar Observatory Lighting Zone:	Yes – Mt. Palomar: Zone B
WRCMSHCP Criteria Cell:	No
CVMSHCP Conservation Boundary:	No
Stephens Kangaroo Rat ("SKR") Fee Area:	No
Airport Influence Area ("AIA"):	No

**PROJECT LOCATION MAP**

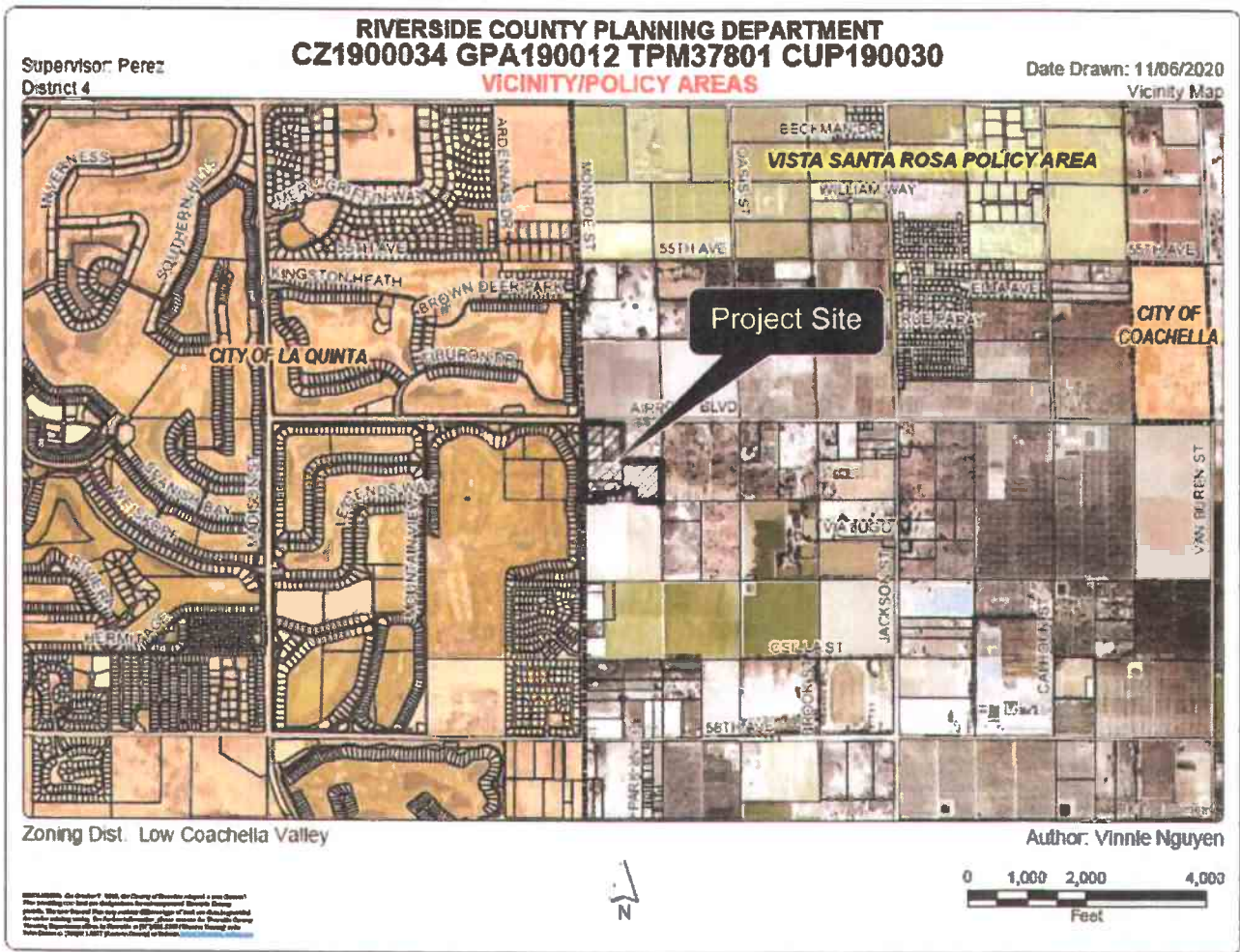


FIGURE 1: Project Location Map

**PROJECT BACKGROUND AND ANALYSIS**

**PROJECT SETTING**

**Background**

The Project site is located in the northwest area of the unincorporated community of Vista Santa Rosa, within the Eastern Coachella Valley Area Plan for Riverside County. The site is largely surrounded by newer residential developments within the City of La Quinta to the west and some active/inactive farmland within the County to the north, south, and east. The overall Project site currently accommodates a variety of buildings, including a restaurant/market building on APN 764-080-004. The existing restaurant/market would remain, but the remainder of the existing buildings would be demolished for the development pursuant to the Conditional Use Permit for a mix use of commercial retail (gas station, retail tenants, and a pharmacy) and multi-unit senior housing (assisted living facility).

Originally a pre-application review (PAR180023) was submitted on May 3, 2018. The PAR received comments from various development agencies on July 19, 2018. The review was of a proposed mixed-use development that would construct approximately 207,000 square feet of building area. The uses would include a Senior Living Facility, Restaurants, and General Retail, which would require a General Plan Amendment and Change of Zone to facilitate the establishment of this mixed-use development.

The applications for the proposed project (GPA190012, CZ1900034, TPM37801, and CUP190030) were submitted to the County of Riverside on October 10, 2019. The Project site is comprised of 12 parcels with three different landowners, making up a 26.81 gross acre project land area. The parcels share a property line with the Westside Elementary School in the Coachella Valley Unified School District (CVUSD).

The Project has been developed to provide continued trails along Monroe Street and Airport Boulevard. Additionally, the project has limited entry driveways to two off of Monroe Street and two off of Airport Boulevard with a lane designated for school bus egress onto Airport Boulevard for the Westside Elementary School. Said entries are for access to the entire development as a whole instead of certain uses.

**General Plan Consistency**

The Project's existing General Plan Foundation Component is Agriculture. The purpose of this Foundation Component is generally to identify and preserve areas where agricultural uses are generally considered to be the long term desirable use. However, the project site is located in a Community Development Overlay (CDO) within the Eastern Coachella Valley Area Plan; which identifies 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 Project site is not located within an established Community Center; however, it is within a CDO for the Eastern Coachella Valley Area Plan. The proposed project, including its proposed change in Foundation Component and Land Use Designation to CD: MUA, is consistent with the County's intent in having created this overlay over the project site and vicinity. The proposed project would provide a mix of commercial uses to meet the needs of the Vista Santa Rosa Community and adjacent neighborhoods in the City of La Quinta, including retail shops, a gas station/convenience store, drive-thru restaurant, and a pharmacy; plus the project includes an assisted living facility. The proposed general plan amendment would provide for a small development



to be established and provide consistency with the existing CDO within the Eastern Coachella Valley Area Plan.

**Ordinance No. 348 Consistency**

Change of Zone No. 1900034 proposes to change the project site's zoning classification from Light Agriculture – 20 Acre Minimum (A-1-20) and Rural Commercial (C-R) to Mixed Use (MU). The MU Zone exists to help assist the County in accommodating its share of the regional housing need and allow for a mixture of residential, commercial, office, entertainment, recreational, and other uses. The proposed mixed use development center can be permitted within the MU zone with an approved Conditional Use Permit, which, here, is also contingent on the approval of the GPA and Change of Zone. In conjunction with a proposed approval for GPA190012; the change of zone would establish a mixed use that would incorporate commercial development and multiunit senior housing with an assisted living facility. These uses would be consistent with the intended purpose of the Community Development Overlay, already within this area, and provide resources to not only the surrounding community within the County's jurisdiction, but also to its neighboring residential developments within the City of La Quinta. Additionally, staff has applied conditions to address any concerns regarding the design and operation of the mixed development to be consistent with the Eastern Coachella Valley Area Plan and the Vista Santa Rosa Design guidelines.

**Alcohol Sales and Public Convenience and Necessity**

Currently, there are three (3) licenses for sale for off-site consumption issued in Census Tract 456.09. Approval of this Project would increase the number of existing alcohol beverage control licenses five (5) with the convenience store and pharmacy. According to the California State Department of Alcohol Beverage Control (ABC), the maximum number of licenses for this census tract is three (3) based on the population within this census tract. Approval of this Project will further exceed the number of typically allowed licenses for a census tract. However, ABC requires acknowledgement from the local jurisdiction that the jurisdiction agrees with the increase beyond the limit. The acknowledgement is the approval of finding of "Determination of Public Convenience and Necessity" in the recommendations and as detailed in the findings.

**ENVIRONMENTAL REVIEW / ENVIRONMENTAL FINDINGS**

An Initial Study (IS) and a Mitigated Negative Declaration (MND) have been prepared for this project in accordance with the California Environmental Quality Act (CEQA). Based on the findings incorporated in Environmental Assessment No. 190110 (CEQ190110), the project will not have a significant effect on the environment with implementation of the mitigation measures set forth in the Initial Study and incorporated into the Conditions of Approval and/or Advisory Notification Document. The IS and MND represent the independent judgement of Riverside County. The documents were circulated for public review per the CEQA Statute and Guidelines Section 15105.

**FINDINGS AND CONCLUSIONS**

**In order for the County to approve a proposed project, the following findings are required to be made:**

**General Plan Amendment Findings:**

The project site has a General Plan Foundation Component of Agriculture and a Land Use Designation of Agriculture (AG). Agricultural Foundation Component General Plan Amendments are governed by the General Plan Administration Element and Ordinance No. 348 Section 2.7, which require that all amendments pursuant to that section be assigned to a 2 ½ Year Agricultural Foundation Amendment Cycle based on the date of the amendment adoption.

During the first 2 ½ Year Agricultural Foundation Amendment Cycle, the Planning Director determined the total acreage of land within the Agricultural Foundation Component as of January 1, 2004, then each 2 ½ Year Agricultural Amendment Cycle thereafter. For any proposed amendment to or from an Agriculture Foundation Component, the Planning Director shall determine if a proposed GPA is consistent with the Agricultural Foundation Base Acreage for the area covered by the Eastern Coachella Valley Area Plan and the Western Coachella Valley Area Plan for the current 2 ½ Year Agricultural Foundation Amendment Cycle. An amendment to an Agriculture Foundation Component can be approved by the Board of Supervisors if such approval would not result in a conversion from the Agriculture Foundation Component to another Foundation Component in excess of the Agricultural Amendment General Authorization Acreage as determined by the Planning Director for that 2 ½ Year Agricultural Foundation Amendment Cycle and if the findings in the General Plan Administration Element relating to Agricultural Foundation Amendments are made.

The project proposes to come out of the Foundation Component of Agriculture and change to a Community Development Foundation Component. The Board of Supervisors may approve such a change if the Agricultural Foundation Base Acreage cycle is within the seven percent (7%) of the 2 ½ year current cycle and no other agriculture land has been converted within that time span greater than seven percent (7%). The Planning Director has determined that the current Agricultural Foundation Base Acreage cycle for the Eastern Coachella Valley and Western Coachella Valley Area Plans is within the seven percent (7%) of the 2 ½ year current cycle (January 1, 2019 through June 30, 2021), and no other agriculture land has been converted within that time span. The total agricultural land designated in Area B (Western Coachella Valley Area Plan and Eastern Coachella Valley Area Plan) is 42,066 acres. The conversion of the Project site of 27.11 acres represents approximately 0.0006% conversion. Therefore agriculture land conversion greater than seven percent (7%) would not occur either cumulatively or directly from this Project. The proposed amendment would, at a minimum, would not be detrimental to agricultural properties for agricultural development as most of the surrounding area is existing active/inactive agricultural properties with only a newer larger residential community to the west within the City of La Quinta. The conversion of the subject acreage, estimated at 27 acres, is within the standards for the Agricultural Foundation Base Acreage cycle of seven percent (7%) or less. This proposed mixed use development would not be detrimental to or burden existing agricultural properties of this loss of this acreage.

The proposed change in Land Use Designation is an Entitlement/Policy Amendment that requires the following findings to be made prior to recommending approval of an Entitlement/Policy Amendment, pursuant to the provisions of the Riverside County General Plan and Ordinance No. 348 Section 2.4.C.2.:

1. The proposed change does not involve a change in or conflict with: the Riverside County Vision; any General Planning Principle set forth in General Plan Appendix B; or any Foundation Component designation in the General Plan.

- a. Riverside County Vision: The proposed project does not conflict with the Riverside County Vision because of the following:
  - i. The Riverside County Vision provides, "New growth patterns no longer reflect a pattern of random sprawl but rather follow a framework of transportation and open space corridors, with concentrations of development that fit into that framework." The GPA accommodates the community which is maturing in its own way, at its own pace and within its own context. This includes the preservation of character in some communities, accommodating growth in other communities, and achieving a mixture of growth and preservation in others. In other words, important open space and transportation corridors define growth areas. This is reflected in the area of this subject site as the properties involved are within a CDO and provide both community commercial development and additional housing within the community of Vista Santa Rosa. This growth is well coordinated between Riverside County and the City of La Quinta.
  - ii. The Vision also provides that "Jobs/housing balance is significantly improved overall, as well as within sub-regions of Riverside County." The GPA stimulates the growth of local commercial services. The subject site would propose employment opportunities for the community and provide a balance for senior housing within the area.
  
- b. General Planning Principle: The proposed project does not involve a change in or conflict with any General Planning Principle set forth in General Plan Appendix B because of the following:
  - i. General Plan Principle I.C provides for Maturing Communities for every community to mature in its own way, at its own pace and within its own context. This Principle highlights that communities are not fixed in their development patterns, but that over time may transition, in particular to more urban uses and intensities, while still respecting the existing communities where they meet by transitioning densities and providing buffers where appropriate. The area around the project east of Monroe Street is largely used for agricultural purposes or undeveloped while areas west of Monroe Street in the City of La Quinta are developed with residential uses with supporting recreation uses. In consideration of the Community Development Overlay applied to this site and surrounding area with the intent for areas within this overlay to go to Community Development Foundation, the Project site located at the boundary of this transition represents an ideal location to begin development and incorporate a mix of types of uses within one overall development.
  - ii. The General Plan Amendment implements the Principle for Efficient Land Use which encourages compact development and increased densities, which the proposed Project includes with its mix of uses and number of assisted living facility units nearby commercial uses.
  - iii. The General Plan Amendment meets the General Plan Principle of encouraging a wide range of housing opportunities for residents in a wider range of economic circumstances by providing for needed senior housing.
  - iv. This is simply a sampling of the Principles that the proposed General Plan Amendment is consistent with and not an exhaustive list of all consistent Principles. There are no Principles that the General Plan Amendment inherently conflicts with.

Therefore, the proposed General Plan Amendments would not conflict with the Riverside County General Planning Principles set forth in General Plan Appendix B.

- c. The proposed change does not involve a change in or conflict with any Foundation Component designation in the General Plan because of the following:
    - i. The proposed General Plan Amendment proposes to change Foundation Components. Findings to support a foundation component amendment are provided below. This will prevent any conflict with a Foundation Component designation in the General Plan.
  - d. Internal Consistency: This proposed GPA would not create an internal consistency among the General Plan elements. The GPA has been evaluated carefully in conjunction with each of the General Plan elements, including Land Use, Circulation, Multi-Purpose Open Space, Safety, Noise, Housing, Air Quality, and Healthy Communities to ensure that the GPA is in conformance with the applicable policies and objectives.
2. The proposed amendment would either contribute to the purposes of the General Plan or, at a minimum, would not be detrimental to them.
- a. The purposes of the General Plan are to set direction for land use and development in strategic locations, provide for the development of the economic base, establish a framework of the transportation system, and the preservation of extremely valuable natural and cultural resources. The General Plan included the Community Development Overlay for this area with the purpose of anticipating Community Development foundation level development being appropriate for this area. The Project not only implements this intent and the overall purposes of the General Plan based on the mix of uses and design proposed, but at minimum would not be detrimental to them.
3. Special circumstances or conditions have emerged that were unanticipated in preparing the General Plan. The new conditions or circumstances that exist are the proposed Project including a General Plan Amendment, Change of Zone, Conditional Use Permit, and Tentative Parcel Map to implement the intent of the Community Development Overlay of the General Plan. The General Plan through the Community Development Overlay was anticipated and intended in the General Plan, but what part of the reason for the Community Development Overlay was that it was not known or anticipated at that time what specific land use designations or specific uses would be best for the overall Community Development Overlay and this specific area covered by the project. The proposed development has been through many discussions and community meetings with both the County of Riverside and the Vista Santa Rosa Community and surrounding area since 2013. The proposed project is to establish the existing intent of the Community Development Overlay (CDO) within the Vista Santa Rosa Community for a commercial development and multi-unit senior housing (assisted living) facility.

**Change of Zone Findings:**

Change of Zone No. 1900034 (CZ1900034) is a proposal to change the project site's Zoning Classification from Light Agriculture - 20 Acre Minimum (A-1-20) to Mixed Use (MU). The following findings shall be made prior to making a recommendation to grant a Change of Zone, pursuant to the provisions of the Riverside County Zoning Ordinance No. 348 (Land Use):

1. The proposed Change of Zone to Mixed Use (MU) would be consistent with the concurrently proposed General Plan land use designation of Mixed Use Area (MUA) and would be consistent with all other applicable provisions of the General Plan.

**Tentative Parcel Map Findings**

Tentative Parcel Map No. 37801 is a proposal to subdivide 23.21 gross acres into 7 lots. The findings required to approve the Map, pursuant to the provisions of the Riverside County Ordinance No. 460, are as follows:

1. The proposed map and its design and improvements are consistent with the Riverside County General Plan and any applicable Specific Plan, because the General Plan General Planning Principles VI and VII provide, generally, that the intent of the General Plan is to foster Rural and Economic Development principles to accommodate a rural lifestyle as well as a rapidly growing community economy consistent with housing development and the need for employment growth. General Plan Principle VI.3.4 provides that, "areas in which the rural character is clearly established, its nature is such that intensification is impractical, and current residents/property owners strongly prefer a continued rural lifestyle, should be retained as rural in the General Plan." However, "these principles do not preclude the addition of small-scale villages of a contrasting character in those communities." The proposed tentative parcel map would create seven (7) parcels for commercial development and a senior housing (assisted living) facility. These commercial and housing developments would blend with the existing rural lifestyle and agricultural/equestrian atmosphere with service providing or complementary businesses and in-fill infrastructure based on the project design.

The Project site is proposing a General Plan Land Use Designation of Community Development: Mixed Use Area (CD: MUA). The intent of the land use designation CD: MUA is not to identify a particular mixture of intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other used is planned. The Community Development Overlay (CDO) allows for community development land use designations to be applied through General Plan Amendments within specified areas within Rural, Rural Community Agriculture, or Open Space Foundation Component areas. Specific policies related to each Community Development Overlay are contained within appropriate Area Plan(s). The Eastern Coachella Valley Area Plan does provide for Community Development within the Vista Santa Rosa Community area. The MUA designation would accommodate community commercial services and provide residential (senior) housing of an assisted living facility. The subject site would provide for basic shopping needs for newer existing residents within the City of La Quinta and future residents in the surrounding communities. Therefore, the proposed map and its design and improvements are consistent with the Riverside County General Plan. There is no Specific Plan that applies to the project area.

2. The design or improvements of the proposed map is consistent with the County's General Plan and any applicable Specific Plans. The proposed map is located within the Eastern Coachella Valley Area Plan and a Community Development Overlay within the Vista Santa Rosa Community area. These policies and areas plans represent an agricultural and rural community section of the County of Riverside. The CDO recognizes the options for converting agricultural land under the Agricultural Foundation Base Acreage cycle of seven percent (7%) through a GPA. The proposed Project is within Vista Santa Rosa Community which encompasses the CDO and is estimated at 27 acres. The Project has been designed and developed with an understanding for needs of the immediate surrounding agricultural and rural community; plus the neighboring City of La Quinta.
3. The site of the proposed land division is physically suitable for the type of development and the proposed density of the development because the terrain is relatively flat, without steep hills or mountains. Development of the tentative parcel map will not require any unique considerations and the subject site will be developed in phases. The first two phases contact the CUP project development and the remainder would be developed at a later time through another CUP submittal. The tentative parcel map would accommodate for seven (7) parcels, encompassing the first five parcels (known as phase one and two) with the remaining parcels six and seven to be developed under a separate entitlement at a later time. Parcels one through five will have interconnecting parking lot(s) and various ingress/egress driveways, two from Monroe Street and two from Airport Boulevard; plus provide an egress school bus lane for the neighboring elementary school to better access Airport Boulevard.
4. The design of the proposed land division or proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat because, as detailed in the IS/MND for the project, impacts to the environment overall or to fish or wildlife or their habitat would be less than significant. No habitat conservation is identified as necessary by the Coachella Valley Multi-Species Habitat Conservation Plan.
5. The design of the proposed land division or the type of improvements are not likely to cause serious public health problems, since as detailed in the Project's Initial Study and Mitigated Negative Declaration, the Project would not have a significant impact on the environment. In particular, impacts regarding health and safety factors, such as Air Quality, GHG, Hazards, and Noise were considered in the IS/MND and were all determined to be less than significant with mitigation required as part of the approvals.
6. The design of the proposed land division or the type of improvements will not conflict with easements, acquired by the public at large, for access through, or use of, property within the proposed land division. There are no underlining recorded tracts or parcel maps for the properties that are a part of the proposed project. The department of Transportation has cleared the proposed parcel map, recommending approval. Therefore, the subdivision will provide substantial equivalent easements to ones previously acquired by the public.
7. The Project complies with the Schedule 'E' improvement requirements of Ordinance No. 460 as listed below. The proposed Mixed Use zone for the project site is generally defined as a commercial zone since it primarily permits a variety of commercial uses in addition to residential uses. Additionally, although the project at hand includes a residential component with assisted living, the project includes commercial uses.

- a. Streets. Streets are proposed as shown on the Tentative Map, which includes improvements to both Monroe Street and Airport Boulevard. Entry driveways will be installed for access use into the mixed development from both Monroe Street and Airport Boulevard. These improvements will be consistent with the required improvements pursuant to the General Plan and Ordinance No. 461. Walking trails will be constructed in accordance with improvement standards per Ordinance No. 461.
  - b. Domestic Water. Domestic water service will be supplied by the Coachella Valley Water District (CVWD) per a letter received from CVWD on December 12, 2019. This service would be via underground pipes consistent with the requirements set forth in California Administrative Code Title 22, Chapter 16.
  - c. Fire Protection. Implementation of the project will provide for appropriate fire hydrant spacing and adequate water pressure and flow to meet Fire Department standards. The project is designed with adequate access consistent with the provisions of Ordinance No. 460. Other fire protection measures shall be determined based on specific interior building designs, building code (Ordinance No. 457), and fire code (Ordinance No. 787) requirements.
  - d. Sewage Disposal. Sewer service will be supplied by the Coachella Valley Water District (CVWD) per a letter received from CVWD on December 12, 2019.
  - e. Fences/Walls. Six-foot high chain link galvanized wire fence shall be installed along any canal, drain, expressway, or other feature deemed to be hazardous. No chain link fencing is proposed for the subject site and none is required since no canals, drains, expressways or other potentially hazardous features exist adjacent to the project site. The project would install four-foot high vinyl fencing along any the walking trails and three-foot high decorative walls to screen drive-thrus from light spillage from vehicles.
  - f. Electrical and Communication Facilities. The project will be provided electrical, telephone, street lighting, and cable television service with lines placed underground.
8. The lots or parcels as shown on the Tentative Parcel Map are consistent with the minimum sizes allowed by the Project site's Mixed Use (MU) Zoning Classification set forth in Ordinance No. 348 in that there is no minimum lot area, lot width, or lot coverage required in the MU zone.

#### **Conditional Use Permit Findings:**

A conditional use permit shall not be granted unless the applicant demonstrates that the proposed use will not be detrimental to the health, safety or general welfare of the community. Any permit that is granted shall be subject to such conditions as shall be necessary to protect the health, safety or general welfare of the community. The requirements for a conditional use permit are met by this project because:

1. The proposed use conforms to all the requirements of the General Plan and with all applicable requirements of State law and the ordinances of Riverside County. The proposed land use designation of CD: MU allows local and regional serving service and retail uses as well as housing (senior) within the Vista Santa Rosa community. The Eastern Coachella Valley Area Plan encompasses the Lower Coachella Valley District. The proposed project would consist of a commercial retail portion of a gas station, multi-tenant retail, drive-thru restaurant, and pharmacy; with the remainder of the subject site consisting of a senior housing (assisted living) facility. Currently the closest retail center/corridor is approximately over 4 miles to the northeast in Coachella. Furthermore, both Monroe Street and Airport Boulevard are Arterial roadways; with the latter turning into an Urban Arterial as it progresses to the east to Highways 111 and 86. These roadways provide many commuters with access to residential developments, nearby community

commercial businesses, and these roadways border the City of La Quinta; with newer and dense residential population. The proposed project would provide commercial or mixed development consistency that is sought through Eastern Coachella Valley Area Plan and the Vista Santa Rosa Community that are within a Community Development Overlay (CDO) located within the Lower Coachella Valley District.

2. The proposed use will not be detrimental to the health, safety or general welfare of the community. The design of the project has been reviewed by all applicable Riverside County Departments and agencies, including but not limited to: Riverside County Transportation, Environmental Health, Fire, Building and Safety, Grading, Environmental Programs, Landscaping, Archeology, and Geology. The review and regulations adopted and applied in the Conditions of Approval ensure that the project would not have an adverse effect on the public's health, safety, and general welfare. These departments have included conditions of approval that the project will be required to meet for prior to issuance of grading permits, prior to issuance of building permits, and prior to final of building permits. In addition, the applicant has received an Advisory Notification Document that includes applicable ordinances and regulations that the County has adopted that the project is also required to adhere to in addition to the conditions of approval. Therefore, the project design, conditions of approval, and permitting will ensure that the project will protect the public's health, safety, and general welfare.
3. The proposed use conforms to the logical development of the land and is compatible, due to the Community Development Overlay (CDO) and the allowance for Agricultural Foundation Base Acreage to provide for present and future logical development, to service the surrounding community. As stated above, the closest retail center/corridor is approximately over 4 miles to the northeast in Coachella.
4. The proposed use has considered the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion; and has taken into account topographical and drainage conditions, including the need for dedication and improvements. Additionally, discussing with the City of La Quinta to match with their current roadway dedications and improvements already in place. The proposed project incorporates appropriate dedications and improvements.
5. A condition would be applied requiring that the construction of more than one structure on a single legally divided parcel shall, in addition to all other requirements, be subject to a condition which prohibits the sale of any existing or subsequently constructed structures on the parcel until the parcel is divided and a final map recorded in accordance with Ordinance No. 460 in such a manner that each building is located on a separate legally divided parcel. The proposed project site would consist of 7 development parcels with one single structure on each parcel as proposed under the project entitlement's conditional use permit (CUP190030). The proposed tentative parcel map has been conditioned for this subject site and project.
6. Automobile parking spaces shall comply with Section 18.12 of Ordinance No. 348 and the Vista Santa Rosa Design Guidelines. The Project developers did a parking analysis (By Ancore Associates International, Inc. dated August 1, 2020) which studied the peak parking demands pertaining to the mixed use development of commercial and residential (senior assisted living housing). Per their analysis of peak parking demand conditions, it demonstrates that the 322 parking spaces provided, including ADA and electric vehicle spaces, would be more than



adequate. The proposed Project will install 322 parking spaces (including ADA and electric vehicle spaces with associated electric charging stations), which is less than the required 390 parking spaces per Ordinance No. 348 based on maximum utilization of all buildings/uses at the same time. The Planning Director has allowed for a modification to the parking requirements due to Special Review of Parking per Ordinance No. 348, Section 18.12.h.1a. This section permits the Planning Director the ability to reduce the parking requirements otherwise prescribed based on the following conditions that the applicant submit a request for modifications of the parking standards, including sufficient evidence and documentation to demonstrate unusual conditions warranting a parking reduction. Evidence shall include, but not limited to, the following: information showing that the parking area serves uses having peak parking demands which occur at different times; floor plans indicate that floor areas for customers or employees use less than typical for the building size; documentation of other programs which will be implemented by the developer or tenant(s) will result in a reduced parking demand (i.e. public transit or car/van pools). The Project applicants provided a parking demand analysis depicting the "peak hours of use" and "time of day of use"; plus the uses themselves that would allow for a reduced parking standard. This parking analysis was reviewed by the Planning Director and agreed with the assessment of the proposed parking and allowed for the reduction of the parking standard to a total of 322 parking spaces (including ADA and electric vehicle spaces with associated electric charging stations). The Project has a condition of approval to provide 322 parking spaces (including 14 ADA and 13 electric vehicle spaces with associated electric charging stations).

#### **Development Standard Findings**

The following findings shall be made prior to making a recommendation to grant approval of the Project, pursuant to the provisions of the Riverside County Zoning Ordinance No. 348 (Development Standards):

1. With the approval of Change of Zone No. 190034, the project site will have a Mixed Use zoning classification. Per Section 9.87 of Ordinance No. 348, the Project meets the applicable development standards in this zoning classification as follows:
  - a. **Mixed Use:** Residential dwellings may be provided on upper levels of commercial or office buildings, or may be provided in separate buildings adjacent to commercial or office buildings. The Project proposes to locate residential dwelling units (senior housing/assisted living facility) adjacent to commercial development, which is compliant with this standard.
  - b. **Public Use:** Any building over thirty thousand square feet (30,000') will include a public use area such as a public park, plaza, or square. These public use areas will be located next to public streets, residential areas, or retail uses, and does not include the public right-of-way. The project will provide a public benefit of an egress school bus lane for the neighboring elementary school (Westside Elementary) to better access Airport Boulevard. Due to this benefit, the project meets this standard.
  - c. **Ground Floor:** No more than 50% of all ground floor mixed use buildings may be residential dwellings. The proposed Project has all residential dwellings as a separate structure from the commercial uses, so there are no mixed use buildings in the current proposal. Therefore, the project meets this requirement.

- d. Transparency: The retail portion of any commercial building that has a street facing wall with customer access shall have at least fifty percent (50%) of the total wall area transparent with clear windows. Such windows shall allow views of the indoor space or display areas and start at least three feet (3') above the adjacent sidewalk, but not exceed ten feet (10') in height. The Project's proposed retail space as included in the project plans follows these specifications and is in compliance with this requirement with all commercial buildings facing the streets (roadways) of Monroe Street and Airport Boulevard.
- e. Street Orientation: Commercial and mixed use buildings shall be oriented so functional pedestrian entrances face the street, and parking areas are located mostly underground or to the rear or side of the building. The proposed project doesn't not have mixed use buildings. The buildings of the mixed use development are either commercial; with one as residential (senior housing assisted living facility). Pedestrian entrances face the street and most of the parking for each is situated along the sides of the various buildings or located within a communal area for parking provisions to other commercial uses. The development standard states that "parking areas are mostly located underground or to the rear or side of the building". With the exception of the gas station, most of the mixed use development project has parking that is along the side or rear of the various buildings of the mixed use development. The project meets this section as it pertains to street orientation.
- f. Entrances: Buildings will have an entrance door facing the public sidewalk, which may include doors to individual shops, lobby entrances, entrances to pedestrian-oriented plazas or courtyard entrances. All proposed buildings provide such an entrance as shown on the project plans.
- g. Pedestrian Paths: Pedestrian paths shall be provided to connect commercial building entries with adjacent streets, uses and parcels. The project provides pedestrian pathways of walking trails along both Monroe Street and Airport Boulevard. Those pathways allow for connection into the project development for either the commercial buildings or senior housing (assisted living) facility. The project meets this standard.
- h. Building Design: The parameters for the buildings' designs are met by the Project as follows:
  - i. Building facades shall be varied and articulated to provide visual interest to pedestrians which may be accomplished by incorporating off-setting plans, changes in wall texture and color, architectural elements and landscaping into the design of the buildings. The submitted architectural plans provide detailed renderings of each of the buildings and various materials that will be utilized to construct the structures. The materials and colors are varied, but still coordinate with one another, and include materials such as stone, a variety of beige and olive stucco, clay tile and metal roofing, and various shades of wood. There is also a comprehensive landscaping plan that provides varied visual scenery alongside each of the building structures. The project has been designed with the varied textured or colored elements and enhanced features that meet the building designed desires of a MU zone. In accordance with the provided exhibits, the Project appears to be in compliance with this standard.
  - ii. Except for detached residential dwellings, buildings shall include at least one architectural projection that is at minimum two percent (2%) higher than the primary

structure but does not exceed twenty feet (20'). The buildings are in compliance as follows:

1. *Retail Building:* A dormer is included on the building design for this structure, and stands at 7 feet in height. This does not exceed the 20 foot maximum, and meets the minimum standard that the projection must be at least 2% higher than the roof. With the roof at 119 feet, the projection must increase the height 2 feet 5 inches. At 7 feet, the dormer exceeds the height minimum and is compliance with this standard.
  2. *Fast Food Restaurant:* An architectural projection is included on the building design for this structure, and stands at 17 feet in height. This does not exceed the 20 foot maximum, and meets the minimum standard that the projection must be at least 2% higher than the roof. With the roof at 112 feet, the projection must increase the height 2 feet 3 inches. At 17 feet, the parapet exceeds the height minimum and is compliance with this standard.
  3. *Gas Station:* A parapet is included on the building design for this structure, and stands at 10 feet in height. This does not exceed the 20 foot maximum, and meets the minimum standard that the projection must be at least 2% higher than the roof. With the roof at 110 feet, the projection must increase the height 2 feet 2 inches. At 10 feet, the parapet exceeds the height minimum and is compliance with this standard.
  4. *Pharmacy:* A parapet is included on the building design for this structure, and stands at 9 feet in height. This does not exceed the 20 foot maximum, and meets the minimum standard that the projection must be at least 2% higher than the roof. With the roof at 118 feet, the projection must increase the height 2 feet 4 inches. At 9 feet, the parapet exceeds the height minimum and is compliance with this standard.
- i. Street Pattern: The street system will be in a grid pattern or modified grid pattern emphasizing interconnected streets and the ability to reach local destinations without crossing major streets or primary arterials. The project is within a grid pattern system of Monroe Street and Airport Boulevard. This project meets the standard.
  - j. Lot Area, Width, & Coverage: There are no minimum lot areas or widths, and there is no maximum lot coverage
  - k. Setbacks: Building facades shall be no more than fifteen feet (15') from the street side property lines. A setback adjustment, Setback Adjustment No. 200027 (SBA200027), was approved pursuant to Section 18.33 of Ordinance No. 348 subject to compliance with Exhibits and based on the following findings:
    - i. The proposal is consistent with the intent and purposes of Ordinance No. 348; and,
    - ii. There are special circumstances applicable to the property, including such factors as size, shape, topography, location or surroundings that justify the approval of the adjustment of the setback requirement; and,

- iii. The proposal will not be detrimental to the public health, safety, and welfare of the community, nor will it be detrimental to neighboring properties.

SBA200027 will allow an increase of the building façade for the street side setback from 15-foot to 135-feet, 43-foot and 92-foot for proposed Buildings 1, 3, and 5 along Monroe Street, and 117 feet and 85 feet for proposed buildings 1 and 2 along Airport Boulevard associated with the proposed CUP190030.

The proposed project is a Mixed Use zone for which the multiple buildings are located onsite to allow for onsite traffic and pedestrian path circulation on approximately 28 acres, and simultaneously allow building facades to be varied and articulated architectural and landscaping elements. The irregular shape of the proposed project site does not provide for the possibility to locate the building facades less than 15 feet to the Airport Blvd and Monroe Street and yet maintain onsite security and allow access and safe onsite circulation for the proposed uses. Through the approval of SBA200027, this proposed project meets the setback standard.

- I. Height: Building heights have been adhered to by the Project as follows:
  - i. The maximum height for buildings or structures is 75 feet. The tallest building proposed in the Project's plan has a height of 47 feet. Therefore, the Project is in compliance. A condition will be set upon approval that the developers may, in no event, build a structure that exceeds one hundred feet (100') in height unless a variance is approved pursuant to Section 18.27 of Ordinance No. 348.
  - ii. Commercial floor space provided on the ground floor of a mixed use building shall have a minimum floor to ceiling height of eleven feet (11'). The retail building has a 19 foot ceiling height, the fast food building has a 15 foot ceiling height, and the pharmacy has a 21 foot ceiling height. All of the proposed commercial buildings meet or exceed this minimum floor to ceiling height standard and are, therefore, in compliance.
- m. Roof-Mounted Equipment Screening: Except for solar energy systems, all roof-mounted mechanical and other equipment will be screened from the ground elevation view to a minimum sight distance of 660 feet. All of the proposed structures integrate roof mounted mechanical equipment in to their designs and are adequately screened by the building parapets. Any solar energy systems that may be included on building rooftops are not subject to this screening provision. Therefore, the project meets this requirement.
- n. Trash Areas: Trash collection areas shall be screened by landscaping or architectural features in such a manner as not to be visible from a public street for from any adjacent residential development. All of the proposed trash collection areas presented on the submitted exhibits are indicated as screened trash enclosures with covers and landscaping, which satisfies this condition.
- o. Encroachments: No yard encroachment is permitted in the front, side, or rear yard except as provided for in Section 18.19 of Ordinance No. 348. The proposed project is detached commercial retail and senior housing (assisted living) facility. There are no front, side, or rear yards for the proposed project.

- p. Lighting: All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, buildings, landscaping, parking, loading, unloading and similar areas, shall be focused, directed and arranged to prevent glare or direct illumination on residential uses. The proposed project provides lights or light standards that are shielded and directed downwards and do not cause light spillage into the road-right-of-way (ROW) or into neighboring properties.
- q. Residential Uses: Residential uses have been adhered to by the Project as follows:
- i. Building Orientation: One family dwellings shall be designed to have the front door to each home closer to the street than the garage door and garage doors shall not face the street. This standard is not applicable to the project since no one family dwellings are proposed.
  - ii. Building Separation: For detached residential dwellings, the minimum distance between buildings on three (3) sides shall be five feet (5') and eight feet (8') on the remaining side. The project does not propose detached residential dwellings, therefore this standard is not applicable. Furthermore, the distance on all sides of the residential building proposed in the Project exceeds the minimum distance between buildings and, therefore, is in compliance.
  - iii. Common Recreational Open Space: Development with more than one hundred (100) residential dwellings shall provide one hundred square feet (100') of common useable recreational open space per residential dwelling such as, but not limited to, pools, gyms, parks and recreational facilities. The Senior Housing Facility has 128 residential dwellings, which means the Project is required to provide a minimum of 12,800 square feet of recreational open space. The senior housing (assisted living) facility proposes the development of a centralized courtyard that includes green space, pedestrian paths, and a community pool for resident's to use. This space is 174 feet by 108 feet, equating to 18,792 square feet of common useable recreational open space. The Project adheres to this requirement.

Section 18.48 provides the following development standards for the alcoholic beverage sales:

1. A conditional use permit shall be required for the concurrent sale of motor vehicle fuels and beer and wine for off-premises consumption. A conditional use permit is being processed for the sale of alcoholic beverages for off-premises consumption in the Mixed Use (MU) zoning classification.
2. A conditional use permit shall be required for the sale of alcoholic beverages for off-premises consumption in all zoning classifications, excluding C/V, where such zoning would permit the sale with plot plan approval or conditional use permit approval, however, that the provisions of Subsection B.1. shall not apply to a retail commercial establishment which (1) contains at least 20,000 square feet of interior floor space and is primarily engaged in the sale of groceries and (2) does not sell motor vehicle fuels. A conditional use permit is being processed for the sale of alcoholic beverages for off-premises consumption in the MU zoning classification for a convenience store associated with sale of motor vehicle fuels as well as the pharmacy building that is less than 20,000 square feet.

3. Such facilities shall not be situated in such a manner that vehicle traffic from the facility may reasonably be believed to be a potential hazard to a school, church, public park or playground. There is a school adjacent to the project site. Although the sale of alcohol is located nearby the existing school and traffic from the project could be directed to drive past the school, the improvements existing and proposed by the project along Airport Boulevard provide adequate measures to separate pedestrians from vehicle traffic that it would not be a potential hazard to a school. No other public park, nonprofit youth facility, or playground is located within 1,000 feet of the project site. Therefore, vehicle traffic from the facility will not be a potential hazard to a school, public park, nonprofit youth facilities or playground.

Notice of hearing shall be given to all owners of property within 1,000 feet of the subject facility, to any elementary school or secondary school district within whose boundaries the facility is located and to any public entity operating a public park or playground within 1,000 feet of the subject facility. The Planning Director may require that additional notice be given, in a manner the Director deems necessary or desirable, to other persons or public entities. A notice of public hearing has been given to all property owners within 1,000 feet of the subject facility.

4. The following additional development standards shall apply as conditions of approval with the Advisory Notification Document to the concurrent sale of motor vehicle fuels and beer and wine for off-premises consumption:
  - a. Only beer and wine may be sold.
  - b. The owner of each location and the management at each location shall educate the public regarding driving under the influence of intoxicating beverages, minimum age for purchase and consumption of alcoholic beverages, driving with open containers and the penalty associated with violation of these laws. In addition, the owner and management shall provide health warnings about the consumption of alcoholic beverages. This educational requirement may be met by posting prominent signs, decals or brochures at points of purchase. In addition, the owner and management shall provide adequate training for all employees at the location as to these matters.
  - c. No displays of beer, wine or other alcoholic beverages shall be located within five feet of any building entrance or checkout counter.
  - d. Cold beer or wine shall be sold from, or displayed in, the main, permanently affixed electrical coolers only.
  - e. No beer, wine or other alcoholic beverages advertising shall be located on gasoline islands; and no lighted advertising for beer, wine, or other alcoholic beverages shall be located on the exterior of buildings or within window areas.
  - f. Employees selling beer and wine between the hours of 10:00 p.m. and 2:00 a.m. shall be at least 21 years of age.
  - g. No sale of alcoholic beverages shall be made from a drive-in window.

**Public Convenience and Necessity**

1. The project is located within Census Tract 456.09. The 2010 census population for Census Tract 456.09 was 5,880 persons according to the U.S. Census Bureau.
2. The maximum concentration level for General Alcohol License of beer and wine (Type 20 or Type 21) is limited to one per 2,500 people by census tract (Alcoholic Beverage Control Act: California Business and Professions Code Section 238175).
3. Currently, there are three (3) alcohol beverage control licenses for sale for off-site consumption issued in Census Tract 456.09. Approval of this Conditional Use Permit would increase the number of existing alcohol beverage control licenses to five (5). According to the California State Department of Alcoholic Beverage Control (ABC), the maximum number of licenses for off-site consumption for this census tract is three (3) based on the population within this census tract. Approval of this Conditional Use Permit will further exceed the number of typically allowed licenses for a census tract. However, ABC requires acknowledgement from the local jurisdiction that the jurisdiction agrees with the increase beyond the limit. The acknowledgement is the approval of finding of "Determination of Public Convenience and Necessity" in the recommendations.
4. The California Alcoholic Beverage Control Board requires the local jurisdiction to make a finding of public convenience and necessity for the granting of a license when said granting would cause an over concentration of licenses within a census tract, or when an over concentration already exists.
5. According to ABC, over concentrations of existing licenses above those allocated for Census Tracts are common occurrences.
6. Based upon the information contained within the staff report and accompanying attachments, the Planning Commission is required to find the proposal to be in the interest of the Public Convenience of Necessity as follows:
  - a. The sale of alcohol at the convenience store will be a public convenience. The subject property proposes to sell beer and wine for the convenience of its patrons that shop at the convenience store or use the gas station. It is convenient for consumers to purchase beer and wine at the same time as shopping at the convenience store or using the gas station. Additionally, the sale of alcohol at a pharmacy store will be a public convenience. The subject property with the pharmacy store proposes to sell beer and wine and liquor for the convenience of its patrons that shop at the pharmacy store. It is convenient for consumers to purchase beer and wine and liquor at the same time as shopping at a pharmacy store for retail goods.
  - b. The approval of a new license for the off-sale of beer and wine and liquor is an ancillary use to a convenience store and will not have a disproportionate impact on adjacent residential neighborhoods or sensitive uses. Less than 5-7% of store area is devoted exclusively for beer and wine sales, or liquor sales. The sale of beer and wine and liquor is an ancillary use to the sale of general merchandise and groceries and will not adversely affect the adjacent property or sensitive uses that may be nearby.
  - c. The approval of the sale of beer and wine and liquor will not result in an adverse impact on public health, safety, or welfare. The location or the use shall not result in adverse impacts on public health, safety or welfare in that the subject business is a convenience store within

minimal area allocated to beer and wine sales and liquor. A public hearing notice was mailed to adjacent property owners within 1000' feet of the subject site. To date, staff has not received any comments from the public. Staff has included conditions of approval to address any potential adverse impacts to the surrounding area.

- d. The proposed project does provide the public necessity and convenience for the residents of the surrounding community. The Project provides additional local retail services for the surrounding community in line with the General Plan. In addition, the Project will provide a convenience to local residents, jobs, and overall economic growth in the community. By providing fueling as well as retail options, the Project will reduce the number of vehicle trips in the area, and the residents would gain the resulting cumulative benefits of those reduced vehicle trips such as less traffic congestion and lower total emissions.

### **OTHER FINDINGS**

1. The project site is not located within a Conservation Area of the Coachella Valley Multiple Species Habitat Conservation Plan.
2. The project site is located within the Sphere of Influence for the City of City of La Quinta. This project was provided to the City of La Quinta for review and comment. Discussions and information was additionally provided to the City of La Quinta per their request. No further comments were received either in favor or opposition of the project at the time of this report.
3. The project site is not located within an Airport Influence Area ("AIA") boundary and is therefore not subject to the Airport Land Use Commission ("ALUC") review.
4. In accordance with Senate Bill No. 18 (SB18), a letter was sent to the Native American Heritage Commission (NAHC) on March 23, 2020. NAHC replied by May 5, 2020 with no concerns indicated. SB18 letters were sent to the tribes on May 5, 2020 and concluded on August 5, 2020 with no concerns or comments to address regarding the Project.

Additionally, tribal consultation letters were sent regarding Assembly Bill No. 52 (AB52) on March 23, 2020, to nine (9) tribes. From the nine tribes noticed, only Agua Caliente Band of Cahuilla Indians and Torres Martinez Desert Cahuilla Indians requested consultations. Both Agua Caliente and Torres Martinez asked to review the site exhibits and any cultural studies. Torres Martinez additionally requested to review the draft CEQA document. Agua Caliente requested monitoring and concluded their consultation on the project on April 15, 2020. Torres Martinez tribe also requested monitoring and concluded their consultation on the project as of August 31, 2020.

5. The project site is located within Zone B of the Mount Palomar Observatory Lighting Zone boundary, as identified by Ordinance No. 655 (Mt. Palomar). The project is required to comply with all lighting standards specified within Ordinance No. 655, pursuant to Zone B.
6. The project site is not located within the Fee Assessment Area of the Stephen's Kangaroo Rat Habitat Conservation Plan ("SKRHCP").
7. The project site is proposing a monument sign at the corner of Monroe Street and Airport Blvd and two (2) entry signs; one off of Monroe Street and one off of Airport Blvd. The monument sign is 10 feet



in height 2 feet in diameter and the two entry signs are 5 feet high and 8' 6" in length. Both signs are under the maximum requirements for Ordinance No. 348 Section 19.4.A.1-4 as the height of the signs are under 20 feet; the surface area is does not exceed 50 square feet; and that there is one sign off of each street. The proposed project meets Ordinance No. 348 for on-site advertising structures and signs.

### **Fire Findings**

The project site is not located within a Cal Fire State Responsibility Area ("SRA") and is not in a fire hazard severity zone.

### **Conclusion:**

1. For the reasons discussed above, as well as the information provided in the Initial Study, the proposed project conforms to all the requirements of the General Plan and with all applicable requirements of State law and the ordinances of Riverside County. Moreover, the proposed project would not be detrimental to the health, safety or general welfare of the community.

## **PUBLIC HEARING NOTIFICATION AND COMMUNITY OUTREACH**

This project was advertised in the Press Enterprise Newspaper & Desert Sun Newspaper. Additionally, public hearing notices were mailed to property owners within 1,000 feet of the project site. As of the writing of this report, Planning Staff has received written communication/phone calls from 5 people who indicated support/opposition to the proposed project.

This project was recently presented twice before the Vista Santa Rosa Community Council in 2020; on May 27, 2020 and September 23, 2020. It had previously been presented to the Vista Santa Rosa Community Council in 2008, 2012, and 2013.

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**RESOLUTION No. 2020-015**  
**RECOMMENDING ADOPTION OF**  
**GENERAL PLAN AMENDMENT NO. 190012**

**WHEREAS**, pursuant to the provisions of Government Code Section(s) 65350 et seq., a public hearing was held before the Riverside County Planning Commission in Riverside, California on December 16, 2020, to consider the above-referenced matter; and,

**WHEREAS**, all the procedures of the California Environmental Quality Act and the Riverside County Rules to Implement the Act have been met and the environmental document prepared or relied on is sufficiently detailed so that all the potentially significant effects of the project on the environment and measures necessary to avoid or substantially lessen such effects have been evaluated in accordance with the above-referenced Act and Procedures; and,

**WHEREAS**, the matter was discussed fully with testimony and documentation presented by the public and affected government agencies; now, therefore,

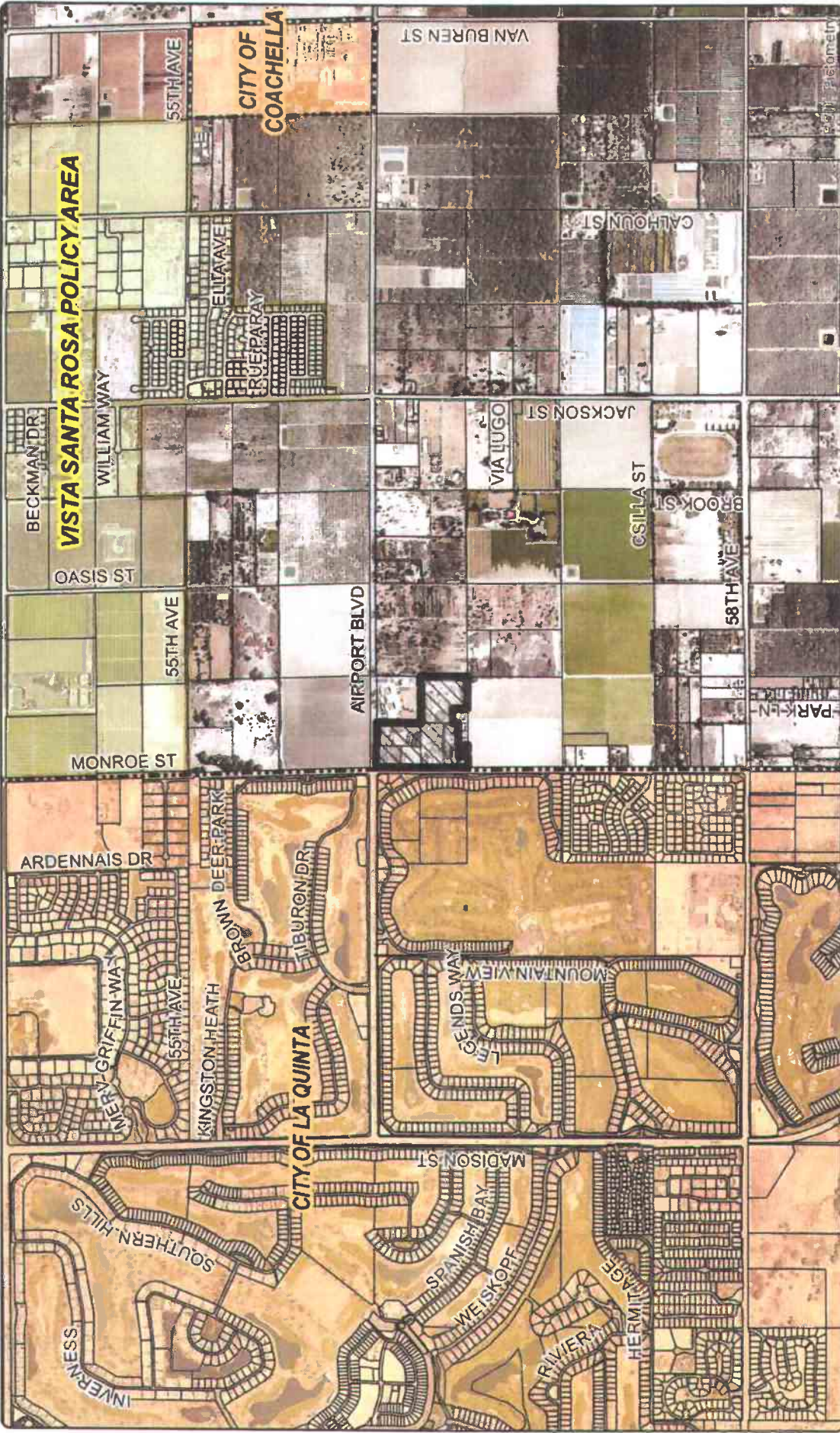
**BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED** by the Planning Commission of the County of Riverside, in regular session assembled on December 16, 2020, that it has reviewed and considered the environmental document prepared or relied on and, based on the findings and conclusions in the staff report and incorporated herein by reference, recommends that the Board of Supervisors:

- TENTATIVELY ADOPT** the **MITIGATED NEGATIVE DECLARATION** for **ENVIRONMENTAL ASSESSMENT. CEQ190110**; and
- TENTATIVELY APPROVE GENERAL PLAN AMENDMENT NO. 190012.**

**RIVERSIDE COUNTY PLANNING DEPARTMENT**  
**CZ1900034 GPA190012 TPM37801 CUP190030**  
**VICINITY/POLICY AREAS**

Supervisor: Perez  
 District 4

Date Drawn: 11/06/2020  
 Vicinity Map



Zoning Dist: Low Coachella Valley

Author: Vinnie Nguyen

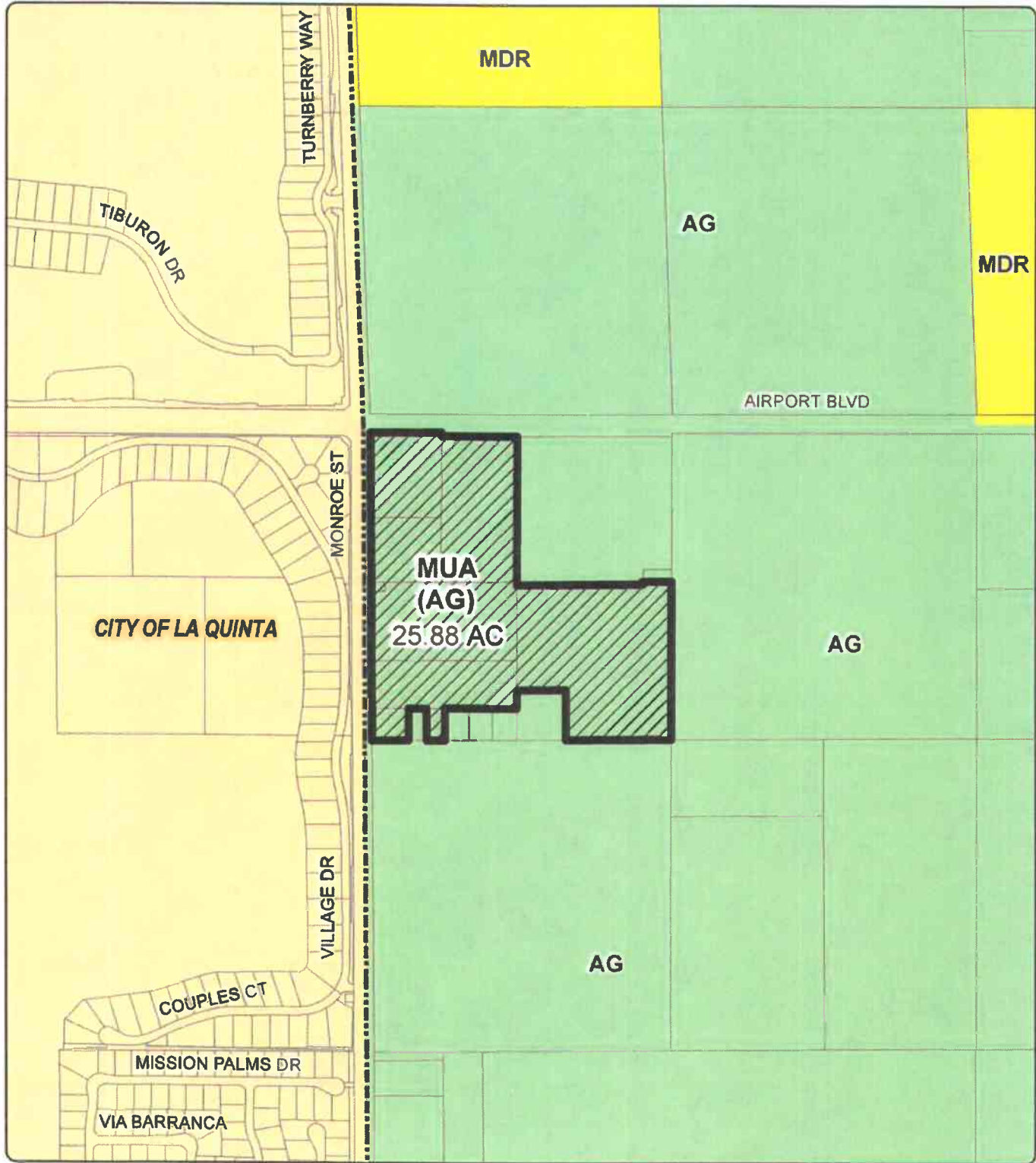
REPRODUCED FROM THE COACHELLA CITY PLAN, 2005, THE CITY OF COACHELLA, A SAN GORGONIO COUNTY PERMITTEE. THIS MAP IS A REPRODUCTION OF THE COACHELLA CITY PLAN AND IS NOT A SUBSTITUTE FOR THE CITY PLAN. THE CITY OF COACHELLA IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS. THE CITY OF COACHELLA IS NOT RESPONSIBLE FOR ANY DAMAGES, INCLUDING CONSEQUENTIAL DAMAGES, ARISING FROM THE USE OF THIS MAP. THE CITY OF COACHELLA IS NOT RESPONSIBLE FOR ANY DAMAGES, INCLUDING CONSEQUENTIAL DAMAGES, ARISING FROM THE USE OF THIS MAP. THE CITY OF COACHELLA IS NOT RESPONSIBLE FOR ANY DAMAGES, INCLUDING CONSEQUENTIAL DAMAGES, ARISING FROM THE USE OF THIS MAP.

RIVERSIDE COUNTY PLANNING DEPARTMENT  
CZ1900034 GPA190012 TPM37801 CUP190030

Supervisor: Perez  
District 4

PROPOSED GENERAL PLAN

Date Drawn: 11/06/2020  
Exhibit 6



Zoning Dist: Low Coachella Valley

Author: Vinnie Nguyen



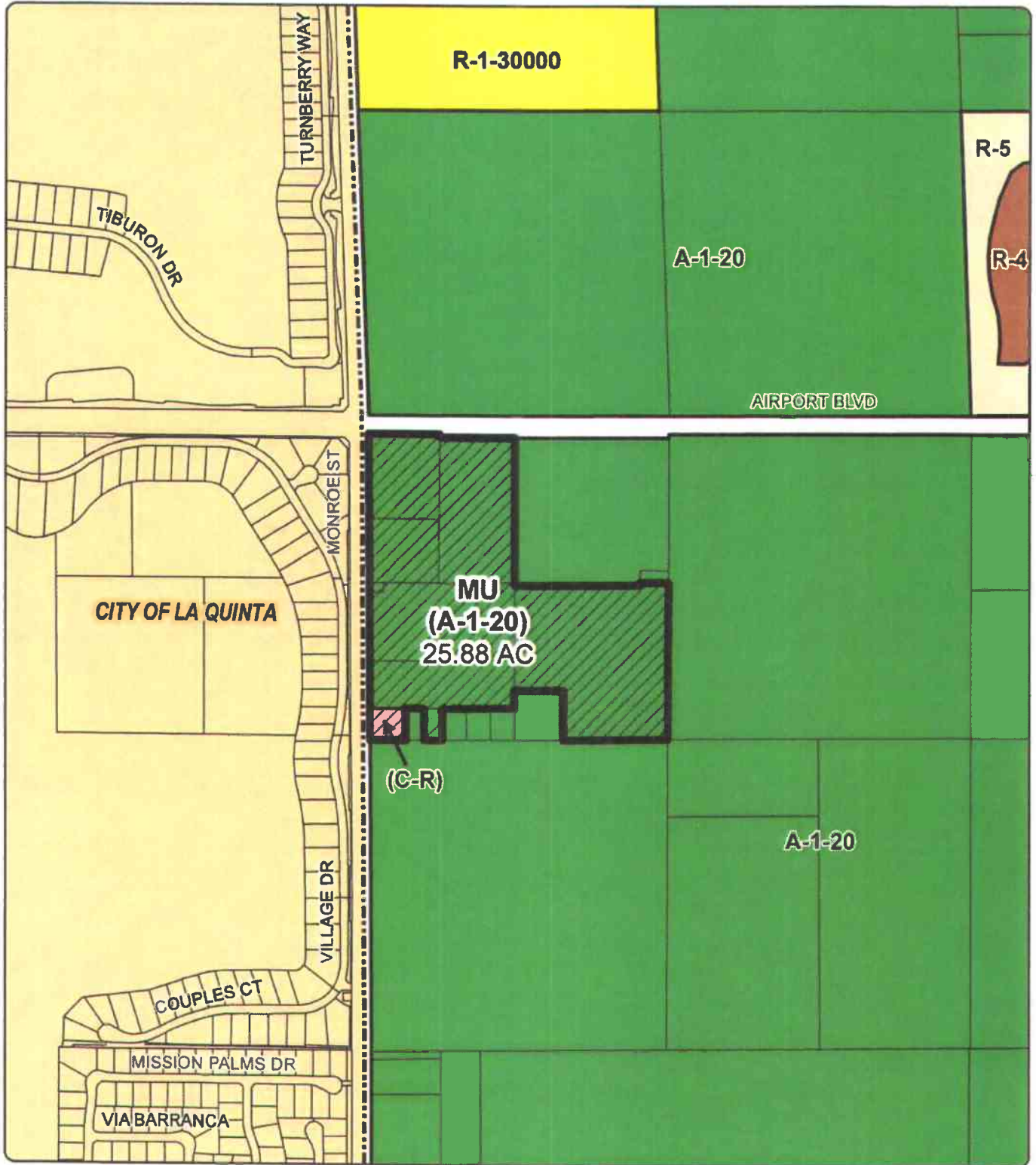
DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website <http://www.riversidecountyplanning.com>

**RIVERSIDE COUNTY PLANNING DEPARTMENT**  
**CZ1900034 GPA190012 TPM37801 CUP190030**

Supervisor: Perez  
 District 4

**PROPOSED ZONING**

Date Drawn: 11/06/2020  
 Exhibit 3



Zoning Dist: Low Coachella Valley

Author: Vinnie Nguyen

**DISCLAIMER:** On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website <http://www.riverside.ca.gov>

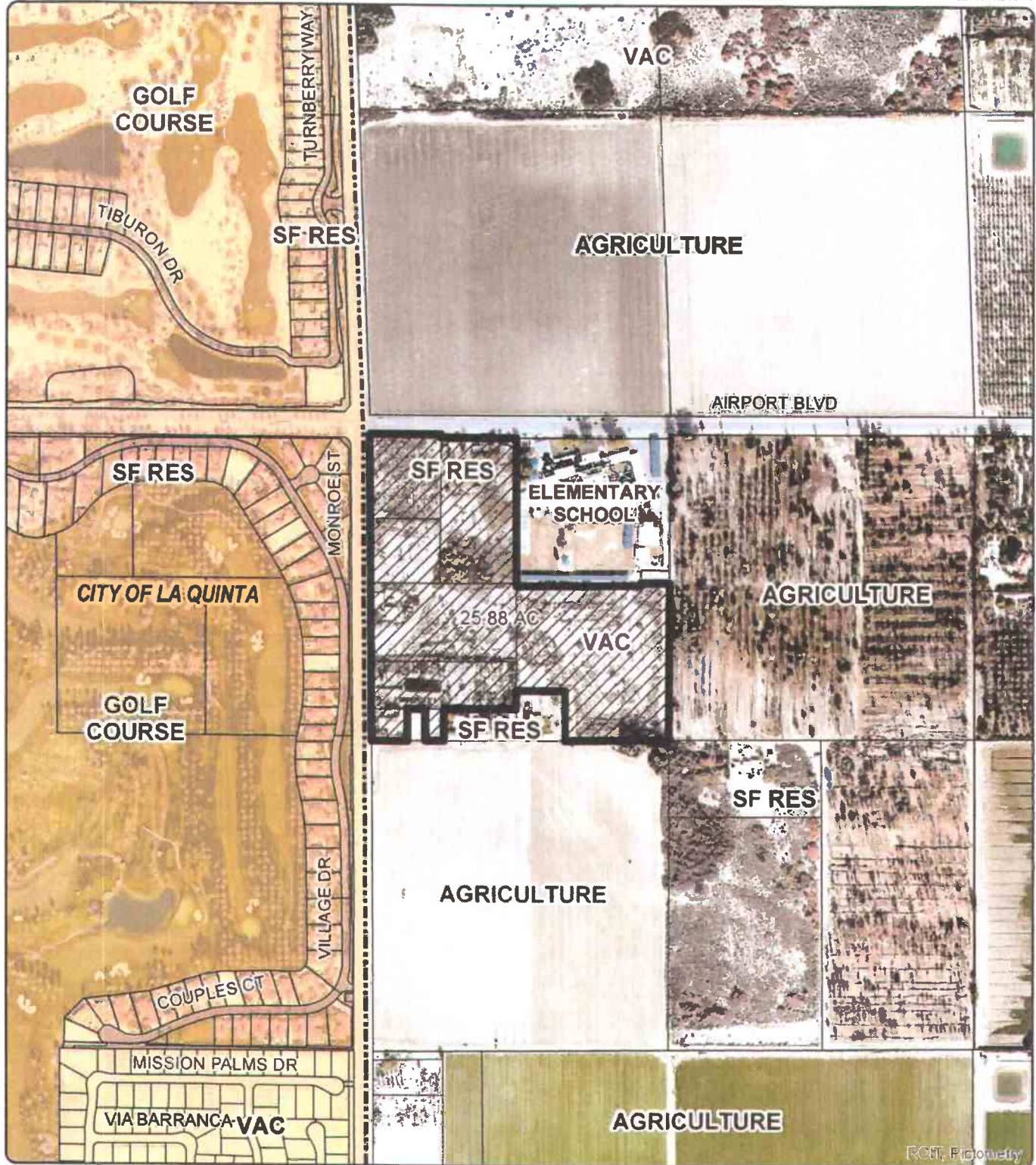
RIVERSIDE COUNTY PLANNING DEPARTMENT  
 CZ1900034 GPA190012 TPM37801 CUP190030

Supervisor: Perez  
 District 4

LAND USE

Date Drawn: 11/06/2020

Exhibit 1



Zoning Dist: Low Coachella Valley

Author: Vinnie Nguyen



**DISCLAIMER:** On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)985-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website [www.rcplanning.org](http://www.rcplanning.org)



# RIVERSIDE COUNTY PLANNING DEPARTMENT

*Charissa Leach*  
*Assistant TLMA Director*

## MITIGATED NEGATIVE DECLARATION

Project/Case Number: GPA190012 / CZ1900034 / TPM37801 / CUP190030 / CEQ190110

Based on the Initial Study, it has been determined that the proposed project, subject to the proposed mitigation measures, will not have a significant effect upon the environment.

PROJECT DESCRIPTION, LOCATION, AND MITIGATION MEASURES REQUIRED TO AVOID POTENTIALLY SIGNIFICANT EFFECTS. (see Environmental Assessment and Conditions of Approval)

**COMPLETED/REVIEWED BY:**

By: Tim Wheeler Title: Project Planner Date: November 10, 2020

Applicant/Project Sponsor: Monroe Properties, LLC Date Submitted: October 10, 2019

**ADOPTED BY:** Board of Supervisors

Person Verifying Adoption: Tim Wheeler Date: December 16, 2020

The Mitigated Negative Declaration may be examined, along with documents referenced in the initial study, if any, at:

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

For additional information, please contact Tim Wheeler at 951-955-6060.

Please charge deposit fee case#: ZCEQ190110 ZCFG

FOR COUNTY CLERK'S USE ONLY

**COUNTY OF RIVERSIDE**  
**ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY**

**Environmental Assessment (CEQ / EA) Number:** CEQ 190110  
**Project Case Type (s) and Number(s):** GPA 190012, CZ190034, TPM No. 37801, CUP 190030  
**Lead Agency Name:** Riverside County Planning Department  
**Address:** P.O. Box 1409, Riverside, CA 92502-1409  
**Contact Person:** Tim Wheeler, Urban Planner IV  
**Telephone Number:** 951-955-6060  
**Applicant's Name:** Monroe Properties, LLC  
**Applicant's Address:** 10685 Roselle Street #200, San Diego, California 92121

**I. PROJECT INFORMATION**

**Project Description:** The 27.11-acre project site consists of an assemblage of 12 parcels located at the southeast corner of Monroe Street and Airport Blvd (Avenue 56) in the unincorporated community of Vista Santa Rosa, Riverside County. Figure 1 shows the regional location of the project site and Figure 2 shows the project site and vicinity.

The proposed project includes: (1) General Plan Amendment No. 190012, a GPA from the current Agricultural General Plan Foundation with an Agricultural land use designation to a Community Development General Plan Foundation with a Mixed Use Area (MUA) designation; (2) Change of Zone No. 190034, a zone change on 12 parcels from the current Agricultural - 20-acre lot minimum (A-1-20) and Commercial Retail (C-R) zoning designations, to a Mixed Use (MU) zoning designation; (3) Tentative Parcel Map (TPM) No. 37801 to create 7 new parcels; and (4) Conditional Use Permit No. 190030, a CUP to allow alcohol sales on proposed commercial portions of the project site. Note, the southerly 3.95-acre parcel (Phase 4) is not included in the TPM, but is a part of the overall Vista Santa Rosa Gateway Village project site.

Figure 3 is the TPM that shows the relationship between parcels that correspond to the Site Plan and Phasing Plan. Figure 4 is the Site Plan for the proposed project. Figures 4a through 4g show preliminary building elevations for the mix of uses proposed in Phases 1 and 2. Phases 3 and 4 are still conceptual and no elevations have been developed. Figure 5 shows the conceptual phasing plan for the Vista Santa Rosa Gateway mixed-use project.

*Project Phasing Plan*

The project site would be developed in four phases. Phase 1 includes development of Parcels 1 through 4. Construction of Phase 1 is anticipated to begin no sooner than January 2021 and be completed by the beginning of June 2022. Phase 1 will be operational in 2022 and Phase 2 in 2026. Phases 3 and 4 are conceptual phases, that for CEQA purposes have been included in this Initial Study to evaluate a potential future scenario where all phases are buildout. At such time as projects are proposed on the parcels representing these phases, additional environmental review may be required if the proposed land uses or intensity of uses differs from what is evaluated herein.



Project Phase	Proposed Uses	Construction Start
Phase 1	5,800 square foot gas station and convenience market with 16 fueling positions	2021
	7,550 square feet of retail use	
	2,400 square foot fast food restaurant with drive-through window	
	15,800 square foot pharmacy with drive-through window	
Phase 2	158,800 square foot, two-story Congregate Care facility	2026
Phase 3	66 dwelling units of attached senior adult housing	Conceptual phases , timing to be Determined
Phase 4	16 dwelling units of attached senior adult housing	
	5,000 square feet of restaurant and retail space	
<b>Total</b>	<b>36,550 square feet of commercial retail, 82 attached dwelling units and 158,800 square foot Congregate Care facility</b>	

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

**B. Total Project Area:**

<b>Residential Acres:</b> 14.3	<b>Lots:</b> 3	<b>Units:</b> 210	<b>Projected No. of Residents:</b> 344
<b>Commercial Acres:</b> 12.57	<b>Lots:</b> 6	<b>Sq. Ft. of Bldg. Area:</b> TBD	<b>Est. No. of Employees:</b> 385
<b>Industrial Acres:</b> 0	<b>Lots:</b> 0	<b>Sq. Ft. of Bldg. Area:</b> 0	<b>Est. No. of Employees:</b> 0
<b>Other:</b>			

Residential acreage represents Congregate Care (Phase 2) and Senior Adult Living (Phase 3). Resident count based on number of one- and two-bedroom units in Congregate Care. Commercial acreage represents Phases 1 and 4.

C. **Assessor's Parcel No(s):** 764-070-001-1, -002-2, -003-3, -004-4, 764-080-001-2, -002-3, -003-4, -004-5, -005-6, -006-7, -010-0, -011-1.

**Street References:** Southeast corner of Monroe Street and Airport Blvd. (Avenue 56) 56180, 56300 and 56400 Monroe Street and 82071 Airport Blvd.

D. **Section, Township & Range Description or reference/attach a Legal Description:** Section, Township and Range Description or reference/attach a Legal Description: Section 23, Township 6 South/Range 7 East

E. **Brief description of the existing environmental setting of the project site and its surroundings:** Figure 1 shows the location of the project site within the larger Coachella Valley region. Figure 2 shows the project site, surrounding properties and existing land uses. The project site is located within the unincorporated community of Vista Santa Rosa, a rural community bounded on the north by Avenue 50, Monroe Street on the west, State Route 86 (Harrison Street) on the east, and Avenue 66 on the south. The area is an important producer of date, citrus and row crops. Rural residential uses are also prevalent, with an emphasis on equestrian activities including polo facilities. The 27.11-acre project site consists of an assemblage of parcels located at the southeast corner of Monroe Street and Airport Blvd (Avenue 56) in the unincorporated community of Vista Santa Rosa. The site is largely vacant with scattered small residences, a small grocery store and related residence; and a commercial nursery. Ultimately, all structures will be demolished to facilitate the development of the proposed Vista Santa Rosa Gateway Village project.

## II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

### A. General Plan Elements/Policies:

1. **Land Use:** Although the existing County Foundation Component is Agriculture, identifying those areas where agricultural uses are generally considered to be the long term desirable use, the project site is located in a Community Development Overlay - identifying 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 zoning classification of the project site is Light Agriculture – 20-acre lot minimum (A-1-20). The applicant is requesting a general plan amendment and zone change from the County to allow a mix of uses to be developed on the site including a small commercial site and Senior Oriented Living (Congregate Care).

In its discussion of the Efficient Use of Land, the County's Land Use Element provides the following direction:

*In order to efficiently use land, growth must be focused into strategically located centers or into existing developed areas, thus minimizing development pressures on rural, agricultural, and open space areas. This will also help to preserve the unique rural character of the county and its rich open spaces. Grouped with this focused growth is the need to reorganize patterns of development in order to accommodate a range of uses, styles, and densities; is adaptive to transit; and is internally and externally networked to a multi-modal transportation system.*

The proposed Vista Sant Rosa Gateway Village is consistent with the County's desire to accommodate orderly growth and the following Land Use Policies:

**LU 2.1** Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with the following:

- a. Provide a land use mix at the countywide and area plan levels based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure, and services.
- b. Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities.
- c. 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.
- d. Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible.
- e. 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.
- f. Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile.

- g. Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.

The Gateway Village project site is not located within an established Community Center however it is within a Community Development Overlay district and would meet the County's intent in creating this Overlay over the project site and vicinity. The proposed project would provide a mix of commercial uses to meet the needs of the Vista Santa Rosa community and adjacent neighborhoods in La Quinta, including retail shops, a gas station/convenience store/car wash, and a pharmacy. In addition, the project includes a congregate care facility for senior independent living, as well as a senior attached housing component adjacent to the congregate care facility. The Site Plan shows connectivity between the commercial phase of the project and the residential phases of the project.

Land Use Policy 3.1 addresses community or neighborhood level projects that would help achieve General Plan Principles and provides applicable policy direction for the proposed project:

*LU 3.1 Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with the following concepts:*

- a. Accommodate communities that provide a balanced mix of land uses, including employment, recreation, shopping, public facilities and housing.
- c. Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance.
- d. 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.

The proposed project is consistent with Policy LU 3.1 by providing a mix of uses in a currently underserved area for such uses. In order to develop the project, the Applicant is requesting approval of a Tentative Parcel Map to create 7 parcels to accommodate the phasing plan with its separate and distinct land uses including commercial (Phase 1), residential (Phase 2) and a mix of uses (commercial and residential (Phases 3 and 4)). In addition, and in compliance with the Eastern Coachella Valley Area Plan and incorporating many of the design elements set forth in the Vista Santa Rosa Design Guidelines, the project includes the development of a multi-purpose trail system that would accommodate pedestrians, equestrians and bicyclists along the front of the project site on Monroe Street and Airport Blvd. Ultimately, as other properties along these arterial streets are improved, the Gateway Village multipurpose trail would connect to adjacent improvements within this trail system.

The land use policies that addresses Project Design and would apply to the proposed project is Land Use Policy 4.1 which is intended to encourage quality and innovative design techniques that help enhance the character of Riverside County and contribute to the distinctiveness of the community. The proposed project is located within the unincorporated community of Vista Santa Rosa, within a Community Development Overlay District.

*LU 4.1 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.*

To comply with the intent of this policy, the proposed project is subject to the policies found in the Eastern Coachella Valley Area Plan (ECVAP). In addition, the project has incorporated many of the design elements set forth in the Vista Santa Rosa Design Guidelines for site development.

ECVAP 1.1 a. Prepare a detailed land use plan, with community development policies, for the Vista Santa Rosa Community that will: provide for a harmonious blend of country club, residential, commercial, rural, agricultural, and equestrian uses and community facilities in this area, and promote unifying community themes through signs, landscaping, scale of development, and trail and road facilities, etc. for the community.

ECVAP 1.1.d Several portions of the Vista Santa Rosa community, including a large area generally between Avenue 55 and Avenue 62, and smaller areas located along Avenue 66, Harrison Street, and Van Buren Street, are designated as Agriculture, 5-acre minimum parcel size, with a Community Development Overlay. It is the intent of these designations to encourage agricultural uses to remain in the area as long as area landowners desire, while providing for a gradual, orderly transition to other land use types. When conversion of farmland to other uses occurs, adequate buffering shall be incorporated into development proposals to ensure that there will be adequate land use compatibility protection for other nearby landowners who desire to continue farming indefinitely. ...

ECVAP 1.1e. All development proposals within the Vista Santa Rosa Policy Area shall include multi-purpose recreational trails and shall provide for potential linkages of such trails to Riverside County's planned trail system as shown in the Non-motorized Transportation section of the Circulation Element.

The proposed project complies with these policies through project design that is incorporating many of the design elements set forth in consistent with the Vista Santa Rosa Design Guidelines for site development, including the development of the multipurpose trail along the perimeter of the project site along Monroe Street and Airport Blvd, that will ultimately connect to adjacent parcels to provide a continuous trail system along these arterial roads when other properties in the area are developed.

Finally, Land Use policies regarding Economic Development, the proposed project complies with the County's intent to provide opportunities for economic growth.

*LU 8.1 Accommodate the development of a balance of land uses that maintain and enhance Riverside County's fiscal viability, economic diversity, and environmental integrity.*

The proposed project complies with this policy through the application a general plan amendment and change of zone to allow for the development of a mixed use project that would provide local shopping opportunities as well as providing a type of residential use that would accommodate the Valley's aging population.

The Eastern Coachella Valley Area Plan Policy ECVAP 1.1 sets forth the County's intent to prepare a detailed Vista Santa Rosa community land use plan that will be incorporated into the ECVAP. This land use plan would include community development policies that will "provide for a harmonious blend of country club, residential, commercial, rural, agricultural, and equestrian uses and community facilities in this area, and promote unifying community themes through signs, landscaping, scale of development, and trail and road facilities, etc. for the community." The combination of the Community Development Overlay and the County's intent to develop a land use plan to guide the development of a mix of land uses within the Vista Santa Rosa

community presents an opportunity for the development such a project as the Vista Santa Rosa Gateway Village project. With a Community Development Overlay designation, the County is acknowledging that development of non-agricultural uses is inevitable, especially since the project site and immediate vicinity is within the sphere of influence of the City of La Quinta. The City has designated the majority of this portion of its sphere for Low Density Residential and the Vista Santa Rosa Gateway project site as General Commercial.

- 2. Circulation:** The project site is located on the southeast corner of Monroe Street and Airport Blvd. The General Plan Circulation Element (CE) requires that all development projects prepared a Traffic Impact Analysis (TIA) (policies C2.2 and C2.3).

The TIA prepared for the Vista Santa Rosa Gateway project is included with the Initial Study in Appendix J.1. In addition, CE Policy C2.4 requires that direct project related traffic impacts of must be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service targets. Then, CE Policy C2.5 states that cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County of Riverside Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development. The project's TIA identified a number of mitigation measures that meet the requirements set forth in these CE policies; including the payment of fees based on the project's fair share percentages of identified impacts intersections.

The project is also responsible for improvements on Monroe Street and Airport Blvd at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the County of Riverside.

- 3. Multipurpose Open Space:** The Multipurpose Open Space Element (MOSE) categorizes issues and policies into those that seek to conserve, or manage the use of, resources and those that seek to preserve resources for the purpose of sustaining their stocks in perpetuity. For the proposed Gateway Village project, the following MOSE resources were evaluated in the Initial Study:

*Scenic Resources* - Although the existing County Foundation designation is Agricultural - identifying those areas to be used for agricultural production, the project site is located in a Community Development Overlay - identifying 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. With this Overlay designation, the County is acknowledging that development of non-agricultural uses is inevitable, especially since the project site and immediate vicinity is within the sphere of influence of the City of La Quinta. The City has designated the majority of this portion if its sphere for Low Density Residential and the Village Gateway project site as General Commercial.

The Applicant's intention for the Gateway Village is to create the look and feel of a transition from the golf course/residential land uses on the west side of Monroe Street in La Quinta into the more agrarian area that is Vista Santa Rosa. The building materials, landscape materials and fencing will immediately give the motorist, bicyclist, equestrian and/or pedestrian the sense that they have transitioned into a more rural/equestrian area. Incorporation of many of the design elements set forth in the Vista Santa Rosa Design Guidelines and compliance with the County's Zoning and Water Efficient Landscape Ordinance would ensure that the proposed mixed use project would have a less that significant impact on Scenic Resources.

*Agricultural Resources* - A search of the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) resulted in a finding that the project site is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site is not currently, nor has it been in the recent past, under cultivation or under a Williamson Act Contract. The project site has a general plan designation of Agricultural within the Agricultural Foundation Component. However, the project site is within a Community Development Overlay which allows Community Development land use designations to be applied through General Plan Amendments within specified areas within Rural, Rural Community, Agriculture, or Open Space Foundation Component areas. Currently there is no agricultural production occurring on the project site, and the only agricultural land use is the existing Mountain Green nursery. Specific policies related to the Community Development Overlay are contained in the Eastern Coachella Valley Area Plan (ECVAP) discussed in detail under the Land Use section above. When considering the proposed Gateway Village project, the Applicant has met the intent of this policy by providing plans for land uses that appear to be consistent with the intent of the Plan to provide a mix of land uses, including a small commercial center and a senior residential component, while still allowing, and not adversely impacting surrounding agricultural uses.

*Biological Resources* - A Consistency Analysis with the CVMSHCP was conducted as part of the Biological Resources Assessment. The project site does not lie within, or adjacent to, a Conservation Area as shown in the CVMSHCP. Therefore, there are no CVMSHCP requirements or recommendations regarding landscape plant use, drainage modifications or other stipulations for projects adjacent to conservation areas.

Most of the project site is already impacted by human residences, small businesses, dumping, past grading and vehicle use. Disturbance and current uses of surrounding properties have made the site an ecological island with no movement of native terrestrial animals on and off the site. Other than invasive weed species, there are no opportunities for native plant disseminates to be dispersed on or off the site. Together, these factors make the site ecologically insignificant for the maintenance of native plants, animals and habitats in the region. Therefore, there would be a less than significant impact regarding native wildlife using the site as a corridor or nursery site. Finally, there are no naturally occurring springs, seeps, streams or other aquatic or riparian habitats within site boundaries. No blue-line streams, as depicted on United States Geological Survey topographical maps, exist within project boundaries.

*Cultural Resources* - Pre-historic and historic human habitation has occurred in the Eastern Coachella Valley. One prehistoric resource site was found within the project site, and a recovery program included consultation and input from the Torres-Martinez Tribe was completed. Although this site was found not to be eligible for listing in the California Register of Historical Resources and does not meet CEQA's definition of a "historical resource", mitigation in the form of monitoring during all earth-moving operations associated with the Vista Santa Rosa Gateway Village project by a qualified archaeologist and a Native American monitor of Cahuilla heritage. Therefore, the proposed project meets the intent of the MOSE policies for the preservation of Cultural Resources through compliance with MOSE Policy OS 19.3 to review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.

*Paleontological Resources* - According to MOSE Figure OS-8, Paleontological Sensitivity, the project site is within a High A (Ha) sensitivity area map. MOSE Policy OS 19.6 addresses the scenario where a project that may directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature. This policy states that "Whenever existing

information indicates that a site proposed for development has high paleontological sensitivity as shown on Figure OS-8, a paleontological resource impact mitigation program (PRIMP) shall be filed with the County Geologist prior to site grading. The PRIMP shall specify the steps to be taken to mitigate impacts to paleontological resources. The Paleontological Resources Assessment prepared for the project included the requirement that a mitigation program be developed and implemented for the proposed project to prevent potential impact on paleontological resources or reduce such impact to a level less than significant. As the primary component of the mitigation program, all earth-moving operations reaching beyond the depth of two feet should be monitored periodically by a qualified paleontological monitor, and continuous monitoring will become necessary if potentially fossiliferous older alluvium is encountered. Therefore, with submittal of the project's PRIMP and concurrence by the County Geologist the proposed project would comply with MOSE Policy OS 19.6.

*Energy Conservation* – The proposed project is required to comply with State's Energy Plan by meeting or exceeding the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CALGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The applicant has shown that the project will be in compliance through the completion of the County's Climate Action Plan Screening Tables (a copy is included in Appendix A.2). These tables consist of a list of energy and water saving measures that the applicant has committed to implement during construction and on-going during the life of the project.

*Water Resources/Water Conservation* – The proposed project will meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen) which include reducing water consumption through the use of water efficient appliances and kitchen/bathroom fixtures. In addition, the proposed project includes a landscape plan that utilizes water saving irrigation techniques and the use of water efficient/drought tolerant landscaping. The project would comply with applicable MOSE policies including OS2.1 to use water efficient plants and irrigation technology and minimize the use of turf; OS2.2 to capture all stormwater on site and allow it to infiltrate without leaving the site; OS 3.3 to comply with the requirements of the National Pollutant Discharge Elimination Permit (NPDES) through the implementation of a construction Stormwater Pollution Prevention Plan (SWPPP); OS3.5 to integrate water runoff management with planned infrastructure and facilities such as landscape areas where feasible; OS 3.6 to design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water-quality.

*Multi-purpose Trails* - Under existing conditions there are no sidewalks along the frontage of the project site either on Monroe Street or Airport Blvd. As part of the proposed project, the applicant will be developing a multi-purpose trail, incorporating many of the design elements set forth in the with the Vista Santa Rosa Design Guidelines. The site's perimeter treatments include the following (from the right-of-way on Monroe Street and Airport Blvd): (1) landscaped parkway; (2) 3.5-foot high white vinyl ranch rail fence; (3) 10-foot wide multipurpose trail made of decomposed granite; (4) row of parkway palm trees; (5) 4.5-foot high white agricultural fencing; and (6) landscaped berm around the parking lots. The 10-foot wide multi-purpose trail will provide a safe path of travel for pedestrians accessing the project site on foot. The project complies with the guidelines provided in the Multipurpose Open Space Element of the General Plan and generally incorporates design elements from the Vista Santa Rosa Design Guidelines by implementing multi-purpose trails along Monroe Street and Airport Blvd.

4. **Safety:** The Safety Element focuses on hazards associated with airports, as well as natural hazards. For the proposed Gateway Village project, the following Safety issues were evaluated:

*Airport Safety* - The Vista Santa Rosa Gateway project site is located approximately 3.5 miles northwest of the Jacqueline Cochran Airport, formerly known as Thermal Airport or Desert Resorts Regional Airport and operated by the County of Riverside. As shown on Figure 4 of the Eastern Coachella Valley Area Plan, the project site lies outside the airport's area of influence.

*Hazards and Hazardous Materials* - The project site has no recognized environmental conditions which would include the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. The conclusion of the Phase I ESA (Initial Study Appendix F) was that further environmental study or investigation of the project site is necessary. Therefore, there are no constraints on the project site that would adversely impact development of the project site.

*Flooding Hazards* - As part of the Geotechnical Evaluation, a review of the applicable FEMA flood insurance rate map for the area of the project site was completed. This map (Map No. 06065C2263H) indicates that the project site is located within an area that is designated as "Zone X," meaning that the site is an area of minimal flooding potential. The project's Hydrology Study outlined the Applicant's proposed site design for the control and conveyance of stormwater. The drainage design for this project shall consist of graded swales, gutters, catch basins and underground stormwater retention located in the proposed parking lots. All flows shall be collected in a series of gutters, (2 feet x 3 feet NDS Diagonal Grate Inlets and 12-inch, 18-inch and 24-inch ADS polyethylene pipes. The proposed Underground Storage Chambers shall contain 100 percent of the 100-year storm event. Finally, due to existing perimeter topographic conditions all existing flow from adjacent streets passes by the property and all existing flow from adjacent properties flows southeast away from the project site. Therefore, existing offsite flows to property are negligible.

*Geologic Hazards* - The Geotechnical Evaluation report cites County General Plan Safety Element Policy S-3.8, which requires that a geotechnical evaluation of subsidence be performed if a site lies within a documented subsidence area, or an area that is susceptible to subsidence as shown on Safety Element Figure S-7. The project site lies within this area according to Figure S-7. The Geotechnical Evaluation considered this in its assessment of the subsidence hazard at the site and concluded that (1) the project site appears to be located several miles away from the edge of the deepest section of documented subsidence in the eastern Coachella Valle; (2) the project site lies within the active subsidence area as documented at Map My County version 5.6 and County EIR No. 521; (3) measured settlements in the site area from subsidence related to groundwater withdrawal has reached approximately a few 10's of mm according to data presented in the latest USGS report on this local topic; (4) the probability of the estimated 0.6 inches of potential site subsidence would be across a wide area rather than any bearing capacity failure of site structures, the latter settlement amounting to approximately 0.3 inches; (5) the results of consolidation tests performed as part of the Geotechnical Evaluation (Appendix B: Plate B-2 of EA Appendix E) do not substantiate any significant concerns for subsidence across this site.

5. **Noise:** The Noise Element intends for noise-producing land uses to be compatible with adjacent land uses. The Gateway Village project Noise Assessment evaluated the proposed project in relation to adjacent (elementary school) and nearby (neighborhoods west of



Monroe Street) and provided mitigation measures that would ensure that noise-sensitive land uses are protected from noise generators and separated from noise producing land uses. The County of Riverside has adopted a modified version of the State of California Noise Land Use Compatibility Matrix (see EA Table 25). This Matrix establishes standards for outdoor noise levels that are acceptable, conditionally acceptable, and unacceptable for a variety of land uses. For commercial uses noise levels of up to 70 dBA CNEL are "normally acceptable" and levels up to 77.5 dBA CNEL are "conditionally acceptable". These noise levels are identified for urban and suburban uses and may not necessarily apply when a project site is adjacent to an agricultural site.

The Noise Analysis prepared for the Gateway Village project evaluated the project's construction noise levels and long-term operational levels for the proposed mix of land uses and considered the County's Noise Element policies for construction and operation of proposed land uses.

- N 1.1: Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used.
- N 1.3: Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL: schools, hospitals, rest homes, long term care facilities, mental care facilities, residential uses, libraries, passive recreation uses, and places of worship.
- N 1.5: Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.
- N 1.6: Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise sensitive uses.
- N 2.3: Mitigate exterior and interior noises to the levels listed in Table 4, to the extent feasible, for stationary sources.
- N 4.1: Prohibit facility-related noise, received by any sensitive use, from exceeding the following worst-case noise levels:
  - a. 45 dBA-10-minute Leq between 10:00 PM and 7:00 AM [nighttime standard].
  - b. 65 dBA-10-minute Leq between 7:00 AM and 10:00 PM [daytime standard].
- N 4.3: Ensure any use determined to be a potential generator of significant stationary noise impacts be properly analyzed and ensure that the recommended mitigation measures are implemented.
- N 4.5: Encourage major stationary noise-generating sources throughout the County of Riverside to install additional noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest extent practicable prior to the renewal of conditional use permits or business licenses or prior to the approval and/or issuance of new conditional use permits for said facilities.
- N 4.8: Require that the parking structures, terminals, and loading docks of commercial or industrial land uses be designed to minimize the potential noise impacts of vehicles on the site as well as on adjacent land uses.

- N 9.3: Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures.
- N 9.4: Require that the loading and shipping facilities of commercial and industrial land uses, which abut residential parcels be located and designed to minimize the potential noise impacts upon residential parcels.
- N 13.1: Minimize the impacts of construction noise on adjacent uses within acceptable practices.
- N 13.2: Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.
- N 13.4: Require that all construction equipment utilizes noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.
- N 16.2: Consider the following land uses sensitive to vibration: hospitals, residential areas, concert halls, libraries, sensitive research operations, schools, and offices.

Compliance with these policies is achieved by the Gateway Village project during construction through compliance with the County's Ordinance No. 847 that limits hours of construction to between 6:00 AM to 6:00 PM during the months of June through September and between the hours of 7:00 AM and 6:00 PM during the months of October through May. In addition, the Noise Analysis prepared for the proposed project included mitigation measures to control construction noise as follows:

- N-1 The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
- N.2 Equipment shall be shut off and not left to idle when not in use.
- N.3 The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.
- N.4 Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.
- N.5 The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.
- N.6 The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.
- N.7 Care should be used when using vibratory rollers and/or any other equivalent vibratory equipment within 16 feet of the southern property line and 21 feet of the eastern property line and bulldozers within 5 feet of the southern property line and 10 feet of the eastern property line where adjacent residential and school structures are located.

In addition, the Site Plan shows that the land uses in Phase 1 that would produce the most noise associated with traffic – the gas station and fast food restaurant – have been located along the

front of the site at Monroe Street, thus reducing the noise levels that may adversely affect the elementary school directly east of the project site.

**6. Housing:** The Housing Element states that " *According to the adopted SCAG Regional Housing Needs Assessment, 30,303 new housing units are needed to accommodate anticipated population growth in the unincorporated areas of Riverside County during the eight-year period from January 1, 2014, to October 31, 2021.* The proposed project includes a residential component – senior living – in a congregate care facility (phase 2) as well as providing attached residential units (Phase 3).

**7. Air Quality:** The project is within the Eastern Coachella Valley Area Plan; however, the Air Quality Element of the County of Riverside General Plan summarizes air quality issues in the Basin, air quality-related plans and programs administered by federal, state, and special purpose agencies, and establishes goals and policies to improve air quality. These goals and policies in the Air Quality Element include:

AQ 2.2 Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources when possible.

AQ 4.1 Encourage the use of building materials/methods which reduce emissions.

AQ 4.2 Encourage the use of efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.

AQ 4.5 Require stationary pollutions sources to minimize the release of toxic pollutants through: design features, operating procedures, preventative maintenance, operator training, and emergency response planning.

AQ 4.6 Require stationary air pollution sources to comply with applicable air district rules and control measures.

AQ 4.7 To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions as established by the SCAQMD, MDAQMD, SCAB, the Environmental Protection Agency and the California Air Resources Board.

AQ 4.9 Require compliance with SCAQMD Rules 403 and 403.1, and support appropriate future measures to reduce fugitive dust emanating from construction sites.

AQ 5.4 Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.

AQ 17.1 Reduce particulate matter from agriculture, construction, demolition, debris hauling, street cleaning, utility maintenance, railroad rights-of-way, and off-road vehicles to the extent possible.

The Air Quality Analysis prepared for the project identified a number of SCAQMD Rules that apply to the proposed project related to the County's Air Quality Element policies. These include the development and implementation of a Fugitive Dust Control Plan and the use of low VOC architectural coatings. In addition, and as required by the County's Climate Action Plan (CAP), the Applicant has prepared the CAP screening tables that identify how the

project will reduce energy usage, water usage and air emissions during the life of the project. Such measures as providing EV charging stations, installing high efficiency lighting fixtures and energy star appliances. A copy of the project's screening tables is included in the EA in Appendix A.2.

**8. Healthy Communities:** The Healthy Communities Element addresses how public health and planning combine to create a healthy environment and quality of life. One way the County can promote a healthy environment is to encourage developers to create mixed use projects that are adjacent or near existing urban use. Policies that apply to the Gateway Village project area as follows:

HC 2.1 Encourage a built environment that promotes physical activity and access to healthy foods while reducing driving and pollution by:

b. Directing new growth to existing, urbanized areas while reducing new growth in undeveloped areas of Riverside County.

HC 2.2 Promote increased physical activity, reduced driving and increased walking, cycling and public transit by:

- a. Requiring where appropriate the development of compact, development patterns that are pedestrian and bicycle friendly.
- b. Increasing opportunities for active transportation (walking and biking) and transit use.

The Gateway Village project is consistent with the policies of the Healthy Communities Element through site design, connecting land uses in the four phases through a series of sidewalks as well as the multi-purpose trail that will be developed along Monroe Street and Airport Blvd in compliance with the MOSE. The Applicant has also incorporated many of the design elements set forth in Vista Santa Rosa Design Guidelines, including the development of the multi-purpose trail.

**9. Environmental Justice (After Element is Adopted):** The County has not adopted an EJ Element at this time.

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

**C. Foundation Component(s):** Agriculture

**D. Land Use Designation(s):** Agriculture

**E. Overlay(s), if any:** Community Development

**F. Policy Area(s), if any:** Vista Santa Rosa and Mt. Palomar Nighttime Lighting

**G. Adjacent and Surrounding:**

**1. General Plan Area Plan(s):** Eastern Coachella Valley Area Plan (North, South, East) City of La Quinta (west)

**2. Foundation Component(s):** Agriculture (North, South, East) City of La Quinta (west)

**3. Land Use Designation(s):** Agriculture (North, East, South) Low Density Residential (West) in City of La Quinta

4. **Overlay(s), if any:** Community Development (North, East, South), City of La Quinta (West)

5. **Policy Area(s), if any:** Vista Santa Rosa Policy Area

**H. Adopted Specific Plan Information**

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

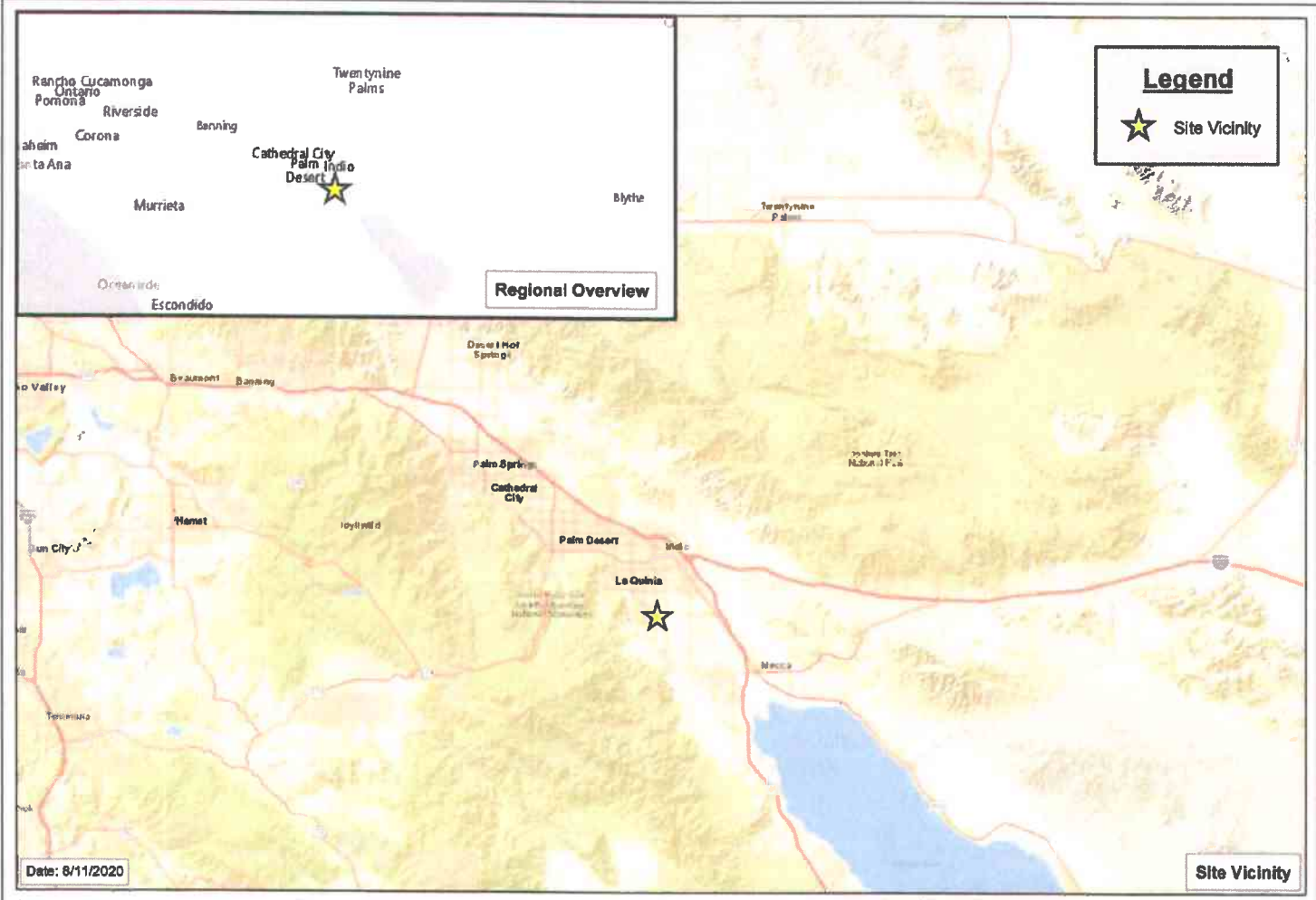
2. **Specific Plan Planning Area, and Policies, if any:** None

I. **Existing Zoning:** Light Agriculture and Commercial Retail

J. **Proposed Zoning, if any:** Mixed Use, See Figure 4 (Site Plan) and Figures 4a through 4g (Building Elevations) for proposed project information.

K. **Adjacent and Surrounding Zoning:** Project site is located in the Community of Vista Santa Rosa within the Sphere of Influence of the City of La Quinta which has pre-zoned its sphere area. Therefore, both County and City General Plan and Land Use Designations have been identified.

Direction	Existing Land Use	Foundation/ Land Use Designation		Zoning Designation	
		County	La Quinta	County	La Quinta
North	Vacant	Community Development Medium Density Res (CD-MDR, 2-5 du/ac)	Low Density Residential	One-family Dwellings (R-1-10,000)	Low Density Agriculture/ Equestrian Residential
East	West Side Elementary School/ Agriculture	Agriculture/ Agriculture	Major Community Facility Low Density Residential	Light Agriculture, 20-ac min lot size (A-1-20)	Major Community Facility Low Density Residential
South	Agriculture	Agriculture/ Agriculture	Low Density Residential	Light Agriculture, 20-ac min lot size (A-1-20)	Low Density Agriculture/ Equestrian Residential
West	Golf Course Community	--	Low Density Residential and Open Space – Recreation	--	Low Density Residential/ Golf Course



Date: 8/11/2020

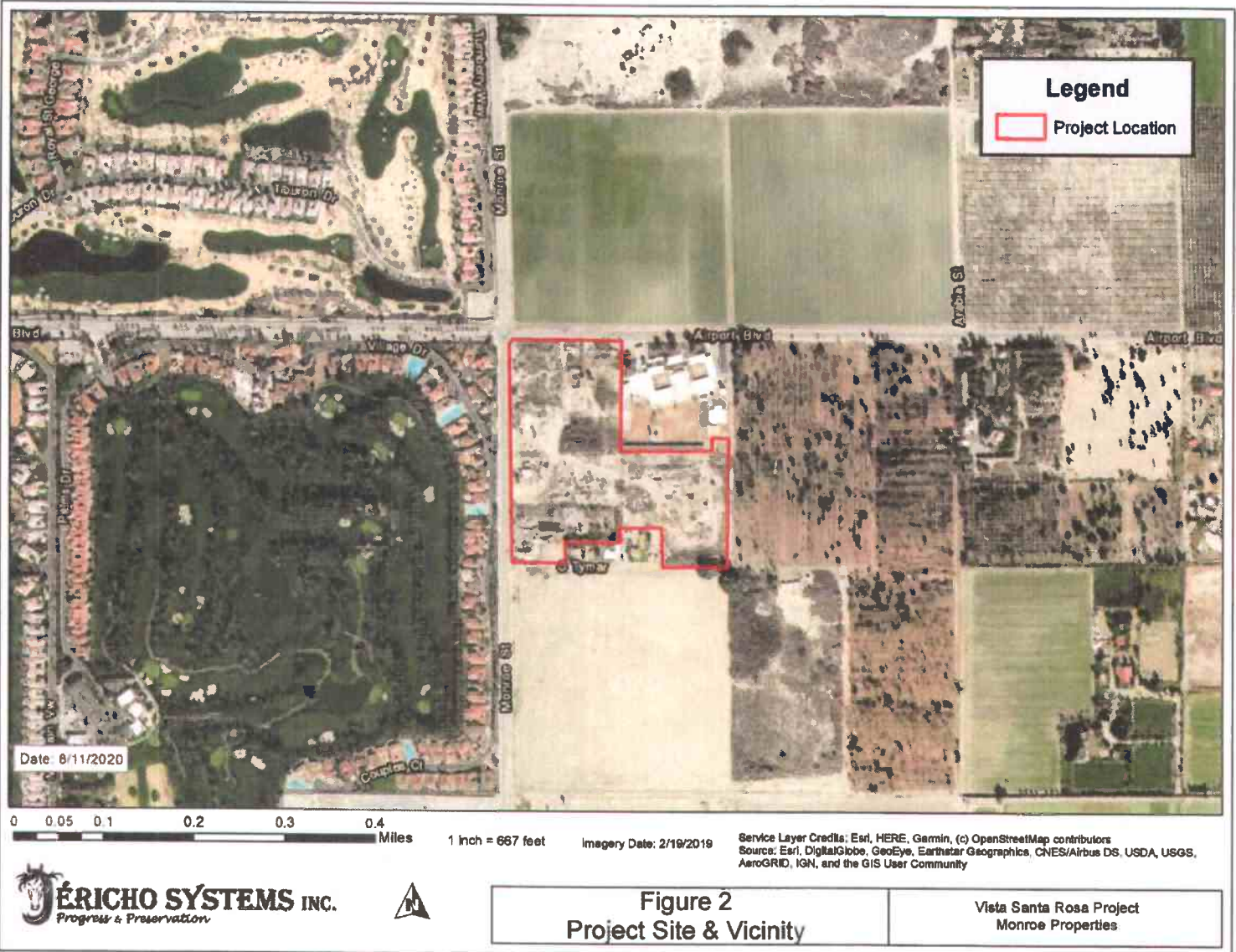
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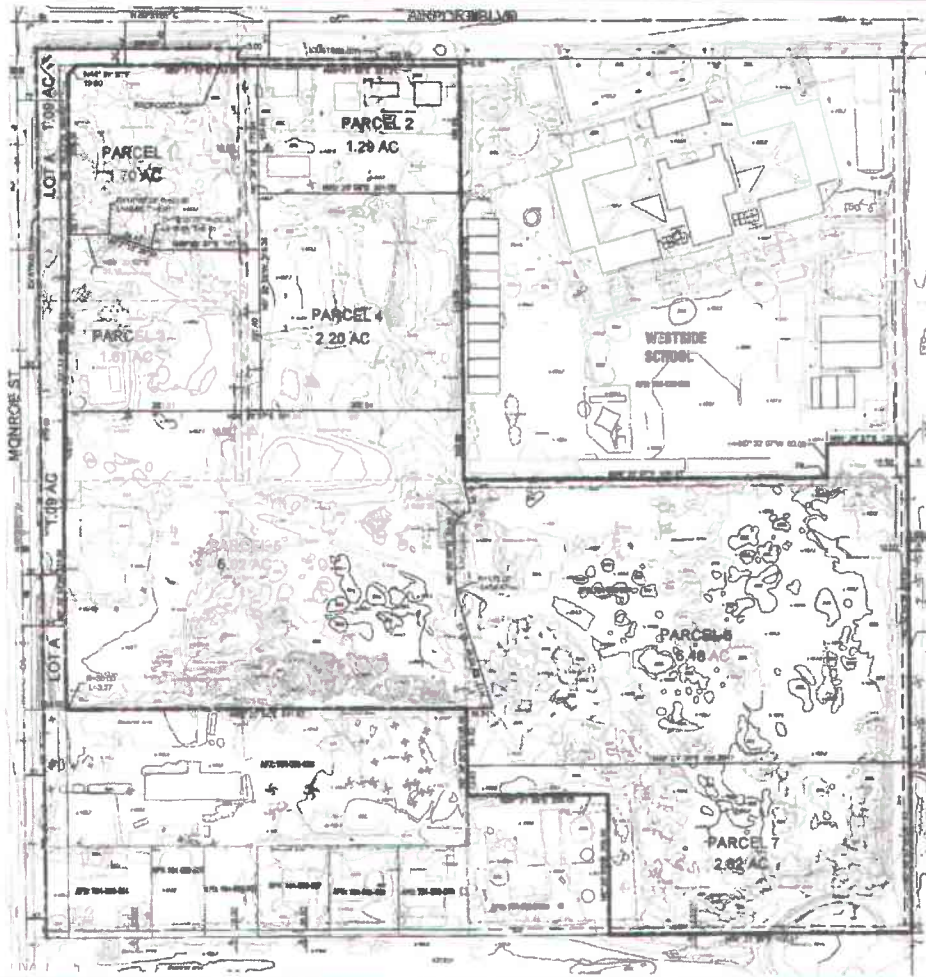
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



**Figure 1 - Regional Overview  
Site Vicinity**

Vista Santa Rosa Project  
Monroe Properties





Date: 8/11/2020

Service Layer Credits: Christiansen & Company



**Figure 3**  
**Tentative Parcel Map**

Vista Santa Rosa Project  
Monroe Properties





Date: 8/19/2020

Service Layer Credits: Christiansen & Company

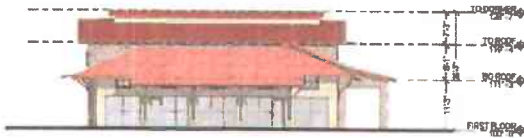


Figure 4  
Site Plan

Vista Santa Rosa Project  
Monroe Properties



- MATERIALS LEGEND**
- ① STONE
  - ② STUCCO - BEIGE
  - ③ STUCCO - OLIVE
  - ④ CLAY TILE ROOFING
  - ⑤ METAL ROOFING
  - ⑥ WOOD



4 EAST ELEVATION  
1" = 20' - 0"



2 NORTH ELEVATION  
1" = 20' - 0"



3 WEST ELEVATION  
1" = 20' - 0"



1 SOUTH ELEVATION  
1" = 20' - 0"

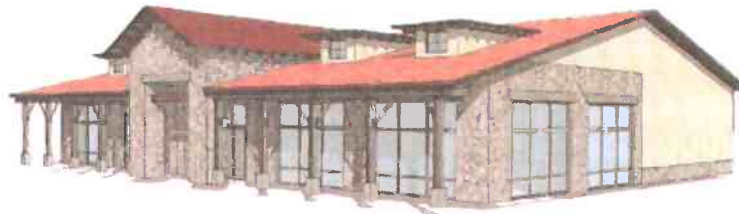
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Service Layer Credits: Studio Architecture



Figure 4A  
Retail Building Elevation

Vista Santa Rosa Project  
Monroe Properties



**MATERIALS LEGEND**

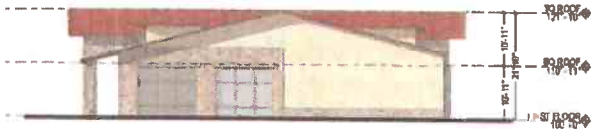
- ① STONE
- ② STUCCO - BEIGE
- ③ STUCCO - OLIVE
- ④ CLAY TILE ROOFING
- ⑤ METAL ROOFING
- ⑥ WOOD



④ **NORTHEAST ELEVATION**  
1" = 20' - 0"



① **SOUTHEAST ELEVATION**  
1" = 20' - 0"



② **SOUTHWEST ELEVATION**  
1" = 20' - 0"



① **NORTHWEST ELEVATION**  
1" = 20' - 0"

Service Layer Credits: Studio Architecture

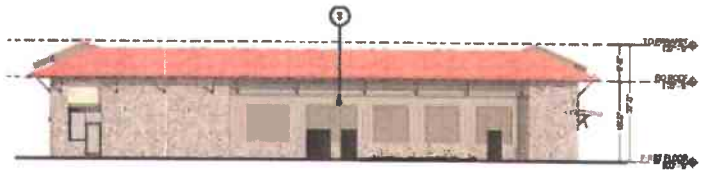


**Figure 4B**  
**Gas Station Elevation**

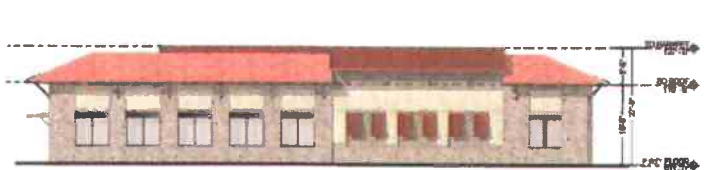
Vista Santa Rosa Project  
Monroe Properties



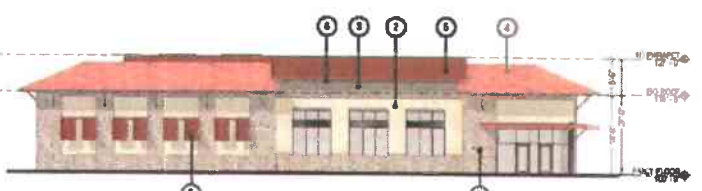
- MATERIALS LEGEND**
- ① STONE
  - ② STUCCO - BEIGE
  - ③ STUCCO - OLIVE
  - ④ CLAY TILE ROOFING
  - ⑤ AIR TAIL ROOFING
  - ⑥ WOOD



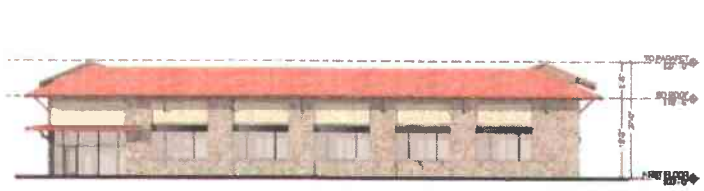
④ EAST ELEVATION  
1" = 20' - 0"



② SOUTH ELEVATION  
1" = 20' - 0"



③ NORTH ELEVATION  
1" = 20' - 0"



① WEST ELEVATION  
1" = 20' - 0"

Date: 8/11/2020

Service Layer Credits: Studio Architecture



Figure 4C  
Pharmacy Elevation

Vista Santa Rosa Project  
Monroe Properties



- MATERIALS LEGEND**
- ① STONE
  - ② STUCCO - BEIGE
  - ③ STUCCO - OLIVE
  - ④ CLAY TILE ROOFING
  - ⑤ METAL ROOFING
  - ⑥ WOOD



④ WEST ELEVATION  
1" = 20' - 0"



② NORTH ELEVATION  
1" = 20' - 0"



③ EAST ELEVATION  
1" = 20' - 0"



① SOUTH ELEVATION  
1" = 20' - 0"

Date: 8/11/2020

Service Layer Credits: Studio Architecture



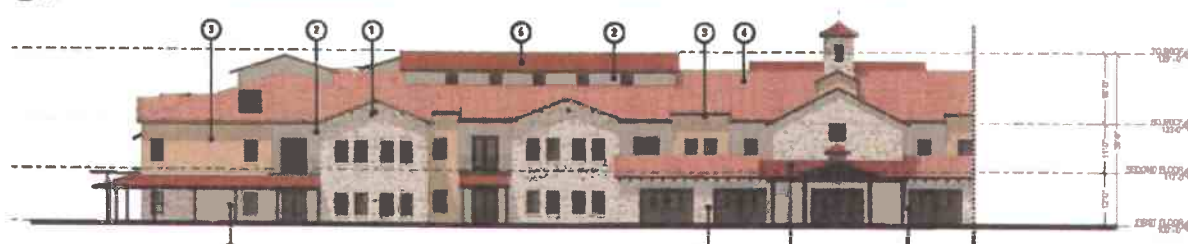
Figure 4D  
Fast Food Elevation

Vista Santa Rosa Project  
Monroe Properties

- MATERIALS LEGEND**
- ① STONE
  - ② STUCCO - GRAY
  - ③ STUCCO - TAN
  - ④ CLAY TILE ROOFING
  - ⑤ METAL ROOFING
  - ⑥ WOOD



③ ASSISTED LIVING - OVERALL ELEVATION  
 1" = 48' - 0"



② ASSISTED LIVING - ENLARGED ELEVATION  
 1" = 24' - 0"



① ASSISTED LIVING - ENLARGED ELEVATION  
 1" = 24' - 0"

Date: 8/11/2020

Service Layer Credits: Studio Architecture

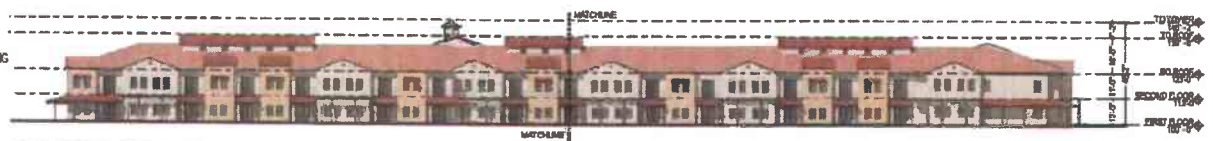


**Figure 4E**  
**Residential Building West Elevation**

Vista Santa Rosa Project  
 Monroe Properties

**MATERIALS LEGEND**

- ① STONE
- ② STUCCO - GRAY
- ③ STUCCO - TAN
- ④ CLAY TILE ROOFING
- ⑤ METAL ROOFING
- ⑥ WOOD



① ASSISTED LIVING - OVERALL ELEVATION  
1" = 48' - 0"



② ASSISTED LIVING - ENLARGED ELEVATION  
1" = 24' - 0"



① ASSISTED LIVING - ENLARGED ELEVATION  
1" = 24' - 0"

Date: 8/11/2020

Service Layer Credits: Studio Architecture

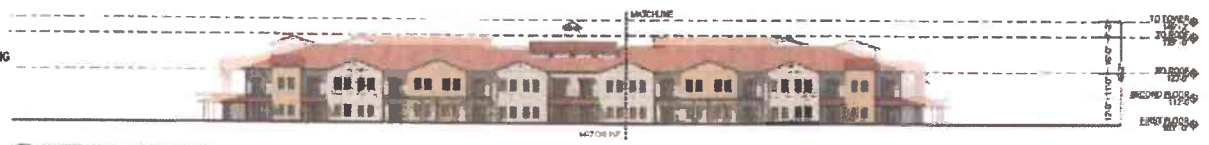


Figure 4F  
Residential Building North/South Elevation

Vista Santa Rosa Project  
Monroe Properties

**MATERIALS LEGEND**

- ① STONE
- ② STUCCO - GRAY
- ③ STUCCO - TAN
- ④ CLAY TILE ROOFING
- ⑤ METAL ROOFING
- ⑥ WOOD



③ ASSISTED LIVING - OVERALL ELEVATION  
T = 42' - 0"



② ASSISTED LIVING - ENLARGED ELEVATION  
T = 24' - 0"



① ASSISTED LIVING - ENLARGED ELEVATION  
T = 24' - 0"

Date: 8/11/2020

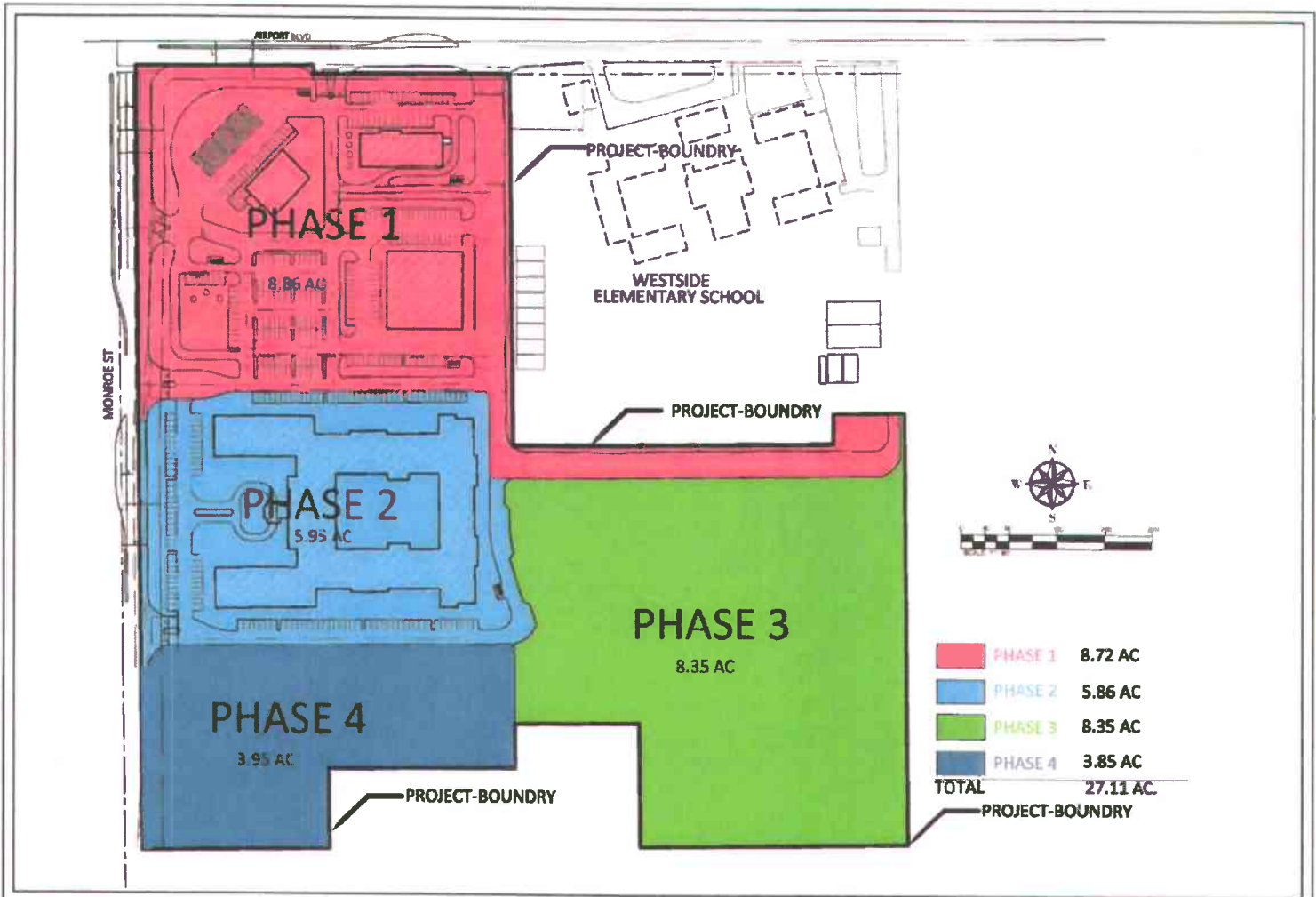
Service Layer Credits: Studio Architecture



**Figure 4G**  
**Residential Building East Elevation**

Vista Santa Rosa Project  
Monroe Properties





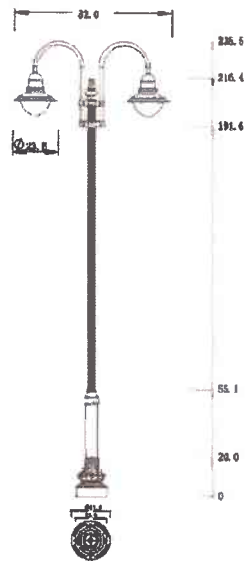
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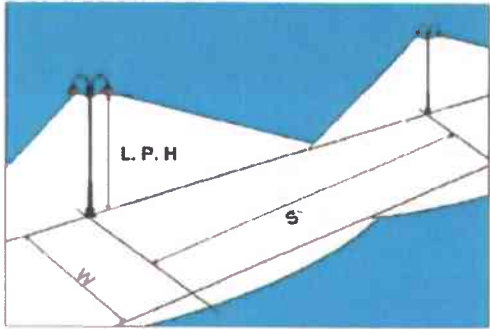
**Figure 5**  
**Project Phasing Plan**

Vista Santa Rosa Project  
Monroe Properties

4007-2-fixture  

**LIGHT DISTRIBUTION**

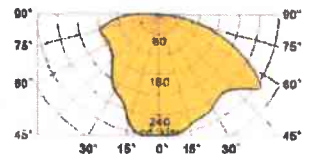


Pedestrian precincts - footpaths and bicycle paths  
 Model: 4007-2 2x150W HPS/2x150W MH/2x40W LED

LPH	W	S	Eave (lux)	Emis Eave
17.2'	18.7'	50'	110	0.42

**Asymmetrical reflectors**

Asymmetrical reflector system is designed for use with surfaces where the width is small in relation to the length, such as streets, footpaths and bicycle paths. The values given in the tables are for guidance only.



**TYPICAL LIGHT FIXTURE**



### III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

### IV. DETERMINATION

On the basis of this initial evaluation:

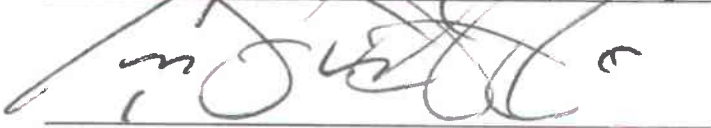
#### A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

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

#### A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

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

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



Signature

11 / 10 / 20

Date

Tim Wheeler

Printed Name

For: Charissa Leach, P.E.  
Assistant TLMA Director

**V. ENVIRONMENTAL ISSUES ASSESSMENT**

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

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

**Source(s):** On-site Inspection, April 20, 2020; Project Application Materials; Eastern Coachella Valley Area Plan; Vista Santa Rosa Design Guidelines; Riverside County Land Use Ordinance (No. 348); Riverside County General Plan Figure C-8 "Scenic Highways"; Riverside County Water Efficiency Landscape Requirements Ordinance (No. 859).

Findings of Fact:

- a) Have a substantial effect upon a scenic highway corridor within which it is located?  
**Determination: No Impact.**

The nearest designated scenic highways to the project site are Interstate 10 (I-10) and State Highway 74 (Palms to Pines). The project site is located approximately five miles west of I-10 and approximately ten miles east of Highway 74. Due to the distance between the project site and either of these designated scenic highways, the proposed project would not have an impact on a scenic corridor.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public;

or result in the creation of an aesthetically offensive site open to public view? **Determination: Less Than Significant Impact.**

Most of the approximately 27 acres is already impacted by residences (five homes), small businesses (Mountain Green Nursery and Kennedy's Store and Deli), ornamental trees associated with the residences and nursery), illegal dumping, past grading activities and off-road vehicle use. There are no scenic resources such as rock outcroppings or unique landmark features that would be damaged, and the proposed new buildings will be of a size and scale consistent with other commercial projects in the Eastern Coachella Valley that would not result in the obstruction of a prominent scenic vista or view open to the public. Aesthetic features such building design and landscaping (see figures following Project Information section for examples) have been incorporated into the project design and will be in general conformance with the County's Vista Santa Rosa Design Guidelines. Therefore, this impact would be less than significant, and no mitigation measures are required.

- c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? **Determination: Less Than Significant Impact.**

The proposed Gateway Village project site is located in the unincorporated community of Vista Santa Rosa; a community largely characterized by tracts of agricultural land, interspersed with large residential lots (several with equestrian facilities); the Jacqueline Cochran Regional Airport; and immediately to the west, across Monroe Street, a series of gated residential/golf course communities located in the City of La Quinta.

Although the existing County Foundation Component and land use designation is Agriculture: Agriculture, identifying those areas where agricultural uses are generally considered to be the long term desirable use, the project site is located in a Community Development Overlay - identifying 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. With this Overlay designation, the County is acknowledging that development of non-agricultural uses is inevitable, especially since the project site and immediate vicinity is within the sphere of influence of the City of La Quinta. The City has designated the majority of this portion of its sphere for Low Density Residential and the Village Gateway project site as General Commercial. The applicant is requesting a general plan amendment and zone change from the County to allow a mix of uses to be developed on the site including a small commercial site and Senior Oriented Living (Congregate Care).

The Applicant's intention for the Gateway Village is to create the look and feel of a transition from the golf course/residential land uses on the west side of Monroe Street in La Quinta into the more agrarian area that is Vista Santa Rosa. The building, landscape, and fencing materials will immediately give the motorist, bicyclist, equestrian and/or pedestrian the sense that they have transitioned into a more rural/equestrian area.

Figure 4 represents the site planning concept where the northeast corner of Airport Blvd and Monroe Street (8.86 acres) will be developed with a new commercial retail center anchored by a drugstore/pharmacy, and including a service station/car wash/convenience store, a fast food restaurant, and other small retail stores. The site planning, building architecture and landscaping together create a more rustic setting. Figure 4a shows the retail building elevations using a combination of building materials including walls of earth-toned stucco, stone and glass, with wood accents along the eaves, and tile roofing with metal roofing accents. Figure 4b shows the service station/car wash/convenience store elevations; Figure 4c shows the Pharmacy building elevations, Figure 4d show the retail shops elevations; and Figures 4e through 4g show the building elevations for the congregate care facility. The

figures show that the buildings will all be constructed of similar building materials and design to create a common theme throughout the commercial portion of the site.

The site will be landscaped using a plant palette of desert and drought tolerant landscaping, and the perimeter will be developed incorporating many of the design elements set forth in the Vista Santa Rosa Design Guidelines. In accordance with the Guidelines perimeter treatments include the following (from the right-of-way on Monroe Street and Airport Blvd): (1) landscaped parkway; (2) 3.5-foot high white vinyl ranch rail fence; (3) 10-foot wide multipurpose trail made of decomposed granite; (4) row of parkway palm trees; (5) 4.5-foot high white agricultural fencing; and (6) landscaped berm around the parking lots. The remainder of the project site will be landscaped with a variety of groundcover, shrubs and trees.

Incorporating many of the design elements set forth in the Vista Santa Rosa Design Guidelines and the County's Zoning and Water Efficient Landscape Ordinance would ensure that the proposed mixed use project would have a less than significant impact on Scenic Resources.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

---

**2. Mt. Palomar Observatory**

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

---

Source(s): Riverside County Ord. No. 655 (Regulating Light Pollution); On-site Inspection, April 20, 2020; Project Application Materials, Eastern Coachella Valley Area Plan; Riverside County Land Use Ordinance (No. 348).

Findings of Fact:

a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655? **Determination: Less Than Significant Impact.**

As shown on ECVAP Figure 7, *Mt. Palomar Policy Area*, the Vista Santa Rosa community, including the project site, are located in Zone B of the Mt. Palomar Observatory in San Diego County. Zone B is a Special Lighting Area extending outward in a radius of 45 miles from the observatory. The Gateway Village project site is located approximately 42 miles from the Mt. Palomar Observatory and thus is subject to the lighting policies defined in Riverside County Ordinance No. 655. Policy ECVAP 4.2 is intended to limit light leakage and spillage that may obstruct or hinder the observatory's view.

ECVAP 4.2 Adhere to Riverside County's lighting requirements for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.

Therefore, compliance with the lighting policies defined in Riverside County Ordinance No. 655 would ensure that the proposed project would not adversely affect the use of the Mt. Palomar Observatory.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

**Source(s):** On-site Inspection; Project Application Materials; Vista Santa Rosa Design Guidelines; Riverside County Ordinance No. 655 Regulating Light Pollution.

Findings of Fact:

- a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?
- b) Expose residential property to unacceptable light levels? **Determination: Less Than Significant.**

The proposed Gateway Village project site is located in the unincorporated community of Vista Santa Rosa; a community largely characterized by tracts of agricultural land, interspersed with large residential lots (several with equestrian facilities); the Jacqueline Cochran Regional Airport; and immediately to the west, across Monroe Street, a series of gated residential/golf course communities located in the City of La Quinta.

The proposed Gateway Village mixed use project would create a new source of light in the area since the lighting at the project site currently is limited to the five residences, and security lighting at the Mountain Green nursery and Kennedy's market at the south end of the property along Monroe Street at Otymar Lane. However, the new lighting would not cause a substantial amount of light and glare that would adversely affect views in the area because the project must comply with Riverside County Ordinance 655 that regulates lighting.

For example, the Applicant intends to utilize LED lighting throughout the project site with proposed lighting poles along the perimeter of the site (along Monroe Street and Airport Blvd) that are designed to light the immediate area along the multipurpose trail with little spillage off-site. In addition, the proposed lighting scheme for the site must be in compliance with Riverside County Ordinance No. 655 Regulating Light Pollution, Section 6, Requirement for Lamp Source and Shielding. These requirements are listed in Table 1, *Lighting Requirements*.

Mitigation: Incorporating many of the design elements set forth in the Vista Santa Rosa Design Guidelines and the requirements of Riverside County Ordinance No. 655 would ensure that new lighting associated with the proposed Gateway Village project would be less than significant. Therefore, no mitigation is required.

Monitoring: No monitoring is required.



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

**Table 1 Lighting Requirements**

Class I - Color Rendition Important	
Lamp Type	Zone B
Low Pressure Sodium	Allowed
Others above 4050 Lumens	Allowed if fully shielded
Others 4050 Lumens & Below	Allowed
Class II - Parking Lots, Walkways, Security	
Lamp Type	Zone B
Low Pressure Sodium	Allowed
Others above 4050 Lumens	Prohibited
Others 4050 Lumens & Below	Allowed
Class III Decorative Lamp	
Lamp Type	Zone B
Low Pressure Sodium	Allowed
Others above 4050 Lumens	Prohibited
Others 4050 Lumens & Below	Allowed

Source: Riverside County Ordinance No. 655 Regulating Light Pollution, Section 6, Requirement for Lamp Source and Shielding

**AGRICULTURE & FOREST RESOURCES** Would the project:

**4. Agriculture**

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

**Source(s):** Riverside County General Plan Figure OS-2 "Agricultural Resources," Project Application Materials; California Department of Conservation, Farmland Mapping and Monitoring Program, Riverside County Farmland Map, 2016.

**Findings of Fact:**

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? **Determination: No Impact.**

A search of the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) resulted in a finding that the project site is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. FMMP's Riverside County Important Farmland 2016 (most

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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recent mapping effort) showed that the project site is identified as Farmland of Local Importance, where a city or county has identified an Agricultural Zone. Therefore, there would be no impact. See response to 4b below for discussion of the County's agricultural zoning.

- b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve? Determination: **Less Than Significant Impact.**

Existing zoning of the project site is Light Agriculture (A-1-20) and Commercial Retail (southerly 3.95 acres in Phase 4). The project site is not currently nor has it been in the recent past, under cultivation or under a Williamson Act Contract.

The project site has a general plan land use designation of Agriculture within the Agriculture Foundation Component. However, the project site is within a Community Development Overlay which allows Community Development land use designations to be applied through General Plan Amendments in specified areas within Rural, Rural Community, Agriculture, or Open Space Foundation Component areas. Currently there is no agricultural production occurring on the project site, and the only agricultural related land use is the existing Mountain Green commercial nursery.

Specific policies related to the Community Development Overlay are contained in the Eastern Coachella Valley Area Plan. However, most of the policies pertain to existing Town Centers and not to sites that are within a Community Development Overlay. One policy, ECVAP 1.1 (1.1a and 1.1d) applies to the project site as follows:

ECVAP 1.1a. Prepare a detailed land use plan, with community development policies, for the Vista Santa Rosa Community that will: provide for a harmonious blend of country club, residential, commercial, rural, agricultural, and equestrian uses and community facilities in this area, and promote unifying community themes through signs, landscaping, scale of development, and trail and road facilities, etc. for the community.

ECVAP1.1d reads in part "...When conversion of farmland to other uses occurs, adequate buffering shall be incorporated into development proposals to ensure that there will be adequate land use compatibility protection for other nearby landowners who desire to continue farming indefinitely. ..."

When considering the proposed Gateway Village project, the Applicant has met the intent of this policy by providing plans for land uses that appear to be consistent with the intent of the Plan to provide a mix of land uses, including a small commercial center and a senior residential component, while still allowing, and not adversely impacting surrounding agricultural uses. Therefore, the proposed Zone Change from Light Agriculture (A-1-20,000) to Mixed Use would result in a less than significant impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>5. Forest</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** On-site Inspection, April 20, 2020; Project Application Materials

**Findings of Fact:**

- a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?  
**Determination: No Impact.**

The project site is located in the Coachella Valley at an elevation of approximately 50 feet below sea level. The surrounding area to the north, east and south is characterized as relatively flat and is predominately used for agricultural production including date palm groves, citrus orchards and row crops, as well as large-lot residential sites. Land uses on the project site include residential, a plant nursery and a market/deli with large areas of vacant space. Trees on the project site are all ornamental and do not constitute forest trees. The County of Riverside does not have a land use designation or zoning classification of Forest Land or Timber Land. The current land use designation is Agriculture and the zoning classifications are Light Agriculture and Commercial Retail. The project site does not contain any forest land or timberland. Therefore, there would be no impact.

- b) Result in the loss of forest land or conversion of forest land to non-forest use? **Determination: No impact.**

There are no forest land or timberland resources on-site or in the project vicinity. Therefore, there would be no impact.

- c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use? **Determination: No Impact.**

There would not be a change in the existing environment that would result in the conversion of forest land to non-forest use because there is no forest land on the project site or vicinity. Therefore, there would be no impact.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>AIR QUALITY</b> Would the project:				
<b>6. Air Quality Impacts</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** Riverside County General Plan, Riverside County Climate Action Plan ("CAP"), SCAQMD CEQA Air Quality Handbook; Ganddini and Associates, July 2020, Vista Santa Rosa Air Quality and Global Climate Change Impact Analysis.

Findings of Fact:

- a) Conflict with or obstruct implementation of applicable air quality plan? **Determination: Less Than Significant Impact.**

The unincorporated community of Vista Santa Rosa is located in the Salton Sea Air Basin (SSAB) within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD is responsible for the development of the regional Air Quality Management Plan (AQMP) and efforts to regulate pollutant emissions from a variety of sources.

The SSAB portion of Riverside County is separated from the South Coast Air Basin region by the San Jacinto Mountains and from the Mojave Desert Air Basin to the east by the Little San Bernardino Mountains. During the summer, the SSAB is generally influenced by a Pacific Subtropical High Cell that sits off the coast, inhibiting cloud formation and encouraging daytime solar heating. The SSAB is rarely influenced by cold air masses moving south from Canada and Alaska, as these systems are weak and diffuse by the time they reach the desert. Most desert moisture arrives from infrequent warm, moist and unstable air masses from the south. The SSAB averages between three and seven inches of precipitation per year.

The Coachella Valley is a geographically and meteorologically unique area wholly contained within the SSAB. The region is currently impacted by significant air pollution levels caused by the transport of pollutants from coastal air basins to the west, primarily ozone, as well as locally generated dust (PM10). The mountains surrounding the region isolate the Valley from coastal influences and create a hot and dry low-lying desert. As the desert heats up, cooler coastal air is drawn through the narrow San Geronio Pass, generating strong and sustained winds that cross the fluvial (water caused) and aeolian (wind) erosion zones in the Valley. These strong winds suspend and transport large quantities of sand and dust, reducing visibility, damaging property, and constituting a significant health threat.

The Eastern Coachella Valley, in relation to other areas in southern California, has good air quality. In the past few decades, however, noticeable deterioration of air quality has occurred due to increased development and population growth, traffic, construction activity, agricultural activity, and other types of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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site disturbances. It is apparent that although air pollution is emitted from various sources in the Coachella Valley, substantial degradation of air quality may be attributed primarily to sources outside of the Valley.

SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. To that end, as a regional agency, SCAQMD works directly with the Southern California Association of Governments (SCAG), the Coachella Valley Association of Governments which is responsible for transportation projects, and local governments; and cooperates actively with all federal and State agencies. SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. It has responded to this requirement by preparing a sequence of Air Quality Management Plans (AQMPs) which constitute the regional blueprint for achieving the federal air quality standards.

In June 2016, the SCAQMD released its Draft 2016 AQMP; a regional blueprint for achieving the federal air quality standards and healthful air. In March 2017 CARB approved the 2016 AQMP. The primary goal of this Plan is to meet clean air standards and protect public health, including ensuring benefits to environmental justice and disadvantaged communities. Finally, the 2016 AQMP was approved by the EPA in June 2017. The 2016 AQMP includes both stationary and mobile source strategies to ensure that rapidly approaching attainment deadlines are met, that public health is protected to the maximum extent feasible, and that the region is not faced with burdensome sanctions if the National Ambient Air Quality Standards (NAAQS) are not met on time. As with every AQMP, a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures was updated with the latest data and methods. The most significant air quality challenge in the Air Basin is to reduce nitrogen oxide (NOx) emissions sufficiently to meet the upcoming ozone standard deadlines.

In June 2002, SCAQMD adopted the 2002 Coachella Valley PM10 State Implementation Plan (CVSIP) which included a request for an extension of the PM10 deadline and met all applicable federal Clean Air Act requirements, including a Most Stringent Measures analysis, control measures, and attainment demonstration. EPA approved the 2002 CVSIP in April 2003. At the time of adoption, SCAQMD committed to revising with the 2002 CVSIP with the latest approved mobile source emissions estimates, planning assumptions and fugitive dust source emission estimates, when they became available. The 2003 CVSIP updated those elements of the 2002 CVSIP; the control strategies and control measure commitments have not been revised and remain the same as in the 2002 CVSIP. The 2003 CVSIP contained updated emissions inventories, emission budgets, and attainment modeling. The EPA approved these budgets on in March 2004.

*Southern California Association of Governments*

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the Federally designated MPO for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the Regional Transportation Plan and Regional Transportation Improvement Plan (RTIP), which addresses regional development and growth forecasts. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the AQMP. The Regional

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Transportation Plan, Regional Transportation Improvement Plan, and AQMP are based on projections originating within the City and County General Plans.

In April 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS or Plan). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. It charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. It outlines more than \$556.5 billion in transportation system investments through 2040. The RTP/SCS was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. In June 2016, SCAG received its conformity determination from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) indicating that all air quality conformity requirements for the 2016 RTP/SCS and associated 2015 FTIP Consistency Amendment through Amendment 15-12 have been met.

*Air Quality Compliance*

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes SCAQMD's AQMP. The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

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

- (1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations; or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- (2) Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Both of the following criteria are evaluated in the following sections.

Criteria 1 – Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis prepared for the Gateway Village project, short-term construction impacts will not result in significant impacts based on SCAQMD's regional and local thresholds of significance. The project's Air Quality Analysis (Appendix A.1) also found that long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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thresholds of significance. Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

Criteria 2 – Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. SCAG 2016 RTP/SCS includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and State requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For the Gateway Village project, the County Land Use Plan defines the assumptions that are represented in the AQMP.

The project site is currently designated as Agriculture (AG) in the County's Eastern Coachella Valley Area Plan. The proposed project includes: (1) General Plan Amendment from the current Agricultural General Plan Foundation with an Agricultural land use designation to a Community Development General Plan Foundation with a Mixed Use Area (MUA) designation; (2) Zone Change on 12 parcels from the current Agricultural - 20-acre lot minimum (A-1-20) and Commercial Retail (C-R) zoning designations, to a Mixed Use (MU) zoning designation; (3) Tentative Parcel Map (TPM) No. 37801 to create 7 new parcels; and (4) Conditional Use Permit to allow alcohol sales on proposed commercial portion of the project site. Note, the southerly 3.95-acre parcel (Phase 4) is not included in the TPM but is a part of the Gateway Village project site.

Although the project and GPA may initially result in an inconsistency with the AQMP on paper, the inconsistency would not necessarily constitute a conflict with the AQMP. This is because the County has established a Community Development Overlay over the Vista Santa Rosa area that acknowledges that this is an area of transition. In addition, the portion of the Vista Santa Rosa community that includes the project site is located within the Sphere of Influence of the City of La Quinta who has designated the project site as a Commercial site. Because the project site would transition from agriculture to mixed, the project would not be expected to result in population growth beyond that assumed in the AQMP assumptions.

SCAQMD acknowledges that strict consistency with all aspects of the AQMP is not required in order to make a finding of no conflict. Rather, a project is considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The project would implement contemporary energy-efficient technologies and regulatory/operational programs required per Title 24, CALGreen and County standards. Generally, compliance with SCAQMD emissions reductions and control requirements also act to reduce project air pollutant emissions. In combination, project emissions-reducing design features and regulatory/operational programs are consistent with and support overarching AQMP air pollution reduction strategies. Project support of these strategies promotes timely attainment of AQMP air quality standards and would bring the project into conformance with the AQMP. Therefore, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?  
**Determination: Less Than Significant Impact.**

**Pollutants**

Pollutants are generally classified as either criteria pollutants or non-criteria pollutants. NAAQS have been established for criteria pollutants, whereas no ambient standards have been established for non-criteria pollutants. In addition, the State has established the California Ambient Air Quality Standards (CAAQS). For some criteria pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). A summary of State and federal AAQS is provided in Table 2, *State and Federal Criteria Pollutant Standards*.

Criteria pollutants consist of ozone (O3), nitrogen dioxide (NOx), carbon monoxide (CO), sulfur dioxide (SOx), lead (Pb), and particulate matter (PM). These pollutants can harm your health and the environment, and cause property damage. EPA calls these pollutants "criteria" air pollutants because it regulates them by developing human health-based and/or environmentally based criteria for setting permissible levels. These also include volatile organic compounds (VOC) released as a vapor or gas from burning fuels, and from consumer products such as paint or solvents. VOCs are also known as reactive organic gasses (ROG). A description of the most relevant effects of these pollutants is provided in Table 2.

**Other Pollutants of Concern**  
**Toxic Air Contaminants**

In addition to the above-listed criteria pollutants, toxic air contaminants (TACs) are another group of pollutants of concern. Sources of toxic air contaminants include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks can release at least forty different toxic air contaminants. The most important of these toxic air contaminants, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Public exposure to toxic air contaminants can result from emissions from normal operations as well as from accidental releases. Health effects of toxic air contaminants include cancer, birth defects, neurological damage, and death.

Toxic air contaminants are less pervasive in the urban atmosphere than criteria air pollutants, however they are linked to short-term (acute) or long-term (chronic or carcinogenic) adverse human health effects. There are hundreds of different types of toxic air contaminants with varying degrees of toxicity. Sources of toxic air contaminants include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust.

According to the 2013 California Almanac of Emissions and Air Quality, the majority of the estimated health risk from toxic air contaminants can be attributed to relatively few compounds, the most important of which is diesel particulate matter (DPM). Diesel particulate matter is a subset of PM2.5 because the size of diesel particles are typically 2.5 microns and smaller. The identification of diesel particulate matter as a toxic air contaminant in 1998 led the California Air Resources Board (CARB) to adopt the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles* in September 2000. The plan's goals are a 75-percent reduction in diesel particulate matter by 2010 and an 85-percent reduction by 2020 from the 2000 baseline.



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

**Table 2 State and Federal Criteria Pollutant Standards**

Air Pollutant	Concentration/Average Timing		Effects
	California Standards	Federal Primary Standards	
Ozone (O <sub>3</sub> )	0.09 ppm/1-hour 0.07 ppm/8-hour	0.070 ppm/8-hour	(a) Decline in pulmonary function and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage.
Carbon Monoxide (CO)	20.0 ppm/1-hour 9.0 ppm/8-hour	35.0 ppm/1-hour 9.0 ppm/8-hour	a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses
Nitrogen Dioxide (NO <sub>2</sub> )	0.18 ppm/1-hour 0.03 ppm/annual	100 ppb/1-hour 0.053 ppm/annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO <sub>2</sub> )	0.25 ppm/1-hour 0.04 ppm/24-hour	75 ppb/1-hour 0.14 ppm/annual	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM <sub>10</sub> )	50 µg/m <sup>3</sup> /24-hour 20 µg/m <sup>3</sup> /annual	150 µg/m <sup>3</sup> /24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter (PM <sub>2.5</sub> )	12 µg/m <sup>3</sup> / annual	35 µg/m <sup>3</sup> /24-hour 12 µg/m <sup>3</sup> /annual	
Sulfates	25 µg/m <sup>3</sup> /24-hour	No Federal Standards	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) property damage.
Lead	1.5 µg/m <sup>3</sup> /30-day	0.15 µg/m <sup>3</sup> /3-month rolling	(a) Learning disabilities; (b) Impairment of blood formation and nerve conduction.
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer-visibility of 10 miles or more due to particles when humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.

Source: Ganddini and Associates, July 2020, Vista Santa Rosa Air Quality and Global Climate Change Impact Analysis, Table 2.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Diesel engines emit a complex mixture of air pollutants, composed of gaseous and solid material. The visible emissions in diesel exhaust are known as particulate matter or PM, which includes carbon particles or "soot". Diesel exhaust also contains a variety of harmful gases and over 40 other cancer-causing substances. California's identification of diesel particulate matter as a toxic air contaminant was based on its potential to cause cancer, premature deaths, and other health problems. Exposure to diesel particulate matter is a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. Overall, diesel engine emissions are responsible for the majority of California's potential airborne cancer risk from combustion sources.

**Asbestos**

Asbestos is listed as a TAC by CARB and as a Hazardous Air Pollutant by EPA. Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. Naturally occurring asbestos is not present in Riverside County. The nearest likely locations of naturally occurring asbestos, as identified in the *General Location Guide for Ultramafic Rocks in California* prepared by the California Division of Mines and Geology, is located in Santa Barbara County. Due to the distance to the nearest natural occurrences of asbestos, the project site is not likely to contain asbestos.

**Monitored Air Quality**

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin. Estimates of the existing emissions provided in the Final 2016 AQMP indicate that collectively, mobile sources account for 60 percent of the VOC, 90 percent of the NOx emissions, 95 percent of the CO emissions and 34 percent of directly emitted PM2.5, with another 13 percent of PM2.5 from road dust.

EPA and CARB designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified". National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or 'form' of what constitutes attainment, based on specific air quality statistics. For example, the federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the federal annual PM2.5 standard is met if the three-year average of the annual average PM2.5 concentration is less than or equal to the standard. Attainment status in the SSAB is shown in Table 3, *Salton Sea Air Basin Attainment Status*.

The local air quality was evaluated by reviewing relevant air pollution concentrations near the project area. For evaluation purposes, SCAQMD has divided the Air Basin into 36 Source Receptor Areas (SRAs), operating monitoring stations in most of the areas. These SRAs are designated to provide a general representation of the local meteorological, terrain, and air quality conditions within the particular geographical area. The project site is within Source Receptor Area 30, Coachella Valley. SCAQMD operates two air monitoring stations in SRA 30, one in Indio approximately 4.62 miles northeast of the project site and the other in Palm Springs approximately 22.89 miles northwest of the project site.

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

**Table 3 Salton Sea Air Basin Attainment Status**

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment
Carbon monoxide	Attainment	Attainment
Nitrogen dioxide	Attainment	Unclassified/Attainment
Sulfur dioxide	Attainment	Attainment
PM10	Nonattainment	Nonattainment
PM2.5	Attainment	Unclassified/Attainment

Source: Ganddini and Associates, July 2020, Vista Santa Rosa Air Quality and Global Climate Change Impact Analysis, Table 3.

Table 4, *Air Quality Monitoring Summary*, summarizes 2016 through 2018 published monitoring data, which is the most recent 3-year period available. The data shows that during the past few years, the project area has exceeded the ozone and Particulate Matter (PM10) standards. However, it should be noted that due to the air monitoring station distance from the project site, recorded air pollution levels at the air monitoring station reflect with varying degrees of accuracy, local air quality conditions at the project site.

**Table 4 Air Quality Monitoring Summary**

Pollutant Standard <sup>1</sup>		Year <sup>2</sup>		
		2016	2017	2018
Ozone	Maximum 1-Hour Concentration (ppm)	0.099	0.107	0.106
	Days > CAAQS (0.09 ppm)	3	8	4
	Maximum 8-Hour Concentration (ppm)	0.090	0.094	0.091
	Days > NAAQS (0.070 ppm)	27	44	49
	Days > CAAQS (0.070 ppm)	29	47	52
Carbon Monoxide <sup>3</sup>	Maximum 8-Hour Concentration (ppm)	*	*	*
	Days > CAAQS (9 ppm)	0	0	0
	Days > NAAQS (9 ppm)	0	0	0
Nitrogen Dioxide <sup>3</sup>	Maximum 1-Hour Concentration (ppm)	0.042	0.043	0.043
	Days > CAAQS (0.18 ppm)	0	0	0
Inhalable Particulates (PM10)	Maximum 24-Hour Concentration (µg/m <sup>3</sup> )	393.2	198.6	336.0
	Days > NAAQS (150 µg/m <sup>3</sup> )	2	1	2
	Days > CAAQS (50 µg/m <sup>3</sup> )	21	10	14
	Annual Average (µg/m <sup>3</sup> )	37.0	34.8	34.8
Inhalable Particulates (PM10)	Maximum 24-Hour Concentration (µg/m <sup>3</sup> )	25.8	18.8	28.7
	Days > NAAQS (35 µg/m <sup>3</sup> )	0	0	0
	Annual Average (µg/m <sup>3</sup> )	7.6	*	8.3

Source: Ganddini and Associates, July 2020, Vista Santa Rosa Air Quality and Global Climate Change Impact Analysis, Table 4.

Notes:

- CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million
- Data from the Indio-Jackson Street Monitoring Station, unless otherwise noted.
- Data taken from the Palm Springs-Fire Station Monitoring Station.
- \* Means there was insufficient data available to determine value.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Regional Air Quality**

Many air quality impacts that derive from dispersed mobile sources, which are the dominate pollution generators in the basin, often occurs hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally very small and difficult to measure. Therefore, SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in the South Coast Air Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. For the purposes to the project's air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table 5, *SCAQMD Air Quality Significance Thresholds in the Coachella Valley*. Table 5 shows the ambient air quality standards for NO<sub>2</sub>, CO, and PM10 and PM2.5.

**Table 5 SCAQMD Air Quality Significance Thresholds in the Coachella Valley**

Mass Daily Thresholds	
Pollutant	Operation (lb/day)
NOx	100
VOC	75
PM10	150
PM2.5	55
Sox	150
CO	550
Lead	3
Toxic Air Contaminants	
TACs	Maximum Incremental Cancer Risk $\geq$ 10 in 1 million
	Cancer Burden > 0.5 excess cancer cases (in areas $\geq$ 1 in 1 million)
	Chronic & Acute Hazard Index > 1.0 (project increment)
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402
GHG	10,000 MT/yr CO <sub>2</sub> e for industrial projects
Ambient Air Quality Standards	
Pollutant	SCAQMD Standard
NO <sub>2</sub> -1-hour average	0.18 ppm (338 $\mu$ g/m <sup>3</sup> )
PM10 -24-hour average	
Construction	10.4 $\mu$ g/m <sup>3</sup>
Operations	2.5 $\mu$ g/m <sup>3</sup>
PM2.5 -24-hour average	
Construction	10.4 $\mu$ g/m <sup>3</sup>
Operations	2.5 $\mu$ g/m <sup>3</sup>
SO <sub>2</sub>	
1-hour average	0.25 ppm
24-hour average	0.04 ppm
CO	
1-hour average	20 ppm (23,000 $\mu$ g/m <sup>3</sup> )
8-hour average	9 ppm (10,000 $\mu$ g/m <sup>3</sup> )
Lead	
30-day average	1.5 $\mu$ g/m <sup>3</sup>
Rolling 3-month average	0.15 $\mu$ g/m <sup>3</sup>
Quarterly average	1.5 $\mu$ g/m <sup>3</sup>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: *Ganddini and Associates, July 2020, Vista Santa Rosa Air Quality and Global Climate Change Impact Analysis; Table 5.*

Note: Local Air Quality impacts are addressed below in Section 6.c – exposure of sensitive receptors to substantial pollutant concentrations.

*Toxic Air Contaminants*  
Construction

Temporary TAC emissions associated with DPM emissions from heavy construction equipment would occur during the construction phase of the Gateway Village project. According to the Office of Environmental Health Hazard Assessment (OEHHA) and SCAQMD's *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (August 2003), health effects from TACs are described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year lifetime will contract cancer based on the use of standard risk-assessment methodology. Additionally, the SCAQMD CEQA guidance does not require an HRA for short-term construction emissions. Construction activities associated with the project would be sporadic, transitory, and short-term in nature (approximately 16 months for Phase 1 and 54 months for Phase 2). Thus, construction of the project would not result in a substantial, long-term (i.e., 30-year) source of TAC emissions. Nonetheless, a qualitative assessment of TAC emissions associated with short-term construction TAC emissions is provided in the analysis section below.

*Operation*

The Gateway Village project includes the development of a mix of land uses, including a 5,800 square foot service station and convenience market with 16 fueling positions, 7,550 square feet of retail use, a 2,400 square foot fast food restaurant with drive-through window, a 15,800 square foot pharmacy with drive-through window, a two-story 158,800 square foot Congregate Care facility, and 82 attached senior adult units. The service station portion of the project requires a permit to construct/operate from SCAQMD and fuel-related emissions will be regulated under SCAQMD Rule 461. Gasoline dispensing facilities are required to use Phase I/II EVR (enhanced vapor recovery) systems. Phase II EVR have an average efficiency of 95.1 percent and Phase I EVR have an average efficiency of 98 percent. Therefore, potential for fugitive VOC or TAC emissions from the proposed fueling pumps is negligible. As such, the project will not be a source of toxic air contaminants and sensitive receptors (as close as approximately 180 feet from the proposed fueling pumps) would not be exposed to toxic sources of air pollution.

*Short Term Construction Emissions*

Construction activities associated with the proposed project would have the potential to generate air emissions, toxic air contaminant emissions, and odor impacts. Assumptions for the duration, for the construction of the proposed project were obtained from the project applicant. For the purposes of the Air Quality Assessment, and to be consistent with the Traffic Impact Analysis prepared for the project (EA Appendix J.1), the proposed project was evaluated for two phases as follows:

For the purposes of the Air Quality analysis, the project was evaluated in two phasing scenarios: completion of Phase 1 in 2020; and completion of phases 2, 3, and 5 in 2026. This is a worst-case analysis because at this time, the Applicant is proposing the commercial uses in Phase 1 and the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Congregate Care facility in Phase 2. Proposed uses in Phases 3 and 4 are speculative at this time. Likewise is the timing of construction of proposed uses in Phases 2 through 4.

*Methodology*

Emissions were estimated using the CalEEMod (Version 2016.3.2) software; a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions from a variety of land use projects. CalEEMod was developed in collaboration with California’s air districts. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California.

Daily regional emissions during construction were forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The input values used in the analysis were adjusted to be project-specific for the construction schedule and the equipment used was based on CalEEMod defaults. The CalEEMod program uses the EMFAC2014 computer program to calculate the emission rates specific for Riverside County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck operations. EMFAC2014 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Daily truck trips and CalEEMod default trip length data were used to assess roadway emissions from truck exhaust. The maximum daily emissions are estimated values for the worst-case day and do not represent the emissions that would occur for every day of project construction. The maximum daily emissions are compared to SCAQMD’s daily regional numeric indicators. Detailed construction equipment lists, construction scheduling, and emission calculations are provided in the Air Quality Analysis Appendix B (Initial study Appendix A.1).

The project will be required to comply with SCAQMD Rules 403 and 403.1 for the reduction of fugitive dust emissions. Compliance with these rules is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent and stabilizing ground cover on finished sites.

In addition, Rule 403.1 is specific to the Coachella Valley and requires that any operator applying for a grading permit, or a building permit for an activity with a disturbed surface area of more than 5,000 square feet, shall not initiate any earth-moving operations unless a Fugitive Dust Control Plan has been prepared pursuant to the provisions of the Coachella Valley Fugitive Dust Control Handbook and approved by the County.

SCAQMD’s Rule 403 and 403.1 minimum requirements include the application of the best available dust control measures for all grading operations such as the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rules 403 and 403.1 would require the use of water trucks during all phases where earth moving operations would

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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occur. Compliance with Rule 403 has been included in the CalEEMod modeling for the proposed project.

Per SCAQMD Rule 1113 as amended on June 3, 2011, architectural coatings applied after January 1, 2014 must be limited to an average of 50 grams per liter or less.

The construction activities evaluated for the project include: (1) demolition, (2) site preparation, (3) grading, (4) building construction, (5) paving, and (6) application of architectural coatings for Phase 1; and 1) site preparation, 2) grading, (3) building construction, (4) paving, and (5) application of architectural coatings for Phase 2. Building construction, paving and painting phases may overlap during construction of each Phase. Details pertaining to the project's construction timing and the type of equipment modeled for each construction phase are available in the CalEEMod output in Appendix B of the Air Quality Assessment (IS Appendix A.1).

*Construction-Related Regional Impacts*

The construction-related criteria pollutant emissions for Phases 1 and 2 are shown in Table 6, Construction-Related Regional Pollutant Emissions – Phase 1 and Table 7, *Construction-Related Regional Pollutant Emissions – Phase 2* respectively. Tables 6 and 7 show that none of the project's emissions during construction of either Phase 1 or Phase 2 will exceed regional thresholds. A less than significant regional air quality impact would occur from construction of the proposed project.

*Construction-Related Toxic Air Contaminant Impacts*

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to the Office of Environmental Health Hazard Assessment (OEHHA) and the SCAQMD *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (August 2003), health effects from TACs are described in terms of individual cancer risk based on a lifetime (i.e., 30-year) resident exposure duration. Given the temporary and short-term construction schedule (approximately 16 months for Phase 1 and 54 months for Phase 2), the project construction would not result in a long-term (i.e., lifetime or 30-year) exposure. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds during Phase 1 or Phase 2.

The project must comply with CARB's Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and CARB's In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, impacts from TACs during construction would be less than significant.

*Operations-Related Regional Impacts*

The operations-related criteria air quality impacts created by the proposed project were also analyzed using the CalEEMod model. The operating emissions were based on the year 2022 for Phase 1 and 2026 for Phase 2, the anticipated opening years for the proposed project based on the Vista Santa Rosa Gateway Village Traffic Impact Analysis (EA Appendix J.1). The on-going operation of the proposed project would result in a long-term increase in air quality emissions.

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

**Table 6 Construction-Related Regional Pollutant Emissions – Phase 1**

Activity		Pollutant Emissions (pounds/day) <sup>1</sup>					
		ROG	NOx	CO	SO <sub>2</sub>	PM10	PM2.5
Demolition	On-Site <sup>2</sup>	3.17	31.44	21.57	0.04	1.87	1.49
	Off-Site <sup>3</sup>	0.08	0.85	0.54	0.00	0.19	0.05
	Subtotal	3.24	32.29	22.10	0.04	2.06	1.54
Site Preparation	On-Site <sup>2</sup>	1.42	14.76	8.56	0.01	3.21	2.00
	Off-Site <sup>3</sup>	0.07	0.04	0.52	0.00	0.15	0.04
	Subtotal	1.49	14.80	9.07	0.02	3.36	2.04
Grading	On-Site <sup>2</sup>	2.29	24.74	15.86	0.03	3.72	2.38
	Off-Site <sup>3</sup>	0.06	0.03	0.43	0.00	0.13	0.03
	Subtotal	2.35	24.77	16.29	0.03	3.84	2.41
Building Construction	On-Site <sup>2</sup>	1.90	17.43	16.58	0.03	0.96	0.90
	Off-Site <sup>3</sup>	0.60	4.60	4.37	0.02	1.32	0.36
	Subtotal	2.50	22.04	20.94	0.05	2.28	1.27
Paving	On-Site <sup>2</sup>	1.51	11.12	14.58	0.02	0.57	0.52
	Off-Site <sup>3</sup>	0.05	0.03	0.40	0.00	0.13	0.03
	Subtotal	1.57	11.15	14.98	0.02	0.69	0.56
Architectural Coating	On-Site <sup>2</sup>	44.35	1.41	1.81	0.00	0.08	0.08
	Off-Site <sup>3</sup>	0.09	0.05	0.66	0.00	0.21	0.06
	Subtotal	44.44	1.46	2.47	0.00	0.29	0.14
Total for overlapping phases <sup>4</sup>		48.51	34.65	38.39	0.08	3.26	1.96
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No

Source: Ganddini and Associates, July 2020, Vista Santa Rosa Gateway Village Air Quality and Global Climate Change Impact Analysis; Table 6.

**Notes**

1. Source: CalEEMod Version 2016.3.2
2. On-site emissions from equipment operated on-site that is not operated on public roads. On-site grading and demolition PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.
3. Off-site emissions from equipment operated on public roads.
4. Construction, painting and paving phases may overlap.

This increase would be due to emissions from the project-generated vehicle trips and through operational emissions from the on-going use of the proposed project. The potential long-term regional air quality impacts with the on-going operations of the proposed project have been analyzed below for the criteria pollutants and cumulative impacts.

**Mobile Sources**

Mobile sources include emissions from the additional vehicle miles generated from the proposed project. Vehicle trips associated with the proposed project were analyzed by inputting the project-generated vehicular trips into the CalEEMod Model.



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

**Table 7 Construction-Related Regional Pollutant Emissions – Phase 2**

Activity		Pollutant Emissions (pounds/day) <sup>1</sup>					
		ROG	NOx	CO	SO <sub>2</sub>	PM10	PM2.5
Demolition	On-Site <sup>2</sup>	1.33	13.82	10.30	0.02	3.17	1.94
	Off-Site <sup>3</sup>	0.07	0.04	0.47	0.00	0.15	0.04
	Subtotal	1.40	13.86	10.77	0.02	3.32	1.98
Grading	On-Site <sup>2</sup>	3.62	38.84	29.04	0.06	5.02	2.91
	Off-Site <sup>3</sup>	0.07	0.04	0.53	0.00	0.17	0.05
	Subtotal	3.70	38.88	29.57	0.06	5.19	2.95
Building Construction	On-Site <sup>2</sup>	1.71	15.62	16.36	0.03	0.81	0.76
	Off-Site <sup>3</sup>	2.05	12.28	14.85	0.07	4.81	1.32
	Subtotal	3.76	27.89	31.21	0.09	5.62	2.08
Paving	On-Site <sup>2</sup>	1.34	8.58	14.58	0.02	0.42	0.39
	Off-Site <sup>3</sup>	0.04	0.02	0.30	0.00	0.13	0.03
	Subtotal	1.39	8.60	14.87	0.02	0.54	0.42
Architectural Coating	On-Site <sup>2</sup>	31.46	1.15	1.81	0.00	0.05	0.05
	Off-Site <sup>3</sup>	0.28	0.13	1.91	0.01	0.82	0.22
	Subtotal	31.74	1.27	3.72	0.01	0.87	0.27
Total for overlapping phases <sup>4</sup>		36.89	37.77	49.80	0.13	7.03	2.77
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No

Source: *Ganddini and Associates, July 2020, Vista Santa Rosa Gateway Village Air Quality and Global Climate Change Impact Analysis; Table 6.*

**Notes**

1. Source: CalEEMod Version 2016.3.2
2. On-site emissions from equipment operated on-site that is not operated on public roads. On-site grading and demolition PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.
3. Off-site emissions from equipment operated on public roads.
4. Construction, painting and paving phases may overlap.

The TIA found that the proposed project would generate approximately 7,923 total daily vehicle trips with incorporation of internal capture and pass-by trip reductions. These are broken down as follows:

- 158.94 trips per fuel pump per day (with incorporation of the 10 percent daily internal capture reduction and 25 percent daily pass-by reduction) for the gasoline service station;
- 25.51 trips per thousand square foot per day (with incorporation of the 10 percent daily internal capture reduction and 25 percent daily pass-by reduction) for the shopping center;
- 317.69 trips per thousand square foot per day (with incorporation of the 10 percent daily internal capture reduction and 25 percent daily pass-by reduction) for the fast-food restaurant with drive-through;

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- 73.66 trips per thousand square foot per day (with incorporation of the 10 percent daily internal capture reduction and 25 percent daily pass-by reduction) for the pharmacy with drive-through;
- 4.67 trips per thousand square foot per day (with incorporation of the 10 percent internal capture reduction) for the Congregate Care use;
- 6.59 trips per dwelling unit per day (with the 10 percent daily internal capture reduction) for the senior adult housing use; and
- 72.05 trips per thousand square foot per day (with incorporation of the 10 percent daily internal capture reduction and 25 percent daily pass-by reduction) for the supermarket.

The program then applied the emission factors for each trip which was provided by the EMFAC2014 model to determine the vehicular traffic pollutant emissions.

*Area Sources*

Area sources include emissions from consumer products, landscape equipment and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment. No changes were made to the default area source parameters.

Per SCAQMD Rule 1113 as amended on June 3, 2011, the architectural coatings that would be applied after January 1, 2014 will be limited to an average of 50 grams per liter or less.

*Energy Usage*

Energy usage includes emissions from the generation of electricity and natural gas used on-site. No changes were made to the default energy usage parameters.

*Operational Impacts*

The worst-case summer or winter criteria pollutant emissions created from the proposed project's long-term operations were calculated and are shown in Table 8, *Regional Operational Pollutant Emissions*, for Phases 1 and 2. The results show that none of the SCAQMD regional thresholds would be exceeded during long term project operations. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

Furthermore, Table 9, *Overlapping Regional Construction and Operational Emissions*, shows that when maximum daily construction emissions (from the highest-emitting construction phases) are added to the unmitigated operational emissions of the completed Phase 1, the total emissions still do not exceed SCAQMD thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

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

**Table 8 Regional Operational Pollutant Emissions**

Activity	Pollutant Emissions (pounds/day) <sup>1</sup>					
	ROG	NOx	CO	SO2	PM10	PM2.5
<b>Phase 1</b>						
Area Sources <sup>2</sup>	1.08	0.00	0.00	0.00	0.00	0.00
Energy Usage <sup>3</sup>	0.03	0.27	0.23	0.00	0.02	0.02
Mobile Sources <sup>4</sup>	6.84	45.36	44.92	0.18	11.06	3.04
<b>Total Emissions</b>	<b>7.96</b>	<b>45.64</b>	<b>45.15</b>	<b>0.18</b>	<b>11.08</b>	<b>3.06</b>
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
<b>Phase 2</b>						
Area Sources <sup>2</sup>	10.01	4.81	26.90	0.03	0.50	0.50
Energy Usage <sup>3</sup>	0.15	1.27	0.59	0.01	0.10	0.10
Mobile Sources <sup>4</sup>	3.95	25.52	32.82	0.16	12.08	3.29
<b>Total Emissions</b>	<b>14.11</b>	<b>31.61</b>	<b>60.30</b>	<b>0.20</b>	<b>12.68</b>	<b>3.89</b>
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
<b>Total Emissions both Phases</b>	<b>22.06</b>	<b>77.24</b>	<b>105.46</b>	<b>0.38</b>	<b>23.77</b>	<b>6.95</b>
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: Ganddini and Associates, July 2020, Vista Santa Rosa Gateway Village Air Quality and Global Climate Change Impact Analysis; Table 10.

Notes

1. Source: CalEEMod Version 2016.3.2; the higher of either summer or winter emissions.
2. Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
3. Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
4. Mobile sources consist of emissions from vehicles and road dust.

**Table 9 Overlapping Regional Construction and Operational Emissions**

Activity <sup>1</sup>	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO <sub>2</sub>	PM10	PM2.5
Total for Phase 1 plus construction Phase 2	44.84	84.52	94.96	0.31	18.11	6.01
SCAQMD Operational Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: Ganddini and Associates, July 2020, Vista Santa Rosa Gateway Village Air Quality and Global Climate Change Impact Analysis; Table 11.

Notes:

1. Overlapping emissions calculated from the highest emissions levels during construction and the active operational phase.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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*Operations-Related Toxic Air Contaminants*

CARB's Air Quality and Land Use Handbook provides an advisory recommendation that a 50-foot separation be provided between sensitive receptors and typical gasoline dispensing facilities. The project includes the construction and operation of a 16-fuel pump service station which is not anticipated to exceed over one million gallons of throughput annually. The closest sensitive receptors to the proposed service station are the existing residential uses located west of Monroe Street, at approximately 185 feet (~56 meters) from the service station canopy.

The fuel pump-portion of the project requires permits from SCAQMD and fuel-related emissions will be regulated by SCAQMD Rule 461 and be required to obtain a Permit To Operate. Gasoline dispensing facilities are required to use Phase I/II EVR (enhanced vapor recovery) systems. Phase II EVR have an average efficiency of 95.1 percent and Phase I EVR have an average efficiency of 98 percent. Therefore, the potential for fugitive VOC or TAC emissions from the proposed fueling pumps is negligible.

Assuming one million gallons per year of throughput for this gasoline-dispensing facility (as the actual throughput is unknown at this time but is not anticipated to exceed one million gallons annually), using SCAQMD's *Emission Inventory and Risk Assessment Guidelines for Gasoline Dispensing Facilities* and a downwind distance of 50 meters in the Palm Springs area, to be conservative, the residential cancer risk for the closest residential receptors is 1.43 in a million, which would not exceed the SCAQMD toxic air contaminant threshold of 10 in a million.

Therefore, the project will not be a significant source of toxic air contaminants or fugitive VOC emissions and sensitive receptors would not be exposed to toxic sources of air pollution.

*Cumulative Impacts*

There are several cumulative projects in the project area that have not yet been built or are currently under construction. Since the timing or sequencing of the cumulative projects is unknown, any quantitative analysis to ascertain daily construction emissions that assumes multiple, concurrent construction projects would be speculative. Further, cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. SCAQMD recommends using two different methodologies: (1) that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality; and (2) that a project's consistency with the current AQMP be used to determine its potential cumulative impacts.

*Project Specific Impacts*

The project area is out of attainment for ozone and in 2018 was out of attainment for PM10. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the Salton Sea portion of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic volumes from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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accordance with SCAQMD methodology, projects that do not exceed SCAQMD's thresholds, or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. A significant impact may occur if a project would add a cumulatively considerable contribution of a federal or state non-attainment pollutant.

Project operations would generate emissions of NOx, ROG, CO, PM10, and PM2.5, which would not exceed the SCAQMD regional or local thresholds and would not be expected to result in ground level concentrations that exceed the NAAQS or CAAQS. Since the project would not introduce any substantial stationary sources of emissions, CO is the benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations. As indicated earlier, no violations of the state and federal CO standards are projected to occur for the project, based on the magnitude of traffic the project is anticipated to create. Therefore, operation of the project would not result in a cumulatively considerable net increase for non-attainment of criteria pollutants or ozone precursors. As a result, the project would result in a less than significant cumulative impact for operational emissions.

In summary, compliance with SCAQMD and CARB Rules for the control of criteria pollutants during construction, and long-term operation would ensure that the project's contribution to regional air quality impacts would be less than significant and no additional mitigation measures are required.

- c) Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

Project-related construction air emissions may have the potential to exceed the State and federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. In order to assess local air quality impacts SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. In June 2003, SCAQMD provided Final Localized Significant Threshold Methodology (LST Methodology) that details the methodology to analyze local air emission impacts. The LST Methodology found that the primary emissions of concern are NO<sub>2</sub>, CO, PM10, and PM2.5.

The significance thresholds for the local emissions of NO<sub>2</sub> and CO are determined by subtracting the highest background concentration from the last three years of these pollutants from Table 4, from the most restrictive ambient air quality standards for these pollutants that are outlined in the Localized Significant Thresholds. Table 5, above, shows the ambient air quality standards for NO<sub>2</sub>, CO, and PM10 and PM2.5.

*Construction-Related Local Impacts*

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Salton Sea portion of the South Coast Air Basin. The proposed project has been analyzed for the potential local air quality impacts created from: construction-related fugitive dust and diesel emissions; from toxic air contaminants; and from construction-related odor impacts.

SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (South Coast Air Quality Management District 2011b). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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piece of equipment. In order to compare CalEEMod reported emissions against the localized significance threshold lookup tables, the CEQA document should contain the following parameters:

1. The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
2. The maximum number of acres disturbed on the peak day.
3. Any emission control devices added onto off-road equipment.
4. Specific dust suppression techniques used on the day of construction activity with maximum emissions.

As shown in Table 10, *Maximum Number of Acres Disturbed per Day*, the maximum number of acres disturbed in a day would be 2.5 acres during grading for Phase 1, and 4 acres during grading for Phase 2. The local air quality emissions from construction were analyzed using SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in SCAMD's\_LST Methodology. The Look-up Tables were developed by SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from a proposed project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the Coachella Valley source receptor area (SRA) 30 and a disturbance value of two acres per day, to be conservative. According to the LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. The nearest sensitive receptors are the existing single-family detached residential dwelling unit located within the eastern portion of the project site as well as the single-family detached residential dwelling units located adjacent to the eastern and southern property lines of the project site; therefore, the SCAQMD Look-up Tables for 25 meters was used. Table 11, *Local Construction Emissions at the Nearest Receptors*, shows the on-site emissions from the CalEEMod model for the different construction phases for Phases 1 and 2 and the LST emissions thresholds.

The data provided in Table 11 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. A less than significant local air quality impact would occur from construction of the proposed project.

#### *Operations Related Local Air Quality Impacts*

Project-related air emissions may have the potential to exceed the State and federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SSAB. The proposed project was analyzed for the potential local CO emission impacts from project-generated vehicular trips and from the potential local air quality impacts from on-site operations.

#### *Local CO Emission Impacts from Project-Generated Vehicular Trips*

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts were assessed by comparing future without and with project CO levels to the State and federal CO standards listed in Table AQ-1.

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

**Table 10 Maximum Number of Acres Disturbed per Day**

Activity <sup>1</sup>	Equipment	Number	Acres/8hr-day	Total Acres
<b>Phase 1</b>				
Demolition	Rubber Tired Dozers	2	0.5	1
	Phase Total	-	-	1
Site Preparation	Rubber Tired Dozers	1	0.5	0.5
	Tractors/Loaders/Backhoes	2	0.5	1
	Phase Total	-	-	1.5
Grading	Rubber Tired Dozers	1	0.5	0.5
	Graders	1	0.5	0.5
	Tractors/Loaders/Backhoes	3	0.5	1.5
	Phase Total	-	-	2.5
<b>Phase 2</b>				
Site Preparation	Rubber Tired Dozers	1	0.5	0.5
	Tractors/Loaders/Backhoes	3	0.5	1.5
	Phase Total	-	-	2
Grading	Scraper	2	1	2
	Rubber Tired Dozers	1	0.5	0.5
	Graders	1	0.5	0.5
	Tractors/Loaders/Backhoes	2	0.5	1
	Phase Total	-	-	4

Source: *Gandini and Associates, July 2020, Vista Santa Rosa Gateway Village Air Quality and Global Climate Change Impact Analysis; Table 8.*

**Notes**

1. Source: South Coast AQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2011b.

To determine if the proposed project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse (see initial Study Section 37, *Transportation*, for a discussion of levels of service with and without the project).

The analysis prepared for CO attainment in the South Coast Air Basin by SCAQMD was used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections.

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

**Table 11 Local Construction Emissions at the Nearest Receptors**

Phase 1 Activity	On-Site Pollutant Emissions (pounds/day) <sup>1</sup>			
	NOx	CO	PM10	PM2.5
Demolition	31.44	21.57	1.87	1.49
Site Preparation	14.76	8.56	3.21	2.00
Grading	24.74	15.86	3.72	2.38
Building Construction	17.43	16.58	0.96	0.90
Paving	11.12	14.58	0.57	0.52
Architectural Coating	1.41	1.81	0.08	0.08
SCAQMD Thresholds <sup>2</sup>	191	1,299	7	5
Exceeds Threshold?	No	No	No	No
Phase 2 Activity	On-Site Pollutant Emissions (pounds/day) <sup>1</sup>			
	NOx	CO	PM10	PM2.5
Site Preparation	13.82	10.30	3.17	1.94
Grading	38.84	29.04	5.02	2.91
Building Construction	15.62	16.36	0.81	0.76
Paving	8.58	14.58	0.42	0.39
Architectural Coating	1.15	1.81	0.05	0.05
SCAQMD Thresholds <sup>2</sup>	191	1,299	7	5
Exceeds Threshold?	No	No	No	No

Source: *Ganddini and Associates, July 2020, Vista Santa Rosa Gateway Village Air Quality and Global Climate Change Impact Analysis; Table 9.*

**Notes**

1. Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 2 acres, to be conservative, at a distance of 25 m in Coachella Valley.
2. Closest receptors are the school use located adjacent to the northeast and the single-family dwelling units located adjacent to the south of the site; therefore, the 25 meter threshold was used.  
Phase 1 will disturb up to a maximum of 2.5 acres a day during grading and Phase 2 will disturb up to a maximum of 4 acres a day during grading (see Table 8). To be conservative, the 2-acre thresholds were used for both Phase 1 and Phase 2.

Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour.



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Vista Santa Rosa Gateway TIA showed that at buildout, the project would generate a maximum of 7,923 net total trips per day. The intersection with the highest traffic volume is located at Project Driveway 2 and Airport Boulevard and has a Buildout Year (2040) With Project morning peak hour volume of 1,109 vehicles. The segment with the highest Average Daily Trip (ADT) volume for the Buildout Year (2040) With Project scenario is Airport Boulevard from Grapefruit Road (Highway 111) to Highway 86, which has 30,000 average daily trips. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore, as the project's highest traffic volumes (7,923) fall far short of 100,000 vehicles, no CO "hot spot" modeling was performed and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

*Local Air Quality Impacts from On-Site Operations*

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The nearest sensitive receptor that may be impacted by the proposed project are Westside Elementary School located adjacent to the northeast corner of the project site, the single-family detached residential dwelling units located adjacent to the south, the single-family detached residential dwelling units located as close as approximately 80 feet west (across Monroe Street) and approximately 375 feet northwest (across Monroe Street and Airport Boulevard intersection).

The local air quality emissions from on-site operations were analyzed according to the methodology described in SCAQMD's LST Methodology. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. Per SCAQMD staff, the 5-acre Look-up Table can be used as a conservative screening analysis for on-site operational emissions to determine whether more-detailed dispersion modeling would be necessary. The proposed project was analyzed based on the Coachella Valley source receptor area (SRA 30) and the thresholds for a five-acre project site (as the site is approximately 25.9 acres with 6.92 acres for Phase 1 and 18.98 acres for Phase 2).

Table 12, *Local Operations at the Nearest Receptors*, shows the on-site emissions from the CalEEMod model that includes natural gas usage, landscape maintenance equipment, and vehicles operating on-site and the calculated emissions thresholds. Per LST methodology, mobile emissions include on-site vehicles which equate to approximately 10 percent of the project-related new mobile sources. The data provided in Table 12 shows that the on-going operations of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed above. Therefore, the proposed project would create a less than significant operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

*Operations-Related Toxic Air Contaminant Impacts on Sensitive Receptors*

As discussed in the Regional Air Quality section above, the project will not be a significant source of toxic air contaminants or fugitive VOC emissions and sensitive receptors would not be exposed to toxic sources of air pollution. Therefore, the project will not result in significant Localized Operational emissions-related impacts.

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

**Table 12 Local Operations at the Nearest Receptors**

Phase 1 On-Site Emission Source	On-Site Pollutant Emissions (pounds/day) <sup>1</sup>			
	NOx	CO	PM10	PM2.5
Area Sources <sup>2</sup>	0.00	0.00	0.00	0.00
Energy Usage <sup>3</sup>	0.27	0.23	0.02	0.02
Vehicle Emissions <sup>4</sup>	4.54	4.49	1.11	0.30
<b>Total Emissions</b>	<b>4.81</b>	<b>4.73</b>	<b>1.13</b>	<b>0.32</b>
SCAQMD Thresholds <sup>5</sup>	304	2,292	4	2
Exceeds Threshold?	No	No	No	No

Phase 2 On-Site Emission Source	On-Site Pollutant Emissions (pounds/day) <sup>1</sup>			
	NOx	CO	PM10	PM2.5
Area Sources <sup>2</sup>	4.81	26.90	0.50	0.50
Energy Usage <sup>3</sup>	1.27	0.59	0.10	0.10
Vehicle Emissions <sup>4</sup>	2.55	3.28	1.21	0.33
<b>Total Emissions</b>	<b>8.64</b>	<b>30.77</b>	<b>1.81</b>	<b>0.94</b>
SCAQMD Thresholds <sup>5</sup>	304	2,292	4	2
Exceeds Threshold?	No	No	No	No

<b>Total Onsite Emissions Phases 1 &amp; 2</b>	<b>13.45</b>	<b>35.50</b>	<b>2.94</b>	<b>1.26</b>
SCAQMD Thresholds <sup>5</sup>	304	2,292	4	2
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: *Ganddini and Associates, July 2020, Vista Santa Rosa Gateway Village Air Quality and Global Climate Change Impact Analysis; Table 9.*

Notes

1. Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 5 acres.
2. Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
3. Energy usage consists of emissions from on-site natural gas usage.
4. On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.
5. Closest receptors are the school use located adjacent to the northeast and the single-family dwelling units located adjacent to the south of the site; therefore, the 25-meter threshold was used.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? **Determination: Less Than Significant Impact.**

SCAQMD's CEQA Handbook states that an odor impact would occur if the proposed project creates an odor nuisance pursuant to SCAQMD Rule 402, which states:

*A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

*Construction-Related Odor Impacts*

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the proposed project. Diesel exhaust and VOCs would be emitted during construction of the project, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not reach an objectionable level at the nearest sensitive receptors.

*Operations-Related Odor Impacts*

Potential sources that may emit odors during the on-going operations of the proposed project would include odor emissions from diesel truck emissions and trash storage areas. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402 no significant impact related to odors would occur during the on-going operations of the proposed project.

**Mitigation:** Compliance with SCAQMD Rules during short-term construction and long-term operation as listed below. No additional mitigation measures are required.

SCAQMD Rule	Description
402	Prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance.
403	Governs emissions of fugitive dust during construction and operation activities.
403.1	Supplemental to Rule 403 requirements and shall apply only to fugitive dust sources in the Coachella Valley
445	Prohibits permanently installed wood burning devices into any new development.
481	Applies to all spray painting and spray coating operations and equipment. The rule states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:
108	Governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the South Coast Air Basin.
1113	Governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents.
1143	Governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content.
1186	Limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.
1303	Governs the permitting of re-located or new major emission sources, requiring Best Available Control Measures and setting significance limits for PM <sub>10</sub> among other pollutants.
1401	New Source Review of Toxic Air Contaminants.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1403	Specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM).				
2202	Provides employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act.				

**Monitoring:** No monitoring is required.

<b>BIOLOGICAL RESOURCES</b> Would the project:					
<b>7. Wildlife &amp; Vegetation</b>					
a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
f) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**Source(s):** Resources Assessment and CVMSHCP Consistency Analysis, Vista Santa Rosa Gateway Village, James W. Cornett, Ecological Consultants, March 2019 (EA Appendix B)

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

- a. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan? **Determination: No Impact.**

A Consistency Analysis with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) was conducted as part of the Biological Resources Assessment. The project site does not lie within, or adjacent to, a Conservation Area as shown in the CVMSHCP. Therefore, there are no CVMSHCP requirements or recommendations regarding landscape plant use, drainage modifications or other stipulations for projects adjacent to conservation areas.

- b. Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12); or
- c. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service? **Determination: Less Than Significant Impact.**

Prior to the initiation of field work, reviews of the literature and institutional records were conducted to determine the biological resources that might exist within the general area and to determine the possible occurrence of special status species. Records, collections, websites and/or staff of the University of California at Riverside Herbarium, the Boyd Deep Canyon Desert Research Center and the Coachella Valley Association of Governments were consulted for specific information regarding occurrence of sensitive or non-covered species. The California Department of Fish and Wildlife (CDFW) Natural Diversity Database (CNDDB) was also consulted.

Intensive plant and animal surveys (10 days/nights) were conducted on the project site in February and March 2019. Survey dates were in late winter and early spring when perennial and ephemeral plant species and resident vertebrate species could be detected. This period in 2019 experienced unusually cold temperatures reducing the likelihood that certain species would be detected. Cold temperatures dictate against the germination of some ephemeral plant species and the activity of reptiles and arthropods. Despite this limitation, biologists concluded that the phenomenon did not impact the findings of the report because (1) sensitive species had been recently detected at other locations in the immediate area and/or (2) there was no historical information available contradicting the findings of the current field surveys or literature review.

The site is surrounded by a variety of land uses including an elementary school to the east, residential development to the west, and date orchard and active agricultural fields on the east, north and south. Biologists observed that approximately fifteen acres of the project site has been graded in the past and is currently occupied by residences, small businesses and vegetable/nursery gardens. Seven acres have been severely disturbed by illegal dumping, foot paths and informal roadways. Very recent vehicle tracks were noted. Unleashed dogs were observed on two occasions and unrestrained cats were observed four times. Introduced exotic weed species such as tamarisk (*Tamarix ramosissima*) and Sahara mustard (*Brassica tournefortii*) were found over most of the site.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Plant Survey Results.** One native plant community was found on site, the Saltbush Scrub Community consisting of the dominant quailbrush (*Atriplex lentiformis*), alkaline goldenbush (*Isocoma acradenia*), iodine bush (*Allenrolfea occidentalis*), bush seepweed (*Suaeda moquinii*), and mesquite (*Prosopis glandulosa*). Eight acres of the project site are occupied by this community showing various degrees of disturbance.

Variations of this plant community occupy thousands of square miles of desert lands in California. The community found on site has been negatively impacted by the invasion of non-native plant species including tree tamarisk (*Tamarix aphylla*) and shrub tamarisk (*Tamarix ramosissima*).

In addition, a number of weedy species were in evidence including Russian thistle (*Salsola tragus*), nettleleaf goosefoot (*Chenopodium murale*) and horseweed (*Conyza canadensis*). The Inventory of Rare and Endangered Plants of California, published by the California Native Plant Society (2001), the *CNDDDB Special Plant List* (2018) and the *Endangered, Threatened, and Rare Plants of California* (2018) list no plants species that might conceivably occur on the project site. Additionally, a review of the information on special-status plant species provided in the California Natural Diversity Database revealed no locality information on rare plants for the project site or vicinity.

Therefore, the Biological Resources Assessment concluded that due to the high degree of disturbance of this community, development of the project site would not result in a significant unavoidable impact and no mitigation measures were identified.

### Animal Survey Results

#### Invertebrates

Three insect species known to occur within the Coachella Valley have been placed on the CDFW's *Special Animals* list: Coachella giant sand treader cricket (*Macrobaenetes valgum*), Coachella Valley Jerusalem cricket (*Stenopelmatus cahuilensis*) and Coachella Valley grasshopper (*Spaniacris deserticola*). The US Fish and Wildlife Services (USFWS) has expressed concern about a fourth insect species, Casey's June beetle (*Dinacoma caseyi*). None of these four insect species were found during the surveys reflecting the lack of suitable habitat on and near the project site. The sand treader and Jerusalem crickets are closely associated with areas of loose, windblown sand—a habitat not found on or near the project site. The Coachella Valley grasshopper is not known to occur within disturbed salt bush scrub habitats where its primary food plant does not occur. Casey's June beetle has only been encountered along the southern edge of the City of Palm Springs, nearly twenty-five miles west of the project site. Only the Casey's June beetle is currently listed as threatened or endangered (or a candidate for listing) by CDFW or USFWS.

#### Reptiles

Three reptile species were detected on site: desert spiny lizard (*Sceloporus magister*), side-blotched lizard (*Uta stansburiana*) and western whiptail (*Cnemidophorus tigris*). Effort was made to locate sign of the officially threatened desert tortoise (*Gopherus agassizi*). However, no evidence of any kind was found and no direct observations were made. The habitat of the project site is considered unsuitable for the desert tortoise because approximately 15 acres (more than half the site) had been graded in the past, approximately 7 acres had been severely disturbed by illegal dumping and the remainder of the site had been impacted by foot paths, informal roadways or off-road-vehicles. Unleashed dogs were observed on two occasions and unrestrained cats were observed four times. Introduced exotic weed species such as tamarisk (*Tamarix ramosissima*) and Sahara mustard (*Brassica tournefortii*) were also found over most of the site. In the report author's forty years of experience conducting desert tortoise

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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surveys, the species has never been found occupying a site with such intense human impacts. The desert tortoise is also not known to occupy the alkali sink community, the historical plant community that once occupied the entire site. For these reasons, it was concluded this species does not currently occur within the project site and immediate vicinity.

An effort was made to locate the Coachella Valley fringe-toed lizard (*Uma inornata*) and flattailed horned lizard (*Phrynosoma mcalli*). However, no individuals or sign off either species were found. Both require a substrate of loose, wind-blown sand, a habitat not found on or near the site boundaries.

**Birds**

Birds observed within the project boundaries included Say's phoebe (*Sayornis saya*), American kestrel (*Falco sparverius*), Brewer's blackbird (*Euphagus cyanocephalus*), Gambel's quail (*Callipepla gambelii*), house finch (*Carpodacus mexicanus*), mourning dove (*Zenaida macroura*) and introduced house sparrow (*Passer domesticus*).

La Conte's Thrasher. No observations of LeConte's thrasher (*Toxostoma lecontei*) were recorded during surveys. In the Coachella Valley this species is closely associated with golden cholla, an arborescent cactus that provides a nesting site for the thrasher. The cactus species was not found onsite and it was concluded the thrasher does not occupy the project site. LeConte's thrasher is a covered species under the CVMSHCP.

Yuma Clapper Rail. The Yuma clapper rail (*Rallus longirostris yumanensis*) is known to inhabit freshwater marsh environments in the general region of the project site. However, the absence of these environments in or near the site precluded the presence of this species. The clapper rail is officially listed as endangered by the federal government and threatened by the state government.

Burrowing Owl. An intensive survey for the burrowing owl (BUOW) was undertaken following protocols established by state and federal governments. No observations of BUOW were recorded, no burrows were found, and no other evidence of presence was located. More importantly, the habitat of the project site was found to be unsuitable for BUOW. This was a result of several factors including:

- (1) Piles of landscape debris, ornamental trees which nearly surround the property, chest-high vegetation and adjacent structures hawks and prairie falcons (note: photos of these existing conditions are included in the Biological Resources assessment (EA Appendix B). BUOW normally perch on the ground and even minor vertical elements, particularly when in close proximity as they typically are on the project site, can prevent owls from observing the approach of aerial predators. For this reason, they do not take up residence in closed environments such as the project site.
- (2) Because of the vulnerability of their burrows and potential eggs or young within, BUOW rarely take up residence in areas of intense human activity. The small size of the project site and its location immediately adjacent to a school, a small retail enterprise, two human residences, one paved road, two unpaved roads and at least two regularly used foot paths that cross the site demonstrate a high level of human activity. This activity dissuades owls from taking up residency within the site boundaries.
- (3) Unrestrained domesticated predators (dogs and cats) were observed multiple times within project site boundaries. BUOW do not take up residence on a site where they may encounter either domesticated dogs or cats, both of which are known to prey upon or harass BUOW.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- (4) No ground squirrel burrows were found within the site boundaries. BUOW require the existence of abandoned ground squirrel burrows, in California usually those of the Beechey ground squirrel (*Spermophilus beecheyi*), which they enlarge for their own use. Although one Beechey ground squirrel was observed, its burrow appeared to be offsite to the south and west. Ornithologists generally agree that BUOW cannot occupy a site without the existence of numerous abandoned burrows. Any one of these BUOW avoidance factors could be expected to prevent, or at least deter residency. Taken together they virtually guarantee that BUOW will not be present. As a sometimes-migratory species, BUOW is not functionally covered under the CVMSHCP.

Therefore, the Biological Resources Assessment concluded that the habitat for BUOW was unsuitable and no pre-construction clearance surveys for this species have been recommended.

Loggerhead Shrike. The loggerhead shrike, a state Species of Special Concern, was not observed or detected on or near the project site. The project site is considered unsuitable for shrike nesting because of past grading and other site disturbances, observations of unrestrained cats and dogs and intense human activities on and surrounding the site. The shrike is not a covered species under the CVMSHCP.

Migratory Birds. Most migratory bird species are not covered under the CVMSHCP. However, the site was not considered a significant food or shelter site for migratory bird species due to human disturbances, presence of domesticated predators and the absence of surface water resources on and adjacent to the site.

Mammals

Detected mammals included the house mouse (*Mus musculus*), desert cottontail (*Sylvilagus audubonii*), and coyote (*Canis latrans*). No individuals or evidence of the Coachella Valley round-tailed ground squirrel (*Spermophilus tereticaudus chlorus*) or Palm Springs little pocket mouse, *Perognathus longimembris bangsi*, were detected. The USFWS has expressed concern regarding the status of these species. The absence of the ground squirrel and pocket mouse on the project site undoubtedly reflects the lack of suitable habitat. These species are normally found in relatively undisturbed localities or where soils are coarser and better drained. Both species are covered under the existing CVNSHCP.

- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? **Determination: Less Than Significant Impact.**

To determine if large animal corridors existed on the project site special attention was given during site surveys to observing and identifying animal tracks. In addition, sand sifting and smoothing was done in four areas so that tracks would be more prominent and identifiable. Road kills on Monroe Street and Airport Blvd. were also monitored on all site visits.

Most of the project site is already impacted by human residences, small businesses, dumping, past grading and vehicle use. Disturbance and current uses of surrounding properties have made the site an ecological island with no movement of native terrestrial animals on and off the site. Other than invasive weed species, there are no opportunities for native plant disseminates to be dispersed on or off the site. Together, these factors make the site ecologically insignificant for the maintenance of native plants, animals and habitats in the region. Therefore, there would be a less than significant impact regarding native wildlife using the site as a corridor or nursery site.



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- e. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service; or
- f. Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? **Determination: No Impact.**

There are no naturally occurring springs, seeps, streams or other aquatic or riparian habitats within site boundaries. No blue-line streams, as depicted on United States Geological Survey topographical maps, exist within project boundaries.

- g. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? **Determination: No Impact.**

Other than the CVMSHCP, which is addressed above, the only local policies or ordinances protecting biological resources within the project area are County Ordinance No. 559 (Regulating the Removal of Trees) and the County's Oak Tree Management Guidelines. The project site does not contain oak trees. Therefore, the Riverside County Oak Tree Management Guidelines are not applicable to the Project. Ordinance No. 559 pertains to parcels or property located above 5,000 feet in elevation. Because the project site is at an approximate elevation of 50 feet below sea level, Ordinance No. 559 is also not applicable to the project site. Therefore, because the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, no impact would occur as a result of implementation of the proposed project.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

<b>CULTURAL RESOURCES</b> Would the project:				
<b>8. Historic Resources</b>				
a) Alter or destroy a historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Historical/Archaeological Resources Survey Report, Vista Santa Rosa Gateway Village Project, Thermal Area, Riverside County, California, CRM TECH, October 2018 (EA Appendix C; and Project Application Materials.

Findings of Fact:

- a. Alter or destroy a historic site; or
- b. Cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5? **Determination: Less Than Significant Impact.**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In order to determine the presence of any previously recorded historic site, CRM Tech conducted a records search at the Eastern Information Center (EIC) at the University of California, Riverside (UCR), for the project site and a one-mile radius considered the Area of Potential Effect (APE) for the project site. The complete records search results are provided within Appendix C of the Cultural Resources Assessment (Technical Appendix C to this MND). The records search including review of the following sources:

- California Historical Landmarks
- Points of Historical Interest, or Riverside County Landmarks
- California Register of Historical Resources
- California Historical Resources Inventory
- National Register of Historic Places
- Riverside County Assessor's Office
- Science Library of the University of California, Riverside and the California Desert District of the U.S. Bureau of Land Management California Desert District office (Moreno Valley)
  - U.S. General Land Office (GLO land survey plat maps dated 1856,
  - U.S. Geological Survey's (USGS) topographic maps dated 1904-1996, and
  - Aerial photographs taken in 1953-2018.

An intensive survey of the project site was conducted, including a field inspection of all buildings within the project area. The building inspection concluded that buildings appeared to be more than 45 years old and retained a reasonable level of historical characteristics.

A records search at the EIC concluded that the project site has not been the subject of any previous cultural resources assessment. However, there have been 36 other sites within a one-mile radius of the project boundary that were the subject of such assessments; two occurred adjacent to the project area along the Monroe Street right-of-way for pipeline projects. A review of these reports showed that there were a total of 23 cultural resources, including 16 historical/archaeological sites and seven isolates (localities with fewer than three artifacts) that were reported to the EIC within a one-mile radius. Seven of the sites and all of the isolates were of prehistoric—i.e., Native American—origin, concentrated mostly to the north of the project area, closer to the former shoreline of Holocene Lake Cahuilla. These are discussed further in Section 9, *Archaeological Resources*, below. Table 12, *Previously Identified Historical Resources Within the Project Vicinity*, identifies the nine known sites in the scope of the records search dated to the historic period. The nearest among these was Site 33-008129, a date palm grove that was recorded on the west side of Monroe Street and just to the southwest of the project area. The location of the site is now occupied by a part of the Palms Golf Club (SWC of Monroe Street and Airport Blvd). Since none of these sites or isolates was found within or immediately adjacent to the project area, none of them requires further consideration during the assessment of the project site for the Gateway Village project.

Historical sources (including historic maps) consulted for this study indicate that the project area remained unsettled and undeveloped until the mid-20<sup>th</sup> century. In the 1850s and around the turn of the 20<sup>th</sup> century, no man-made features were observed within or adjacent to the project area, nor was there any evidence of settlement or land development activities within a one-mile radius. At that time, the most notable features in the vicinity were a few winding roads across the sparsely settled landscape.

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

**Table 12      Previously Identified Historical Resources Within the Project Vicinity**

Primary Number	Trinomial	Description
33-008129		Date palm grove, ca. 1935
33-008684	CA-RIV-6187H	Mid-20th century refuse scatter
33-008690	CA-RIV-6188H	Mid-20th century refuse scatter
33-011007	CA-RIV-6647H	Mid-20th century refuse scatter and well
33-014359		Single-family residence, ca. 1940s
33-014360		Single-family residence, ca. 1940s
33-014940		Single-family residence, ca. 1928
33-015589		Ranch and single-family residence
33-016214		Single-family residence, ca. 1937

Source: CRM TECH, October 2018, *Historical/Archaeological Resources Survey Report, Vista Sant Rosa Gateway Village, Table 1.*

By the early 1940s, a more regular road grid had been established in the Thermal area, including Monroe Street and Avenue 56 (now Airport Blvd east of Monroe Street), lined by scattered buildings and patches of orchards, presumably date palm gardens. One of the buildings was located in the southwestern corner of the project area, where Kennedy's Store and Deli currently stands.

In the 1950s, the project area hosted at least five buildings, two on APN 764-080-004 (56400 Monroe Street; Kennedy's Store and Deli, formerly known as Kennedy's Market) and one each on APNs 764-070-002 (56180 Monroe Street), 764-070-003 (82069-82079 Airport Boulevard), and 764-080-002 (56300 Monroe Street).

Between 1956 and 1972, four more buildings were constructed on APN 764-070-003, completing the group of five modest residences currently extant at that address, and another was built on APN 764-080-003 (56302 Monroe Street), where Mountain Green Nursery is located today. Over the next 24 years, the building on APN 764-080-004 was expanded substantially to a size similar to its current footprint, while the one building on 764-080-002 was evidently replaced by a new building with a different footprint. More recently, the buildings on APNs 764-080-003 and 764-070-002 were removed in 2013-2014 and 2015-2016, respectively, leaving a total of seven buildings remaining within the project boundaries today.

*Potential Historical Resources in the Project Area*

During the field survey, a historic-period refuse scatter and a prehistoric artifact scatter were identified on APN 764-080-011, in the southeastern portion of the project site. These resources were recorded into the California Historical Resources Inventory, along with the five residences on APN 764-070-003 (82069-82079 Airport Blvd), which date to the late historic period and retain a recognizable level of historical character. The three localities, subsequently designated Sites 33-028312 (CA-RIV-12842), 33-028501 (CA-RIV-12843), and 33-028507 by the EIC are discussed further in Section 9, *Archaeological Resources*.

Of the two other buildings currently extant in the project area, the residence on APN 764-080-002 (56300 Monroe Street) is clearly modern in origin, constructed sometime between 1972 and 1996. In the southwestern corner of the project area, Kennedy's Store and Deli on APN 764-080-004 (56400 Monroe Street) dates originally to circa 1952, but has undergone extensive expansion and alteration since 1972, including the construction of a two-story addition that is entirely modern in character. As it no longer retains the potential to be considered a "historical resource," this building was noted and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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photographed but not formally recorded. The concrete slab foundation left by the demolished building on APN 764-070-002 (56180 Monroe Street) occurs without any associated historic-period artifact deposits. It demonstrates no potential to relate to the historic period or yield any data and requires no further study. The following is a summary of the resources that were considered for further evaluation.

Site 33-028312 (CA-RIV-12842): Historic-Period Refuse Scatter. This site consists of a historic-period refuse scatter of common household items spread over an approximately 75x55-foot area. Among the items are some 70 glass fragments and a large number of rusted metal fragments. One piece of sun colored amethyst glass and two bottle bases were observed among the glass shards. One of the bottle bases bears a "Owens Illinois" mark dating to the 1940-1963 period. Since there is no stippling on the base, it appears to predate 1945. The other bottle base has a partial marker's mark, "G", which could be Gayner.

Sparse scatters of domestic refuse on the ground surface are among the most common types of historic-period archaeological remains in the southern California desert regions. Typically, of unknown historical background and representing the result of isolated episodes of trash dumping, such sites demonstrate no identifiable association with any persons or events in history and little potential for any archaeological data, and 33-028313 is no exception. Therefore, Site 33-028312 does not meet the criteria for listing in the California Register, and does not qualify as a "historical resource."

Site 33-028507: Residences at 82069-82079 Airport Blvd. The proposed Gateway Village project would result in the demolition of all existing buildings on the property, including the five residences at 82069-82079 Airport Blvd. Historical sources indicate that all five residences at Site 33-028507 were constructed between 1951 and 1963. Because they stand in a tightly packed cluster on the same parcel and evidently share the same historical background, the five residences were recorded as a single site, 33-028507. All of these buildings are single-family residences of modest size, scale, and character, and are similar in style, construction method, and materials. They are all rectangularly shaped, one-story wood-frame structures with flat or gabled composition roofs and stucco walls except for one, perhaps the oldest in the group, with narrow horizontal clapboard siding. Except for some minor additions and window and door replacements, they are relatively unaltered.

Buildings and other features from the post-WWII era survive in large numbers in the Coachella Valley and throughout southern California, and generally require outstanding historical, architectural, aesthetic, or other merits to be considered for listing in the California Register. These buildings demonstrate no such merits.

Throughout the course of CRM TECH's research, no historical figures or events of recognized significance in national, State, or local history were identified in association with any of these residences. There is no evidence that any of these residences represents the work of a noted architect, designer, or builder, and their simple, utilitarian designs do not stand out as important examples of any style, type, period, region, or method of construction. Furthermore, as late-historic-period residential buildings of no particular distinction they hold little potential for any historical data. Based on these considerations, CRM TECH concluded that the buildings recorded at Site 33-028507 do not appear to meet any of the criteria for listing in the California Register of Historical Resources, and do not constitute a "historical resource."

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>9. Archaeological Resources</b>				
a) Alter or destroy an archaeological site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Source(s):** On-Site Inspection, Project Application Materials, Historical/Archaeological Resources Survey Report, Vista Santa Rosa Gateway Village Project, Thermal Area, Riverside County, California, CRM TECH, October 2018 (EA Appendix C); and Project Application Materials.

**Findings of Fact:**

- a) Alter or destroy an archaeological site?
- b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

As part of CRM TECH's Historical/Archaeological assessment, staff reviewed reports completed for other development projects sites within a one-mile radius of the project site. Table 13, *Previously Identified Archaeological Resources Within the Project Vicinity* lists 14 sites that fell within the scope of the records search conducted for Historical and Archaeological resources. Seven of the sites identified during the records search and all of the isolates were of prehistoric—i.e., Native American—origin, concentrated mostly to the north of the project area, closer to the former shoreline of Holocene Lake Cahuilla. The nearest among them to the project location was Isolate 33-009045, a chert flake found roughly 800 feet to the northwest, in an area that is now occupied by the Greg Norman Golf Club. Among the prehistoric sites, the nearest were Sites 33-011438 and 33-013757, both of them ceramic and lithic scatters recorded just within a half-mile to the north and the northeast, respectively.

In addition to archaeological resources known to occur within a one-mile radius of the project site, the field survey identified a prehistoric site within the boundary of the project site.

**Site 33-028501 (CA-RIV-12843): Prehistoric Ceramic Scatter.** This site consists of a prehistoric artifact scatter with 19 brownware sherds, including a rim sherd, and a single quartzite lithic flake. The artifacts were found on the surface over an area measuring approximately 42x20 meters, and the depth of the deposit was unknown during the field survey. The surface artifacts recorded at this site belong to the most common classes of prehistoric cultural remains found in the Coachella Valley region, and they alone do not hold a high potential for important archaeological data. However, whether the site has a subsurface component was not known during the initial field survey. At the elevation of approximately 55 feet below mean sea level, the site location was fully submerged by Holocene Lake Cahuilla until circa 1700 A.D. In general, prehistoric sites discovered well within the former lakebed do not tend to have a deep subsurface component in intact depositional context, but the possibility for additional, potentially significant archaeological features or artifacts in subsurface deposits at this site could not be ruled out without further investigation.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 13 Previously Identified Archaeological Resources Within the Project Vicinity**

Primary Number	Trinomial	Description
33-006854		Isolate: ceramic sherds
33-008682	CA-RIV-6185	Cremation <i>in situ</i> , with the associated ceramic and lithic artifacts
33-008683	CA-RIV-6186	Lithic scatter
33-008685		Isolate: ceramic sherd
33-008686		Isolate: granitic metate fragment
33-008687		Isolate: chert biface flakes
33-009043	CA-RIV-6362	Temporary camp site
33-009044		Isolate: chert flake
33-009045		Isolate: chert flake
33-011438	CA-RIV-6823	Ceramic and lithic scatters
33-013756	CA-RIV-7526	Ceramic scatter and an isolated chipped-stone artifact
33-013757	CA-RIV-7527	Ceramic and lithic scatters
33-013758	CA-RIV-7528	Ceramic and lithic scatters
33-014364		Isolate: wonderstone core

Source: CRM TECH, October 2018, *Historical/Archaeological Resources Survey Report, Vista Sant Rosa Gateway Village, Table 1.*

In summary of the research results, the qualification of Site 33-028501 as a “historical resource” could not be ascertained without further archaeological investigations, as the presence or absence of a subsurface component of the site is currently unknown. Based on these findings, CRM TECH recommended that a systematic archaeological testing and evaluation program, including subsurface excavations, should be completed at Site 33-028501 to determine the data potential—and thereby the significance—of the site.

Between November 2018 and February 2019, CRM TECH conducted a Phase II Cultural Resources Testing and Evaluation Program for Site 33-028501 (CA-RIV-12843), at APN 764-080-011. The testing program was designed to explore the extent (both horizontally and vertically) and the nature of Site 33-028501, and to use this information to determine if the site holds the potential for new, important information regarding Native American lifeways. In an effort to ascertain whether the site had intact subsurface deposits or associated artifacts, CRM TECH performed a series of standard Phase II archaeological field procedures, including a re-survey of the site and the excavation of two test units and three surface scrapes. All of the collected artifacts from both surface and subsurface contexts were transported to the CRM TECH laboratory for in-depth analysis.

Information recovered from Site 33-028501 indicated that the site was used during Late Prehistoric Period. It is known that Native people would spread out across the surrounding countryside from their villages to collect items for food, shelter, clothing, adornment, and social activities. The data from this site do not provide any new, important information regarding the people that used the area or their culture. No new, important information about the chronology, subsistence strategies, settlement patterns, technologies, or any other aspect of the culture(s) of the people that used this area was learned from the testing and evaluation program at Site 33-028501.

CEQA guidelines define the term “historical resources” to apply to any such resources listed in, or determined to be eligible for listing in, the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the lead agency (Title 14 CCR Section 15064.5(a)(1)-(3)). The criteria for listing in the California Register, are also used in the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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lead agency's discretionary action of determining which resources are "historically significant," pursuant to CEQA regulations (Title 14 CCR Section 15064.5(a)(3)). Among the four criteria provided in PRC Section 5024.1(c), Criterion D, regarding the ability and potential to yield important information for the study of prehistory or history, is generally the most pertinent to the evaluation of prehistoric archaeological sites.

Additionally, CEQA provides the definition of a "unique archaeological resource". According to PRC Section 21083.2(g), "a unique archaeological resource" mean an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria":

- (1) Contains information needed to answer important scientific research questions, and that there is a demonstrable public interest in that information;
- (2) Has a special and particular quality such as being the oldest of its type or the best available example of its type;
- (3) Is directly associated with a scientifically recognized important prehistoric or historic event or person. (PRC Section 21083.2(g))

Finally, CEQA establishes that "a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment" (PRC Section 21084.1). "Substantial adverse change," according to PRC Section 5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of an historical resource would be impaired."

Since Site 33-028501 does not meet CEQA's definition of a "historical resource," and since no other potential "historical resources" have been identified within the project area, the proposed Gateway Village project would not cause a substantial adverse change to any known significant archaeological resources. Nevertheless, the artifacts recovered from the site, the presence of other prehistoric sites in the area, and the disturbed nature of much of the ground surface on the project site, suggest the possibility that more prehistoric cultural remains may be present in subsurface deposits.

Based on these findings, CRM TECH concluded that Site 33-028501 (CA-RIV-12843) is not eligible for listing in the California Register of Historical Resources and does not meet CEQA's definition of a "historical resource." Nevertheless, given the general archaeological sensitivity of the area, CRM TECH has recommended that all earth-moving operations associated with the Vista Santa Rosa Gateway Village project be monitored by a qualified archaeologist and a Native American monitor of Cahuilla heritage. Such activities include grubbing, grading, trenching, excavations, and/or other earth-moving activities that impact undisturbed, native soils associated with the Vista Santa Rosa Gateway Village project. Mitigation measures CUL-1 through CUL-5 address the County's requirements for the implementation of a Cultural Resources Monitoring Plan (CRMP), including the presence on site of a project archaeologist and Native American monitors during all ground disturbing activities. Implementation of these mitigation measures would ensure that impacts associated with construction of the Vista Santa Rosa Gateway Village would be less than significant.

- c) Disturb any human remains, including those interred outside of formal cemeteries?  
**Determination: Less Than Significant Impact with Mitigation Incorporated.**

The project site does not contain a cemetery and no known formal cemeteries are located within the vicinity of the project site. However, because the project vicinity is known for prehistoric human

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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habitation, Human remains may be inadvertently unearthed. If human remains are unearthed during grading and construction, the construction contractor is required by law to comply with California Health and Safety Code, Section 7050.5 "Disturbance of Human Remains." Under Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours.

California Public Resources Code Section 5097.98 requires that whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. Compliance with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, any potential impacts to human remains, including human remains of Native American descent, would be less than significant. Mitigation measure CR-3 would ensure that this impact would be less than significant.

**Mitigation:**

*Archaeological Resources*

**CUL-1** Cultural Resources Monitoring Program (CRMP). Prior to issuance of grading permits, the applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A CRMP shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. This document shall be provided to the County Archaeologist for review and approval prior to issuance of the grading permit. The CRMP shall contain at a minimum the following:

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

*Cultural Sensitivity Training* - The Project Archaeologist and a representative designated by the Tribe shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; the areas to be avoided during grading activities; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event unanticipated



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the project site. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.

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

*Artifact Disposition* - the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery. The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring.

**CUL-2** Native American Monitor (also mitigation measure TCR-1). Prior to the issuance of grading permits, the developer/permit enter into an agreement with the consulting tribe(s) for a Native American Monitor. The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

**CUL-3** Ground Disturbing Activities. If during ground disturbance activities, unanticipated cultural resources are discovered, the following procedures shall be followed:

- a. All ground disturbance activities within 100 feet of the discovered cultural resource (defined as being a feature and/or three or more artifacts in close association with each other) shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource.
- b. A meeting shall be convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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c. Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

**CUL-4** Artifact Deposition. Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.

*Historic Resources* - all historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines

*Prehistoric Resources* - One of the following treatments shall be applied:

a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.

b. Curation at an Approved Curation Facility. If reburial is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains.

**CUL-5** Phase IV Monitoring Report. Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the CRMP (CUL-1).

*Discovery of Human Remains*

The following California Health and Safety Code Section 7050.5 requirement for the inadvertent discovery of human remains is included as Mitigation Measure CUL-6.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**CR-6 State Requirements for Human Remains.** If human remains are unearthed during grading and construction, the construction contractor is required by law to comply with California Health and Safety Code, Section 7050.5 "Disturbance of Human Remains." Under Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. Subsequently, the NAHC shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

**Monitoring:** Due to the area's demonstrated high sensitivity for buried cultural deposits, including possible cremations, archaeological and Native American monitors will be onsite during all grading and other earth-moving activities within the project boundaries.

**ENERGY** Would the project:

**10. Energy Impacts**

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Source(s):** Riverside County General Plan, Riverside County Climate Action Plan ("CAP"), Project Application Materials; Ganddini Group, Inc., July 2020, Vista Santa Rosa Gateway Energy Technical Memo (EA Appendix E).

**Findings of Fact:**

- a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?  
**Determination: Less Than Significant Impact.**

The Energy Analysis prepared for the Vista Santa Rosa Gateway project relies on Information from the CalEEMod 2016.3.2 Daily and Annual Outputs from the project's Air Quality and Greenhouse Gas Impact Analysis (see EA Appendix A.1). The CalEEMod outputs detail project related construction equipment, transportation energy demands, and facility energy demands.

**Construction Energy Demands**

The construction schedule is anticipated to be completed in four phases; however, per the Air Quality and Greenhouse Gas Impact Analysis construction was modeled as two phases with Phase 1 beginning January 2021 and taking approximately 16 months to complete and Phase 2 beginning after completion of Phase 1 and taking approximately 54 months to complete. Staging of construction vehicles and equipment will occur on-site.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Construction Equipment Electricity Usage Estimates**

Electrical service will be provided by the Imperial Irrigation District (IID). The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the proposed project. The typical power cost per 1,000 square feet of building construction per month is estimated to be \$2.32 (per the 2017 National Construction Estimator). Table 14, *Project Construction Power Cost and Electricity Usage*, shows the total power cost of the on-site electricity usage during the construction is estimated to be approximately \$1,250.94 for Phase 1, \$35,266.32 for Phase 2, and \$36,517.26 for the total project (Phases 1 and 2 combined).

**Table 14 Project Construction Power Cost and Electricity Usage**

Power Cost (per 1,000 square foot of building per month of construction)	Total Building Size (1,000 Square Foot) <sup>1</sup>	Construction Duration (months)	Total Project Construction Power Cost
<i>Phase 1</i>			
\$2.32	33.7	16	\$1,250.94
<i>Phase 2</i>			
\$2.32	281.5	54	\$35,266.32
<b>Total for Phases 1 &amp; 2</b>			<b>\$36,517.26</b>

Source: Ganddini Group, Inc, July 2020, *Vista Santa Rosa Gateway Energy Technical Memo, Table 3.*  
Notes:

1. Building square footage estimated per the CalEEMod default floor surface area (see Appendix B of the Vista Santa Rosa Gateway Village Air Quality and Greenhouse Gas Impact Analysis, Ganddini Group, Inc. June 2020).

**Construction Equipment Fuel Estimates**

Fuel consumed by construction equipment would be the primary energy resource expended over the course of project construction. Fuel consumed by construction equipment was evaluated with the following assumptions:

- Construction schedule of 16 months for Phase 1 and 54 months for Phase 2
- All construction equipment was assumed to run on diesel fuel
- Typical daily use of 8 hours, with some equipment operating from ~6-7 hours
- Aggregate fuel consumption rate for all equipment was estimated at 18.5 hp-hr/day (from CARB’s 2017 Emissions Factors Tables and fuel consumption rate factors as shown in Table D-21 of the Moyer Guidelines: [https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017\\_gl\\_appendix\\_d.pdf](https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf)).
- Diesel fuel would be the responsibility of the equipment operators/contractors and would be sources within the region.
- Project construction represents a “single-event” for diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources during long term operation.

Using the CalEEMod data input from the Air Quality and Greenhouse Gas Impact Analysis, the project’s construction phase would consume electricity and fossil fuels as a single energy demand, that is, once construction is completed their use would cease. CARB’s 2013 Emissions Factors tables show that on average aggregate fuel consumption (gasoline and diesel fuel) would be approximately 18.5 hp-hr-gal.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table 15, *Construction Equipment Fuel Consumption Estimates*, shows the results of the analysis of construction equipment.

As presented in Table 15, project construction activities would consume an estimated 44,774 gallons of diesel fuel during Phase 1 and 154,303 gallons of diesel fuel during Phase 2 for a total of 199,077 gallons of diesel fuel for the project (Phases 1 and 2 combined). As stated previously, project construction would represent a "single-event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

*Construction Worker Fuel Estimates*

For the Gateway Village project, it was assumed that all construction worker trips are from light duty autos (LDA) along area roadways. With respect to estimated VMT, the construction worker trips would generate an estimated 393,338 VMT during Phase 1, 5,021,929 VMT during Phase 2, and 5,415,267 VMT for the entire project (Phases 1 and 2 combined). Data regarding project related construction worker trips were based on CalEEMod 2016.3.2 model defaults.

**Table 15 Construction Equipment Fuel Consumption Estimates**

Phase	Number of Days	Off road Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumed (diesel fuel) <sup>1</sup>
<i>Phase 1</i>								
Demolition	22	Concrete/Industrial Saws	1	8	81	0.73	473	563
	22	Excavators	3	8	158	0.38	1441	1714
	22	Rubber Tired Dozers	2	8	247	0.4	1581	1880
Site Preparation	11	Rubber Tired Dozers	1	8	247	0.4	790	470
	11	Tractors/Loaders/Backhoes	2	8	97	0.37	574	341
Grading	22	Excavators	1	8	158	0.38	480	571
	22	Graders	1	8	187	0.41	613	729
	22	Rubber Tired Dozers	1	8	247	0.4	790	940
	22	Tractors/Loaders/Backhoes	3	8	97	0.37	861	1,024
Building Construction	270	Cranes	1	7	231	0.29	469	6,844
	270	Forklifts	3	8	89	0.2	427	6,235
	270	Generator Sets	1	8	84	0.74	497	7,258
	270	Tractors/Loaders/Backhoes	3	7	97	0.37	754	11,000
	270	Welders	1	8	46	0.45	166	2,417
Paving	22	Pavers	2	8	130	0.42	874	1,039
	22	Paving Equipment	2	8	132	0.36	760	904
	22	Rollers	2	8	80	0.38	486	578
Architectural Coating	22	Air Compressors	1	6	78	0.48	225	267
Phase 1 Construction Fuel Demand (gallons of diesel fuel)								44,774

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

**Table 15 Construction Equipment Fuel Consumption Estimates (continued)**

Phase	Number of Days	Off road Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumed diesel fuel) <sup>1</sup>
<i>Phase 2</i>								
Site Preparation	35	Rubber Tired Dozers	1	8	247	0.4	790	1,495
	35	Tractors/Loaders/Backhoes	3	8	97	0.37	861	1,630
Grading	93	Excavators	2	8	158	0.38	961	4,829
	93	Graders	1	8	187	0.41	613	3,083
	93	Rubber Tired Dozers	1	8	247	0.4	790	3,973
	93	Scrapers	2	8	367	0.48	2,819	14,169
	93	Tractors/Loaders/Backhoes	2	8	97	0.37	574	2,887
Building Construction	919	Cranes	1	7	231	0.29	469	23,294
	919	Forklifts	3	8	89	0.2	427	21,221
	919	Generator Sets	1	8	84	0.74	497	24,703
	919	Tractors/Loaders/Backhoes	3	7	97	0.37	754	37,440
	919	Welders	1	8	46	0.45	166	8,226
Paving	58	Pavers	2	8	130	0.42	874	2,739
	58	Paving Equipment	2	8	132	0.36	760	2,384
	58	Rollers	2	8	80	0.38	486	1,525
Architectural Coating	58	Air Compressors	1	6	78	0.48	225	704
<b>Phase 2 Construction Fuel Demand (gallons of diesel fuel)</b>								<b>154,303</b>
<b>Total Phases 1 &amp; 2 Construction Fuel Demand (gallons of diesel fuel)</b>								<b>199,077</b>

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Energy Technical Memo, Table 4.

Notes:

- Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp. (Source: [https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017\\_gl\\_appendix\\_d.pdf](https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf))

Vehicle fuel efficiencies for construction workers were estimated in the Air Quality and Greenhouse Gas Impact Analysis using information generated using CARB's EMFAC model. An aggregate fuel efficiency of 28.57 miles per gallon (mpg) was used to calculate vehicle miles traveled for construction worker trips. Table 16, *Construction Worker Fuel Consumption Estimates*, shows that an estimated 13,768 gallons of fuel would be consumed for construction worker trips during Phase 1 and 175,776 gallons of fuel would be consumed for construction worker trips during Phase 2. As shown in Table EN 3, a total of 189,544 gallons of fuel would be consumed for construction worker trips for the entire project (Phases 1 and 2 combined).

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

**Table 16 Construction Worker Fuel Consumption Estimates**

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
<i>Phase 1</i>						
Demolition	22	15	11	3630	28.57	127
Site Preparation	11	18	11	2,178	28.57	76
Grading	22	15	11	3,630	28.57	127
Building Construction	270	126	11	374,220	28.57	13,098
Paving	22	15	11	3,630	28.57	127
Architectural Coating	22	25	11	6,050	28.57	212
<b>Total Phase 1 Construction Worker Fuel Consumption</b>						<b>13,768</b>
<i>Phase 2</i>						
Site Preparation	35	18	11	6,930	28.57	243
Grading	93	20	11	20,460	28.57	716
Building Construction	919	487	11	4,923,083	28.57	172,317
Paving	58	15	11	9,570	28.57	335
Architectural Coating	58	97	11	61,886	28.57	2,166
<b>Total Phase 2 Construction Worker Fuel Consumption</b>						<b>175,776</b>
<b>Total Phases 1 &amp; 2 Construction Worker Fuel Consumption</b>						<b>189,544</b>

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Energy Technical Memo, Table 4.

Notes:

1. Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2016.3.2 defaults.

**Construction Vendor/Hauling Fuel Estimates**

Table 17, *Construction Vendor Fuel Consumption Estimates (MHD Trucks)*, and Table 18, *Construction Vendor Fuel Consumption Estimates (HHD Trucks)*, show the estimated fuel consumption for vendor and hauling during building construction and architectural coating. With respect to estimated VMT, the vendor and hauling trips would generate an estimated 74,540 VMT during Phase 1, 684,839 VMT during Phase 2, and 759,379 VMT for the entire project (Phases 1 and 2 combined). Data regarding project related construction worker trips were based on CalEEMod 2016.3.2 model defaults.

**Architectural Coatings**

For the architectural coatings it was assumed that the contractors would be responsible for bringing coatings and equipment with them in their light duty vehicles. Therefore, vendors delivering construction material or hauling debris from the site during grading would use medium to heavy duty vehicles with an average fuel consumption of 8.5 mpg.

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

**Table 17 Construction Vendor Fuel Consumption Estimates (MHD Trucks)**

Phase	Number of Days	Vendor Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons) <sup>1</sup>
<i>Phase 1</i>						
Demolition	22	0	5.4	0	8.5	0
Site Preparation	11	0	5.4	0	8.5	0
Grading	22	0	5.4	0	8.5	0
Building Construction	270	50	5.4	72,900	8.5	8,576
Paving	22	0	5.4	0	8.5	0
Architectural Coating	22	0	5.4	0	8.5	0
<b>Total Phase 1 Construction Worker Fuel Consumption</b>						<b>8,576</b>
<i>Phase 2</i>						
Site Preparation	35	0	5.4	0	8.5	0
Grading	93	0	5.4	0	8.5	0
Building Construction	919	138	5.4	684,839	8.5	80,569
Paving	58	0	5.4	0	8.5	0
Architectural Coating	58	0	5.4	0	8.5	0
<b>Total Phase 2 Construction Worker Fuel Consumption</b>						<b>80,569</b>
<b>Total Phases 1 &amp; 2 Construction Worker Fuel Consumption</b>						<b>89,146</b>

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Energy Technical Memo, Table 6.

Notes:

1. Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2016.3.2 defaults.

Tables 17 and 18 show that an estimated 8,769 gallons of fuel would be consumed for vendor and hauling trips during Phase 1 and 80,569 gallons of fuel would be consumed for vendor and hauling trips during Phase 2. As shown in Table 17 and 18, a total of 89,339 gallons of fuel would be consumed for vendor and hauling trips for the entire project (Phases 1 and 2 combined).

**Construction Energy Efficiency/Conservation Measures**

Construction equipment used over the approximately 16-month duration of Phase 1 and 54-month duration of Phase 2 would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.



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

**Table 18 Construction Vendor Fuel Consumption Estimates (HHD Trucks)**

Phase	Number of Days	Total # of Hauling Trips	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons) <sup>1</sup>
<i>Phase 1</i>						
Demolition	22	82	20	1,640	9	193
Site Preparation	11	0	20	0	9	0
Grading	22	0	20	0	9	0
Building Construction	270	0	20	0	9	0
Paving	22	0	20	0	9	0
Architectural Coating	22	0	20	0	9	0
<b>Total Phase 1 Construction Worker Fuel Consumption</b>						<b>193</b>
<i>Phase 2</i>						
Site Preparation	35	0	20	0	8.5	0
Grading	93	0	20	0	8.5	0
Building Construction	919	0	20	0	8.5	0
Paving	58	0	20	0	8.5	0
Architectural Coating	58	0	20	0	8.5	0
<b>Total Phase 2 Construction Worker Fuel Consumption</b>						<b>0</b>
<b>Total Phases 1 &amp; 2 Construction Worker Fuel Consumption</b>						<b>193</b>

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Energy Technical Memo, Table 7.

Notes:

1. Assumptions for the hauling trip length and vehicle miles traveled are consistent with CalEEMod 2016.3.2 defaults.

The project would utilize construction contractors which practice compliance with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the *Airborne Toxic Control Measure* to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with these measures would result in a more efficient use of construction-related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, and/or in response to citizen complaints.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Operational Energy Demands**

Energy consumption in support of or related to project operations includes transportation energy demands (energy consumed by employee and patron vehicles accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

**Transportation Fuel Consumption**

Using the CalEEMod output from the Air Quality and Greenhouse Gas Impact Analysis, an average trip for autos and light trucks was assumed to be 12.5 miles for both Phase 1 and Phase 2 and 3- 4-axle trucks were assumed to travel an average of 5.4 miles for both Phase 1 and Phase 2. To present a worst-case scenario, it was assumed that vehicles would operate 365 days per year rather than the more likely 253 days (excluding weekends and up to 8 holidays). Table 19, *Estimated Vehicle Operations Fuel Consumption*, shows the estimated annual fuel consumption for all classes of vehicles from autos to heavy-heavy trucks.

The proposed project would generate approximately 4,695 trips per day for Phase 1 and 3,228 trips per day for Phase 2 for a total of 7,923 trips per day. The vehicle fleet mix was used from the CalEEMod output. Table 19 shows that an estimated 1,033,101 gallons of fuel would be consumed per year during Phase 1 and 708,825 gallons of fuel would be consumed per year during Phase 2. Therefore, a total of 1,741,926 gallons of fuel would be consumed per year for the operation of the entire proposed project (Phases 1 and 2 combined).

**Facility Energy Demands (Electricity and Natural Gas)**

Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity (provided by the Imperial Irrigation District) and natural gas (provided by Southern California Gas Company). The annual natural gas and electricity demands were provided per the CalEEMod output from the Air Quality and Greenhouse Gas Impact Analysis and are provided in Table 20, *Project Mitigated Annual Operational Energy Demand Summary*.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.).

Mitigation for energy consumption during short-term construction of the project takes the form of compliance with regulations that govern equipment and vehicle operations as set forth by the SCAQMD and CARB. Compliance with these regulations reduce potential impacts to less than significant levels and no additional mitigation measures are required. Likewise, long-term operation of the Vista Santa Rosa Gateway project assume compliance with applicable sections of the California Building Code Energy Efficiency Standards (Title 24, Part 6), and the California Building Energy Efficiency Standards (Title 24, Part 11), commonly referred to as the CalGreen Code.

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

**Table 19 Estimated Vehicle Operations Fuel Consumption**

Vehicle Type <sup>1</sup>	Vehicle Mix	Number of Vehicles	Average Trip (miles) <sup>2</sup>	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
<i>Phase 1</i>							
Light Auto	Auto	2,561	12.5	32013	28.57	1120.49	408,980
Light Truck	Auto	173	12.5	2163	14.08	153.59	56,059
Light Truck	Auto	873	12.5	10913	14.08	775.04	282,888
Medium Truck	Auto	542	5.4	2927	8.5	344.33	125,680
LH Truck	2-Axle Truck	72	5.4	389	8.5	45.74	16,696
LH Truck 10,000 lbs+	2-Axle Truck	23	5.4	124	8.5	14.61	5,333
MH Truck	3-Axle Truck	82	5.4	443	5.85	75.69	27,628
HH Truck	4-Axle Truck	326	5.4	1760	5.85	300.92	109,837
Total		4,695	--	50,731	11.74	2830.41	--
<b>Total Phase 1 Annual Fuel Consumption</b>							<b>1,033,101</b>
<i>Phase 2</i>							
Light Auto	Auto	1,796	12.5	22450	28.57	785.79	286,813
Light Truck	Auto	113	12.5	1413	14.08	100.32	36,617
Light Truck	Auto	611	12.5	7638	14.08	542.44	197,989
Medium Truck	Auto	344	5.4	1858	8.5	218.54	79,768
LH Truck	2-Axle Truck	39	5.4	211	8.5	24.78	9,043
LH Truck 10,000 lbs +	2-Axle Truck	14	5.4	76	8.5	8.89	3,246
MH Truck	3-Axle Truck	56	5.4	302	5.85	51.69	18,868
HH Truck	4-Axle Truck	227	5.4	1226	5.85	209.54	76,482
Total		3,228	--	35,172	11.74	1941.99	--
<b>Total Phase 2 Annual Fuel Consumption</b>							<b>708,825</b>
<b>Total Phases 1 &amp; 2 Annual Fuel Consumption</b>							<b>1,741,926</b>

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Energy Technical Memo, Table 8.

Notes:

1. LH truck = Light Heavy Truck; MH Truck = Medium Heavy Truck; HH Heavy Heavy Truck.
2. Based on the size of the site and relative location, trips were assumed to be local rather than regional.

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

**Table 20 Project Mitigated Annual Operational Energy Demand Summary**

Land Use	Natural Gas Demand (BTU/year)	Electricity Demand (kWh/year)
<i>Phase 1</i>		
Fast-Food Restaurant with Drive-Through	650,361	113,792
Gasoline/Service Station	223,056	74,624
Pharmacy/Drugstore with Drive-Through	25,153	172,217
Regional Shopping Center	12,823	87,071
<b>Phase 1 Total</b>	<b>911,393</b>	<b>447,704</b>
<i>Phase 2</i>		
Congregate Care	1,815,120	577,748
Retirement Community	2,608,620	854,081
Supermarket	376,677	687,798
<b>Phase 2 Total</b>	<b>4,800,417</b>	<b>2,119,627</b>
<b>Phases 1 &amp; 2 Total</b>	<b>5,711,810</b>	<b>2,567,331</b>

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Energy Technical Memo, Table 9.

Notes:

1. Taken from the CalEEMod 2016.3.2 annual output (Appendix C of the Vista Santa Rosa Gateway Village Air Quality and Greenhouse Gas Impact Analysis, Ganddini Group, Inc. June 30, 2020).

b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?  
**Determination: Less Than Significant impact.**

Regarding federal transportation regulations, the project site is located in an already developed area. Access to/from the project site is from existing roads. These roads are already in place so the project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEPA because SCAG is not planning for intermodal facilities in the project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by the Imperial Irrigation District and Southern California Gas Company.

Regarding Pavley (AB 1493) regulations, an individual project does not have the ability to comply or conflict with these regulations because they are intended for agencies and their adoption of procedures and protocols for reporting and certifying GHG emission reductions from mobile sources.

Regarding the State's Renewable Energy Portfolio Standards, the project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CALGreen Standards require that new buildings reduce water consumption,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

The proposed project was also evaluated for consistency with the County's Climate Action Plan by completing the CAP screening tables where a project's design features are evaluated against a set of criteria and a point system to determine whether the project would be energy efficient. A project must accumulate at least 100 points in these screening tables in order for it to be found to be consistent with the applicable strategies of the County's CAP. As described in the County's 2019 CAP, mixed-use projects provide additional opportunities to reduce emissions by combining complementary land uses in a manner that can reduce vehicle trips and also have the potential to complement energy-efficient infrastructure in a way that reduces emissions. The project would garner 73.5 points for the residential component due in part to the requirements set forth in State's Title 24 energy standards and water use reduction standards; as well as the Applicant's commitment to installing more energy efficient HVAC equipment, higher efficiency lighting, enhanced insulation and windows, and solar panels for the Congregate Care facility (Phase 2).

According to the screening tables completed for the project, a total of 84.5 points for the non-residential component was reached using the same strategy for higher energy efficiency, but also for the installation of up to 9 EV charging stations. In total, the Vista Santa Rosa Gateway Village project garnered 168 points. Therefore, for the Gateway Village project would have less than significant individual and cumulative impact for Energy usage and would be consistent with the Riverside County CAP.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

**GEOLOGY AND SOILS** Would the project directly or indirectly:

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

**Source(s):** Riverside County General Plan Figure S-2 "Earthquake Fault Study Zones," and Figure S-3 "Petra Geosciences, March 2019, Revised Design-Phase Geotechnical Evaluation, Proposed Vista Santa Rosa Gateway Village Project, Monroe Street, Southeast of Intersection with Airport Boulevard, Assessor Parcel Numbers 764-070-001 thru 004, 764-080-001 thru 009, 011 and 012, Thermal Area, Riverside County, California.

**Findings of Fact:**

**Determination: No Impact.**

The property does not lie within a State-mandated, regulatory "Alquist-Priolo Earthquake Fault Zone", which is recently revised by the state and now called "Earthquake Fault Hazard Zone". The nearest fault is the Coachella Segment of the San Andreas Fault zone, which is approximately 7 miles

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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northeasterly from the project site, as determined from the Earthquake Fault Zone Map for the Indio Quadrangle prepared by the California Geological Survey prepared in 2015.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

**12. Liquefaction Potential Zone**

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

**Source(s):** Riverside County General Plan Figure S-3 "Generalized Liquefaction," Eastern Coachella Valley Area Plan Figure 14, "Seismic Hazards"; Petra Geosciences, March 2019, Revised Design-Phase Geotechnical Evaluation, Proposed Vista Santa Rosa Gateway Village Project, Monroe Street, Southeast of Intersection with Airport Boulevard, Assessor Parcel Numbers 764-070-001 thru 004, 764-080-001 thru 009, 011 and 012, Thermal Area, Riverside County, California.

**Findings of Fact:**

**Determination: Less Than Significant Impact with Mitigation Incorporated.**

Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface. The potential is greatest in saturated, loose, poorly graded fine sands such as those underlying the project site and vicinity.

Figure S-3 "Generalized Liquefaction", in the Riverside County General Plan Safety Element and ECVAP Figure 14, "Seismic Hazards" show the project site and surrounding unincorporated areas within the Eastern Coachella Valley are located within an area with an area of High Susceptibility for Liquefaction.

In addition, as part of the Geotechnical Evaluation of the project site (EA Appendix E), Petra Geosciences, conducted a site-specific liquefaction hazard analysis. Review of the literature on the local geology and subsurface testing at the project site show that the project site and surround areas are underlain by geologically young (late Quaternary) alluvial deposits. These soils are described as generally consisting of unconsolidated, very fine-grained sand and silty sand. In addition, borings completed during the field investigation showed that in at least one boring (B-1) groundwater was observed at an approximate depth of 43 feet below ground surface (bgs). In addition, the project geologist also reviewed relevant literature from the California Department of Water Resources (DWR) and the Coachella Valley Water District (CVWD) for historic groundwater data. These sources showed that historic groundwater levels varied considerably in the vicinity of the project site. In consideration of the data, including groundwater encountered during the field investigation, the project geologist used an historic groundwater level of 10 feet bgs for the purposes of the liquefaction analysis conducted for the project.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The subsurface investigation was performed as part of the Geotechnical Evaluation. Field exploration included the excavation of 5 borings (B-1 through B-5) ranging in approximate depths of 21 to 51 feet below ground surface (bgs) using a truck-mounted hollow-stem auger drill rig. Boring and percolation test logs, including a figure showing locations, are presented in Appendix A of the Geotechnical Evaluation report (EA Appendix E). An additional boring identified as P-1 was drilled to a depth of 5 feet as part of the infiltration rate test for the proposed stormwater system. Based on the results of the field exploration, the project site is considered to be highly susceptible to seismically induced liquefaction, which corroborates the information contained in the County's Safety Element Figure S-3. This is due primarily to the documented presence of unconsolidated granular (sandy) soils in the area and the shallow historical groundwater conditions. For this reason, a site-specific liquefaction analysis was performed to determine the extent of liquefaction potential.

From a soils engineering and engineering geologic standpoint, the project site is considered suitable for the proposed development provided that the recommendations set forth in the Geotechnical Evaluation of the site are incorporated into the design criteria and project specifications. In addition, the proposed grading and construction are not expected to affect the stability of adjoining properties in an adverse manner provided that grading and construction are performed in accordance with current standards of practice, all applicable grading ordinances, and the recommendations presented in Geotechnical Evaluation. These are provided under Mitigation below but are considered to be tentative until such time as grading and foundation plans are made available for review by the project geologist. Additional recommendations and/or modification of the recommendations may be necessary depending upon the results of grading and foundation plan review.

**Mitigation:**

**GEO-1 Remedial Grading Requirements.** Based on the conditions noted in borings conducted by Petra Geosciences, native alluvial materials at the site are subject to seismically induced and collapsible soils settlement. In an effort to limit the potential total and differential settlement to construction tolerances, near-surface soils within the site shall be over-excavated to a minimum depth of at least 5 feet below existing ground, or 3 feet below the bottom of building footings (whichever is deeper) in proposed building pad areas. In areas of proposed paved streets and sidewalks, the existing ground shall also be over excavated to a minimum depth of 5 feet below existing grades, or 3 feet below proposed subgrade elevations (whichever is deeper). The excavated material shall subsequently be replaced as engineered compacted fill as required to establish the planned finished grade elevations.

In addition, in order to avoid disturbance to existing masonry walls, fencing or other sensitive improvements located along the project boundaries, the horizontal limits of remedial grading shall be initially maintained at a distance of approximately two feet from the property boundaries, and that the temporary excavation backcuts along the property boundaries be maintained at a gradient of 1.5:1 (H:V) or flatter until competent ground is exposed.

**GEO-2** Prior to issuance of a grading permit, if the project includes any structures planned greater than 2 stories in height or with significant building loads, additional geotechnical evaluation shall be required to determine if additional recommendations for remedial grading, ground modification, or deep foundations are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**GEO-3 Subsurface Obstructions.** Buried pipelines associated with existing utility services are likely to exist within the area of proposed grading and construction. Other surface and subsurface structures may be encountered during demolition of the existing improvements and remedial grading that were not observed during the geotechnical evaluation. All structures encountered during grading within the limits of proposed grading and construction shall be removed in their entirety, and the resulting cavities backfilled as described in the Earthwork Guidelines section of this Geotechnical Evaluation (commencing on page 22 of the Geotechnical Evaluation, EA Appendix E).

**Monitoring:** Compliance with final grading plans and recommendations in the Geotechnical Evaluation (or subsequent geotechnical review of final grading plans and/or foundation plans), and the most current version of the California Building Code will ensure that impacts associated with liquefaction and/or other geotechnical impacts would be less than significant and no monitoring is required.

**13. Ground-shaking Zone**

a) Be subject to strong seismic ground shaking?

**Source(s):** Petra Geosciences, March 2019, Revised Design-Phase Geotechnical Evaluation, Proposed Vista Santa Rosa Gateway Village Project, Monroe Street, Southeast of Intersection with Airport Boulevard, Assessor Parcel Numbers 764-070-001 thru 004, 764-080-001 thru 009, 011 and 012, Thermal Area, Riverside County, California.

**Findings of Fact:**

**Determination: Less Than Significant Impact with Mitigation Incorporated.**

The project site is located in a seismically active area of southern California and will likely be subjected to strong seismically related ground shaking during the anticipated life span of the project. Structures within the site must be designed and constructed to resist the effects of strong ground motion in accordance with the current edition of the California Building Code.

**Mitigation:** Implementation of mitigation measures GEO-1 through GEO-3, and compliance with final grading plans and recommendations in the Geotechnical Evaluation (or subsequent geotechnical review of final grading plans and/or foundation plans), and the most current version of the California Building Code will ensure that impacts associated with ground shaking and/or other geotechnical impacts would be less than significant and no monitoring is required.

**Monitoring:** Compliance with final grading plans and recommendations in the Geotechnical Evaluation (or subsequent geotechnical review of final grading plans and/or foundation plans), and the most current version of the California Building Code will ensure that impacts associated with liquefaction and/or other geotechnical impacts would be less than significant and no monitoring is required.

**14. Landslide Risk**

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



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Source(s):** CVAP Figure 15, "Step Slope" and Figure 16, Slope Instability"; Petra Geosciences, March 2019, Revised Design-Phase Geotechnical Evaluation, Proposed Vista Santa Rosa Gateway Village Project, Monroe Street, Southeast of Intersection with Airport Boulevard, Assessor Parcel Numbers 764-070-001 thru 004, 764-080-001 thru 009, 011 and 012, Thermal Area, Riverside County, California.

**Findings of Fact:**

**Determination: No Impact.**

The project site is located in a relatively flat area of the Eastern Coachella Valley. Site elevations range from approximately 43 feet below mean sea level (msl) near the southwesterly property line to approximately 56 feet below msl near the southeasterly corner of the site. Surface drainage appears to be primarily internal and flows generally toward the east and southeast. ECVAP Figures 15 and 16 also show that steep slopes in the Eastern Coachella Valley are associated with the Santa Rosa mountains to the south and west (approximately 4 miles distance), the Little San Bernardino Mountains to the north and northeast (approximately 9 miles); the Orocochia Mountains to the east (approximately 9 miles). Therefore, there is no landslide risk to the project site.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

**15. Ground Subsidence**

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

**Source(s):** Riverside County General Plan Figure S-7 "Documented Subsidence Areas Map, "; Petra Geosciences, March 2019, Revised Design-Phase Geotechnical Evaluation, Proposed Vista Santa Rosa Gateway Village Project, Monroe Street, Southeast of Intersection with Airport Boulevard, Assessor Parcel Numbers 764-070-001 thru 004, 764-080-001 thru 009, 011 and 012, Thermal Area, Riverside County, California.

**Findings of Fact:**

**Determination: Less Than Significant Impact.**

Subsidence is the settlement or deformation of the land surface caused by several different conditions (including tectonic activity and petroleum production); however, it is most commonly associated with changes in groundwater levels. Long-term withdrawal of groundwater in the vicinity of the project site has lowered the water table considerably, and this has resulted in 50 or more feet of subsidence in some areas of the Coachella Valley. Although partial recovery of the settlement may be possible if the water table is recharged and if the vertical stress increases induced at the groundwater low point were not generally higher than the past pressure, most subsidence is not recoverable when the stress has increased beyond the highest past pressure.

The Geotechnical Evaluation report cites County General Plan Policy S-3.8, which requires that a geotechnical evaluation of subsidence be performed if a site lies within a documented subsidence area,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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or an area that is susceptible to subsidence as shown on Figure S-7 of that document. The project site lies within this area according to Figure S-7. As stated in the General Plan Safety Element, "differential displacement and fissures occur at or near the valley margin, and along faults. In the County of Riverside, the worst damage to structures, as a result of regional subsidence, may be expected at the valley margins."

The Geotechnical Evaluation considered this in its assessment of the subsidence hazard at the site and concluded the following:

- The project site does lie near the valley margin where differential ground subsidence from groundwater extraction could be magnified. Based on our review of published USGS reports, the site appears to be located several miles away from the edge of the deepest section of documented subsidence.
- The site does lie within the active subsidence areas as documented by Map My County version 5.6 and County EIR No. 521.
- Measured settlements in the site area from subsidence related to groundwater withdrawal has reached approximately a few 10's of mm according to data presented in the latest USGS report on this local topic.
- The probability of the estimated 0.6 inches of potential site subsidence would be across a wide area rather than any bearing capacity failure of site structures, the latter settlement amounting to approximately 0.3 inches.
- The results of consolidation tests performed as part of the Geotechnical Evaluation (Appendix B: Plate B-2 of EA Appendix E) do not substantiate any significant concerns for subsidence across this site.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**16. Other Geologic Hazards**

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

Source(s): On-site Inspection, Project Application Materials, Petra Geosciences, March 2019, Revised Design-Phase Geotechnical Evaluation, Proposed Vista Santa Rosa Gateway Village Project, Monroe Street, Southeast of Intersection with Airport Boulevard, Assessor Parcel Numbers 764-070-001 thru 004, 764-080-001 thru 009, 011 and 012, Thermal Area, Riverside County, California.

Findings of Fact: **Determination: Less Than Significant Impact.**

*Seismically-Induced Flooding*

The types of seismically induced flooding that may be considered as potential hazards to a particular site normally includes flooding due to a tsunami (seismic sea wave), a seiche, or failure of a major reservoir or other water retention structure upstream of the site. Since the project site lies a considerable distance inland from the Pacific Ocean, and since it does not lie in close proximity to an enclosed body of water (14 miles northwest of the Salton Sea), the probability of flooding from a tsunami or seiche is considered to be low. In addition, the site is not located within a designated tsunami inundation area as identified on published tsunami inundation maps.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Flooding Not Related to Seismicity**

As part of the Geotechnical Evaluation, Petra Geosciences conducted an independent review of the applicable FEMA flood insurance rate map for the area of the subject site (FEMA, 2017). This map (Map No. 06065C2263H) indicates that the project site is located within an area that is designated as "Zone X," meaning that the site is an area of minimal flooding potential. An on-site drainage and retention system has been designed for the proposed project (phases 1 and 2) that includes underground stormwater retention chambers that will capture and retain 100 percent of a 100-year storm event as required by the County of Riverside.

**Debris Flows**

The site lies within relatively flat topography and it is not located near hillside that could generate significant erosional debris during heavy rainfall. Therefore, the site should not be affected by debris flows.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

17. Slopes	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Change topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** Riv. Co. 800-Scale Slope Maps, Project Application Materials, Petra Geosciences, March 2019, Revised Design-Phase Geotechnical Evaluation, Proposed Vista Santa Rosa Gateway Village Project, Monroe Street, Southeast of Intersection with Airport Boulevard, Assessor Parcel Numbers 764-070-001 thru 004, 764-080-001 thru 009, 011 and 012, Thermal Area, Riverside County, California.

**Findings of Fact:**

- a) Change topography or ground surface relief features; or
- b) Create cut or fill slopes greater than 2:1 or higher than 10 feet? **Determination: Less Than Significant Impact.**

During clearing/grubbing, grading and excavation for utilities, temporary changes in elevation will occur as the site is over excavated and compaction will create temporary slopes that will be graded to a relatively level site with a slight change in grade for proper site drainage toward the on-site retention/infiltration basin. Upon completion of the project, the change in topography will be negligible and no slopes greater than 2:1 or higher than 10 feet would be created. Therefore, this impact is less than significant and no mitigation is required.

- c) Result in grading that affects or negates subsurface sewage disposal systems? **Determination: No Impact.**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed project will be connected to the existing sewer system located in Monroe Street and Airport Blvd. No subsurface sewage disposal system is proposed to be developed at the project site. Therefore, there is no impact and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

18. Soils	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): NCRS Custom Soil Resources Report for Riverside County Coachella Valley Area, California, Vista Santa Rosa Gateway Village, May 2020; Petra Geosciences, March 2019, Revised Design-Phase Geotechnical Evaluation, Proposed Vista Santa Rosa Gateway Village Project, Monroe Street, Southeast of Intersection with Airport Boulevard, Assessor Parcel Numbers 764-070-001 thru 004, 764-080-001 thru 009, 011 and 012, Thermal Area, Riverside County, California.

Findings of Fact:

a) Result in substantial soil erosion or the loss of topsoil? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

During grading and demolition/construction at the project site, the construction contractor is required to implement SCAQMD Rule 403.1 regarding the generation and control of fugitive dust. Rule 403.1 requires the applicant or construction contractor to develop (prior to commencement of any ground disturbing activity) and implement a fugitive dust control plan that identifies the control measures set forth in SCAQMD's Rule 403.1 Implementation Handbook that shall be utilized to control fugitive dust at the project site. These include such measures as use of a water truck periodically throughout the day to control dust, cease grading and/or construction at times when wind speeds exceed 25 miles per hour (MPH), and maintain on-site vehicle speeds at 15 mph or less. These measures would be implemented during active operations including, but not limited to, earth-moving activities, construction/demolition activities, and disturbed surface areas such as internal pathways across and around the site during grading and/or construction.

Likewise, during grading and demolition/construction at the project site, the construction contractor must develop and implement a Stormwater Pollution Prevention Plan (SWPPP) that describes the best management practices (BMPs) for the control of soil and construction-related pollutants that may runoff site during storm events or when water is used in such quantities to have the potential to runoff the project site. Such BMPs may include temporary earthen berm, wattles/socks, storm drain filters and absorbent mats. The applicant or construction contractor is required to file a Notice of intent with the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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State Water Resources Control Board who will issue a project specific waste discharge identification number (WDID). The WDID and SWPPP must be available for review by inspectors at the construction through the extent of demolition, grading and construction activities.

- b) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

A review of the NRCS Custom Soils Report for the project site showed that the majority of the project site is made up of Indio fine sandy loam (lt) consisting of fine to very fine sandy loam. The northwest corner of the project site is made up of Gilman fine sandy loam and the southwest corner of the project site is made up of Indio very fine sandy loam (lr). The parent material of each of these soil types is alluvium and they are all well drained.

In addition, the Geotechnical Evaluation indicated that expansive soils are generally not present at the project site near the surface. During the field investigation, some clayey soils were found at one location (boring B-1) at approximately 5 feet in depth. During remedial grading there is a chance that some of this material may be brought closer to the surface. Testing of finished pad soils for expansion vulnerability is recommended at the end of grading. Also, should imported soil material be required to construct the proposed pads, it is possible that expansive soils could become incorporated into onsite fills. Specifications for import soils are set forth in the Earthwork Guidelines section of the Geotechnical Evaluation Report.

Mitigation:

*Soil Erosion or Loss of Topsoil*

Compliance with SCAQMD Rule 403 and 403.1 for the control of fugitive dust during construction includes the requirement for an applicant or his/her designee to prepare and implement a fugitive dust control plan during all phases of construction. No additional mitigation measures were required per the project's Air Quality/GHG Analysis (EA Appendix A.1).

Compliance with the NPDES requirements through the preparation and implementation of a construction Stormwater Pollution Prevention Plan (SWPPP) during all phases of construction, as the requirements of a project specific Water Quality Management Plan (WQMP) will ensure that loss of soil would be less than significant.

*Expansive Soil*

Compliance with the Earthwork Guidelines set forth in the Geotechnical Evaluation (or subsequent geotechnical review of final grading plans and/or foundation plans), and the most current version of the California Building Code will ensure that impacts associated with expansive soils and/or other geotechnical impacts would be less than significant and no monitoring is required.

Monitoring: No monitoring is required.

- c) Have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water? **Determination: No Impact.**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed project will be connected to the existing sewer system located in Monroe Street and Airport Blvd. No subsurface sewage disposal system is proposed to be developed at the project site. Therefore, there is no impact and no mitigation is required.

**Mitigation:** No mitigation measures required.

**Monitoring:** No monitoring is required.

**19. Wind Erosion and Blow Sand from project either on or off site.**                       

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

**Source(s):** Riverside County General Plan Figure S-8 "Wind Erosion Susceptibility Map," Ord. No. 460, Article XV & Ord. No. 484; Ganddini Group, June 2020, Vista Santa Rosa Gateway Village Air Quality and Greenhouse Gas Analysis. Petra Geosciences, March 2019, Revised Design-Phase Geotechnical Evaluation, Proposed Vista Santa Rosa Gateway Village Project, Monroe Street, Southeast of Intersection with Airport Boulevard, Assessor Parcel Numbers 764-070-001 thru 004, 764-080-001 thru 009, 011 and 012, Thermal Area, Riverside County, California.

**Findings of Fact:**

**Determination: Less Than Significant Impact.**

According to the Riverside County General Plan Figure S-8, Wind Erosion Susceptibility Map, the project site and vicinity have a Wind Erodibility Rating of High.

Due to the somewhat loose and compressible conditions of the near surface soils, remedial grading including over excavation and recompaction is recommended for the proposed building areas. All grading shall be performed in accordance with the grading ordinance of the County of Riverside. With adherence to Ord No. 460 and Ord No. 484, impacts will be reduced to less than significant.

Ordinance No. 460 sets forth the requirements for land development in riverside County. Specifically, Article XV, Soil Erosion Control Due to Wind, Section 15.4 and 15.4 identify the requirements to control soil erosion.

**Section 15.3, Soil Erosion Control Requirements.** When a proposed land division has been determined to be subject to this article, the following requirements may be imposed as conditions of approval of the land division as a means to control soil erosion:

- A. A solid masonry wall, up to 6 feet in height;
- B. windbreak consisting of suitable trees or shrubs;
- C. A suitable ground cover which may consist of plantings, spraying, rock or other approved stabilizing materials;
- D. An irrigation system to maintain any required plantings;
- E. The formation of a homeowners association, improvement district, or management company to maintain the erosion control.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Section 15.4, Wind Erosion Control Plan.** When a proposed land division is determined to be subject to this article, the land divider shall submit a proposed wind erosion control plan at the time of the actual filing of the tentative map, and an approved control plan shall be one of the conditions of approval of the tentative map. The plans shall be reviewed as a part of the processing of the tentative map. Incorporating many of the design elements set forth in the Vista Santa Rosa Design Guidelines, the Applicant intends to provide perimeter fencing that is either vinyl ranch rail fencing along the outer edge of the multi-purpose trail, and agricultural fencing along the inner edge of the trail. Behind the agricultural fencing is a landscape berm with plantings which include trees and ground cover consistent with the requirements for erosion control. Therefore, the project's landscape plan meets the criteria for soil erosion control as set forth in Section 15.3.

Regarding the requirement in Section 15.4, the Applicant has submitted a wind erosion control plan with the tentative map for review and approval of County staff, prior to commencing with any clearing/grubbing or grading at the project site. Compliance with Ordinance 460, Article XV will ensure that soil erosion impacts would be reduced to a less than significant level and no additional mitigation measures are required.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

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

**Source(s):** Riverside County General Plan, Riverside County Climate Action Plan ("CAP"), Project Application Materials

**Findings of Fact:**

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? **Determination: Less Than Significant Impact.**

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHG), play a critical role in the Earth's radiation amount by trapping infrared radiation emitted from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), ozone, water vapor, nitrous oxide (N<sub>2</sub>O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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residential land uses. Transportation is responsible for 41 percent of the State's greenhouse gas emissions, followed by electricity generation. Emissions of CO<sub>2</sub> and nitrous oxide (NO<sub>x</sub>) are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO<sub>2</sub>, where CO<sub>2</sub> is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. The following provides a description of each of the greenhouse gases and their global warming potential.

*Greenhouse Gasses*  
*Carbon Dioxide (CO<sub>2</sub>)*

The natural production and absorption of CO<sub>2</sub> is achieved through the terrestrial biosphere and the ocean. However, humankind has altered the natural carbon cycle by burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700s. Each of these activities has increased in scale and distribution. CO<sub>2</sub> was the first GHG demonstrated to be increasing in atmospheric concentration with the first conclusive measurements being made in the last half of the 20th century. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC Fifth Assessment Report, 2014) Emissions of CO<sub>2</sub> from fossil fuel combustion and industrial processes contributed approximately 78 percent of the total GHG emissions increase from 1970 to 2010, with a similar percentage contribution for the increase during the period 2000 to 2010. Globally, economic and population growth continued to be the most important drivers of increases in CO<sub>2</sub> emissions from fossil fuel combustion. The contribution of population growth between 2000 and 2010 remained roughly identical to the previous three decades, while the contribution of economic growth has risen sharply.

*Methane (CH<sub>4</sub>)*

CH<sub>4</sub> is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO<sub>2</sub>. Its lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO<sub>2</sub>, N<sub>2</sub>O, and Chlorofluorocarbons (CFCs)). CH<sub>4</sub> has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning.

*Water Vapor*

Water vapor is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. The feedback loop in which water is involved is critically important to projecting future climate change. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to "hold" more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a "positive feedback loop". The extent to which this positive feedback loop will continue is unknown as there is also dynamics that put the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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more able to reflect incoming solar radiation (thus allowing less energy to reach the Earth's surface and heat it up).

*Nitrous Oxide (N<sub>2</sub>O)*

Concentrations of N<sub>2</sub>O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N<sub>2</sub>O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant, (i.e., in whipped cream bottles, in potato chip bags to keep chips fresh, and in rocket engines and in race cars).

*Chlorofluorocarbons (CFC)*

CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C<sub>2</sub>H<sub>6</sub>) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source, but were first synthesized in 1928. It was used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.

*Hydrofluorocarbons (HFC)*

HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF<sub>3</sub>), HFC-134a (CF<sub>3</sub>CH<sub>2</sub>F), and HFC-152a (CH<sub>3</sub>CHF<sub>2</sub>). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade for applications such as automobile air conditioners and refrigerants.

*Perfluorocarbons (PFC)*

PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF<sub>4</sub>) and hexafluoroethane (C<sub>2</sub>F<sub>6</sub>). Concentrations of CF<sub>4</sub> in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

*Sulfur Hexafluoride (SF<sub>6</sub>)*

SF<sub>6</sub> is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF<sub>6</sub> has the highest global warming potential of any gas evaluated; 23,900 times that of CO<sub>2</sub>. Concentrations in the 1990s were about 4 ppt.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

**Aerosols**

Aerosols are particles emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light. Cloud formation can also be affected by aerosols. Sulfate aerosols are emitted when fuel containing sulfur is burned. Black carbon (or soot) is emitted during biomass burning due to the incomplete combustion of fossil fuels. Particulate matter regulation has been lowering aerosol concentrations in the United States; however, global concentrations are likely increasing.

**Global Warming Potential**

The Global Warming Potential (GWP) was developed to allow comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of 1 ton of a gas will absorb over a given period of time, relative to the emissions of 1 ton of carbon dioxide (CO<sub>2</sub>). The larger the GWP, the more that a given gas warms the Earth compared to CO<sub>2</sub> over that time period. The time period usually used for GWPs is 100 years. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases (e.g., to compile a national GHG inventory), and allows policymakers to compare emissions reduction opportunities across sectors and gases. A summary of the atmospheric lifetime and the global warming potential of selected gases are summarized in Table 21, *Global Warming Potentials and Atmospheric Lifetimes*. As shown in Table 21, the global warming potential of GHGs ranges from 1 to 22,800.

Emissions of GHG from land use development projects are governed through a series of federal, State and Local (including the City of Indio) agencies' laws, rules, regulations, and plans. These are all described in detail in the project's *Air Quality, Global Climate Change and Energy Impact Analysis* (see Initial Study Appendix A.1).

**Table 21 Global Warming Potentials and Atmospheric Lifetimes**

Gas	Atmospheric Lifetime	Global Warming Potential <sup>1</sup> (100 Year Horizon)
Carbon Dioxide (CO <sub>2</sub> )	— <sup>2</sup>	1
Methane (CH <sub>4</sub> )	12	28-36
Nitrous Oxide (NO)	114	298
Hydrofluorocarbons (HFCs)	1-270	12-14,800
Perfluorocarbons (PFCs)	2,600-50,000	7,390-12,200
Nitrogen trifluoride (NF <sub>3</sub> )	740	17,200
Sulfur Hexafluoride (SF <sub>6</sub> )	3,200	22,800

Sources: Ganddini and Associates, July 2020, *Vista Santa Rosa Air Quality and Global Climate Change Impact Analysis*, Table 13.

**Notes:**

1. <http://www3.epa.gov/climatechange/ghgemissions/gases.html>
2. Compared to the same quantity of CO<sub>2</sub> emissions.
3. Carbon dioxide's lifetime is poorly defined because the gas is not destroyed over time, but instead moves among different parts of the ocean-atmosphere-land system. Some of the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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excess carbon dioxide will be absorbed quickly (for example, by the ocean surface), but some will remain in the atmosphere for thousands of years, due in part to the very slow process by which carbon is transferred to ocean sediments.

*Methodology*

The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water, and construction equipment. CalEEMod Version 2016.3.2 was used to calculate the GHG emissions from the proposed project.

Area Sources. Area sources include emissions from consumer products, landscape equipment and architectural coatings. No changes were made to the default area source emissions. Per SCAQMD Rule 1113, architectural coatings applied after January 1, 2014 must be limited to an average of 50 grams per liter or less.

Energy Usage. Energy usage includes emissions from the generation of electricity and natural gas used on-site. 2019 Title 24 energy standards for residential uses are approximately 7 percent more efficient than 2016 Title 24 standard, while 2019 Title 24 energy standards for nonresidential uses are approximately 30 percent more efficient than 2016 Title 24 standard. The defaults were adjusted to reflect compliance with 2019 Title 24 energy requirements and are shown as mitigated values. No other changes were made to the model defaults.

Mobile Sources. Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project have been analyzed by inputting the project-generated vehicular trips from the TIA into the model. The program then applies the emission factors for each trip which is provided by the EMFAC2014 model to determine the vehicular traffic pollutant emissions.

Waste. Waste includes the GHG emissions generated from the processing of waste from the proposed project as well as the GHG emissions from the waste once it is interred into a landfill. AB 341 requires that 75 percent of waste be diverted from landfills by 2020, reductions for this are shown in the mitigated CalEEMod output values. No other changes were made to the default waste parameters.

Water. Water includes the water used for the interior of the building as well as for landscaping and is based on the GHG emissions associated with the energy used to transport and filter the water. CALGreen standards require that indoor water use be reduced by 20 percent, reductions for this are shown in the mitigated CalEEMod output values. The project is also required to use water-efficient irrigation. No other changes were made to the default water usage parameters.

Construction. The construction-related GHG emissions were also included in the analysis and were based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009.

Sequestration. The analysis includes reduction of GHG emissions from the planting of approximately 382 new trees (for modeling purposes, the new trees were split evenly between Phase 1 and Phase 2). The California Air Pollution Control Officers Association (CAPCOA) states that trees sequester carbon dioxide over 20 years of their life, after that, sequestration is nominal and outweighed by tree maintenance-related emissions. The total sequestration value given in the Annual CalEEMod output was divided by 20 years to yield an annual value, which was then subtracted from the project's emissions.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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*Riverside County Climate Action Plan*

The County of Riverside's Climate Action Plan Update (CAP) was completed in November 2019. The CAP Update describes Riverside County's GHG emissions for the year 2017, projects how these emissions will increase into 2020, 2030, and 2050, and includes strategies to reduce emissions to a level consistent with the State of California's emissions reduction targets. The CAP Update set a target to reduce communitywide GHG emissions by 15 percent from 2008 levels by 2020, 49 percent by 2030, and 83 percent by 2050.

Appendix D of the CAP Update also states that project's that do not exceed the CAP's screening threshold of 3,000 MTCO<sub>2</sub>e per year are considered to have less than significant GHG emissions and are in compliance with the County's CAP. Therefore, to determine whether the project's GHG emissions are significant, this project's GHG analysis used the SCAQMD draft local agency tier 3 threshold and County of Riverside CAP screening threshold of 3,000 MTCO<sub>2</sub>e per year for all land use types. Projects that exceed emissions of 3,000 MTCO<sub>2</sub>e per year are also required to include the following efficiency measures:

- Energy efficiency matching or exceeding the Title 24 requirements in effect as of January 2017, and
- Water conservation measures that matches the California Green Building Code in effect as of January 2017.

Projects that exceed emissions of 3,000 MTCO<sub>2</sub>e per year are also required to use the CAP Update Screening Tables to evaluate a project's incorporation of GHG reduction methods. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the County's CAP Update. Consistent with CEQA Guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions. Those projects that do not garner 100 points using the Screening Tables must provide additional analysis to determine the significance of GHG emissions.

**Project Greenhouse Gas Emissions**

The results of the GHG emissions calculations are shown in Table 22, *Project-Related Greenhouse Gas Emissions*. The table shows that the total for the proposed project's emissions (without credit for any reductions from sustainable design and/or regulatory requirements) would be 3,381.59 MTCO<sub>2</sub>e per year for Phase 1, 4,905.07 MTCO<sub>2</sub>e per year for Phase 2, and 8,286.65 MTCO<sub>2</sub>e per year for the total project (Phases 1 and 2 combined). A cumulative global climate change impact would occur if the GHG emissions created from the on-going operations of the proposed project would exceed the County of Riverside CAP Update and SCAQMD draft threshold of 3,000 MTCO<sub>2</sub>e per year for all land uses. Therefore, as the emissions for Phase 1 and Phase 2 individually and the total emissions for the proposed project (Phases 1 and 2 combined) would exceed the SCAQMD draft screening threshold of 3,000 MTCO<sub>2</sub>e per year, emissions reductions are required.

The data provided in Table 23, *Project-Related GHG Emissions with Incorporation of Sustainable Design/Regulation*, shows that the project Applicant's with compliance with regulation and incorporation of sustainable design (compliance with regulation is shown as "mitigation" in the CalEEMod output), the proposed project's emissions would be reduced to 2,598.25 MTCO<sub>2</sub>e per year for Phase 1, 3,982.93 MTCO<sub>2</sub>e per year for Phase 2, and 6,581.18 MTCO<sub>2</sub>e per year for the total project (Phases 1 and 2 combined).

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

**Table 22 Project-Related Greenhouse Gas Emissions**

Phase 1 Category	Greenhouse Gas Emissions (Metric Tons/Year) <sup>1</sup>					
	Bio-CO <sub>2</sub>	NonBio-CO <sub>2</sub>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Area Sources <sup>2</sup>	0.00	0.00	0.00	0.00	0.00	0.00
Energy Usage <sup>3</sup>	0.00	340.71	340.71	0.01	0.00	341.60
Mobile Sources <sup>4</sup>	0.00	2,933.52	2,933.52	0.24	0.00	2,939.59
Waste <sup>5</sup>	18.83	0.00	18.83	1.11	0.00	46.65
Water <sup>6</sup>	0.84	27.60	28.45	0.09	0.00	31.27
Construction <sup>7</sup>	0.00	22.37	22.37	0.00	0.00	22.47
<b>Total Emissions</b>	<b>19.67</b>	<b>3,324.20</b>	<b>3,343.88</b>	<b>1.45</b>	<b>0.00</b>	<b>3,381.59</b>
<b>SCAQMD Draft Threshold</b>						<b>3,000</b>
<b>Exceeds Threshold?</b>						<b>Yes</b>
Area Sources <sup>2</sup>	0.00	218.47	218.47	0.01	0.00	219.83
Energy Usage <sup>3</sup>	0.00	1,551.77	1,551.77	0.03	0.01	1,555.90
Mobile Sources <sup>4</sup>	0.00	2,556.21	2,556.21	0.14	0.00	2,559.62
Waste <sup>5</sup>	63.52	0.00	63.52	3.75	0.00	157.37
Water <sup>6</sup>	7.06	247.36	254.43	0.73	0.02	278.17
Construction <sup>7</sup>	0.00	133.79	133.79	0.02	0.00	134.18
<b>Total Emissions</b>	<b>70.58</b>	<b>4,707.61</b>	<b>4,778.19</b>	<b>4.68</b>	<b>0.03</b>	<b>4,905.07</b>
<b>SCAQMD Draft Threshold</b>						<b>3,000</b>
<b>Exceeds Threshold?</b>						<b>Yes</b>
<b>Total for Phase 1 and Phase 2</b>						<b>8,286.65</b>
<b>SCAQMD Threshold</b>						<b>3,000</b>
<b>Exceeds Threshold?</b>						<b>Yes</b>

Sources: Ganddini and Associates, July 2020, Vista Santa Rosa Air Quality and Global Climate Change Impact Analysis, Table 14.

**Notes**

1. Source: CalEEMod Version 2016.3.2 for Opening Year of 2022 for Phase 1 and 2026 for Phase 2.
2. Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
3. Energy usage consist of GHG emissions from electricity and natural gas usage
4. Mobile sources consist of GHG emissions from vehicles.
5. Solid waste includes the CO<sub>2</sub> and CH<sub>4</sub> emissions created from the solid waste placed in landfills.
6. Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
7. Construction GHG emissions CO<sub>2</sub>e based on a 30 year amortization rate.

The reduction comes from incorporation of the following CAPCOA-based reduction measures and regulatory compliance: utilizing low-flow fixtures that would reduce indoor water demand by 20 percent per CALGreen Standards, recycling programs that reduces waste to landfills by a minimum of 75 percent (per AB 341), utilizing Energy Star appliances, utilizing water-efficient irrigation systems, and compliance with SCAQMD Rule 1113 for architectural coatings; and incorporation of the CAPCOA-based land use and site enhancement reduction measures: LUT-1 Increased Density, LUT-4 Improve Destination Accessibility, and SDT-1 Improve Pedestrian Network.

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

**Table 23 Project-Related GHG Emissions with Incorporation of Sustainable Design/ Regulation**

Phase 1 Category	Greenhouse Gas Emissions (Metric Tons/Year) <sup>1</sup>					
	Bio-CO2	NonBio-CO2	CO2	CH4	N2O	CO2e
Area Sources <sup>2</sup>	0.00	0.00	0.00	0.00	0.00	0.00
Energy Usage <sup>3</sup>	0.00	306.72	306.72	0.01	0.00	307.52
Mobile Sources <sup>4</sup>	0.00	2,231.20	2,231.20	0.22	0.00	2,236.80
Waste <sup>5</sup>	4.71	0.00	4.71	0.28	0.00	11.66
Water <sup>6</sup>	0.67	23.61	24.29	0.07	0.00	26.55
Construction <sup>7</sup>	0.00	22.37	22.37	0.00	0.00	22.47
Sequestration <sup>8</sup>						-6.76
<b>Total Emissions</b>	<b>5.38</b>	<b>2,583.91</b>	<b>2,589.30</b>	<b>0.58</b>	<b>0.00</b>	<b>2,598.25</b>
<b>SCAQMD Draft Threshold</b>						<b>3,000</b>
<b>Exceeds Threshold?</b>						<b>No</b>
Phase 2 Category	Greenhouse Gas Emissions (Metric Tons/Year) <sup>1</sup>					
	Bio-CO2	NonBio-CO2	CO2	CH4	N2O	CO2e
Area Sources <sup>2</sup>	0.00	218.47	218.47	0.01	0.00	219.83
Energy Usage <sup>3</sup>	0.00	1,478.07	1,478.07	0.03	0.01	1,482.01
Mobile Sources <sup>4</sup>	0.00	1,872.73	1,872.73	0.12	0.00	1,875.71
Waste <sup>5</sup>	15.88	0.00	15.88	0.94	0.00	39.34
Water <sup>6</sup>	5.65	213.93	219.59	0.59	0.01	238.61
Construction <sup>7</sup>	0.00	133.79	133.79	0.02	0.00	134.18
Sequestration <sup>8</sup>						-6.76
<b>Total Emissions</b>	<b>21.53</b>	<b>3,917.00</b>	<b>3,938.53</b>	<b>1.70</b>	<b>0.03</b>	<b>3,982.93</b>
<b>SCAQMD Draft Threshold</b>						<b>3,000</b>
<b>Exceeds Threshold?</b>						<b>Yes</b>
<b>Total for Phase 1 and Phase 2</b>						<b>6,581.18</b>
<b>SCAQMD Threshold</b>						<b>3,000</b>
<b>Exceeds Threshold?</b>						<b>Yes</b>

Sources: Ganddini and Associates, July 2020, Vista Santa Rosa Air Quality and Global Climate Change Impact Analysis, Table 15.

**Notes**

1. Source: CalEEMod Version 2016.3.2 for Opening Year of 2022 for Phase 1 and 2026 for Phase 2.
2. Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
3. Energy usage consist of GHG emissions from electricity and natural gas usage
4. Mobile sources consist of GHG emissions from vehicles.
5. Solid waste includes the CO<sub>2</sub> and CH<sub>4</sub> emissions created from the solid waste placed in landfills.
6. Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
7. Construction GHG emissions CO<sub>2</sub>e based on a 30 year amortization rate.
8. CO<sub>2</sub> sequestration from the planting of ~191 trees per each Phase (135.2280/20 years [trees' lifetime])

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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However, even with incorporation of regulatory compliance and credit for reductions due to CAPCOA location-based efficiency measures, as shown in Table 16, Phase 2 individually and the total proposed project (Phases 1 and 2 combined) would still exceed the Riverside County CAP and SCAQMD draft screening threshold of 3,000 MTCO<sub>2e</sub> per year for all land uses. Per the County's CAP, projects that exceed emissions of 3,000 MTCO<sub>2e</sub> per year are also required to use Screening Tables. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the County's CAP Update. Consistent with CEQA Guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.

The Gateway Village project was evaluated using the CAP Screening Tables to determine what project components would qualify to receive points. The completed screening tables are included in EA Appendix A as Appendix A.2. The project was evaluated in two parts: (1) Screening Table for GHG Implementation Measures for Residential Development; and (2) Screening Table for GHG Implementation Measures for Commercial Development and Public Facilities. The proposed Vista Santa Rosa Gateway Village is a mixed use project. As described in the County's 2019 CAP, mixed-use projects provide additional opportunities to reduce emissions by combining complementary land uses in a manner that can reduce vehicle trips and also have the potential to complement energy-efficient infrastructure in a way that reduces emissions. Therefore, for the proposed mixed-use project, both Table 1 and Table 2 were filled out with points assigned proportionally identical to the proportioning of the mix of uses, and the total between the two tables must equal or exceed 100 points in order to be consistent with the reduction quantities in the County's CAP Update and would be considered less than significant for GHG emissions. Where items in the two tables were common between the two land use types, the point values were split 50/50 between the two land use types. For example, both land use types would be developed with Modestly Enhanced Windows (0.4 U-Factor, 0.32 SHGC), for a total of 3 points, with 1.5 points assigned to each land use type. The Screening Tables completed for the proposed Vista Santa Rosa Gateway Village project show a total of 168 points with 73.5 points associated to the residential component and 84.5 points associated with the commercial component of the project.

The project would garner 73.5 points for the residential component due in part to the requirements set forth in State's Title 24 energy standards and water use reduction standards; as well as the Applicant's commitment to requiring the installation of more energy efficient HVAC equipment, higher efficiency lighting, enhanced insulation and windows, and solar panels for the Congregate Care facility (Phase 2).

The project would garner 84.5 points for the non-residential component using the same strategy for higher energy efficiency, but also for the installation of up to 9 EV charging stations. Therefore, for the Gateway Village project would have less than significant individual and cumulative impact for GHG emissions and be consistent with the Riverside County CAP. Thus, the proposed project would not create a significant cumulative impact to global climate change.

- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? **Determination: Less Than Significant Impact.**

The proposed project would have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. As stated previously, the County of Riverside has a Climate Action Plan; therefore, the project and its GHG emissions have been compared to the goals of the County of Riverside CAP Update.

According to the County's CAP Update, projects that do not exceed emissions of 3,000 MTCO<sub>2e</sub> per year are also required to include the following efficiency measures:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Energy efficiency matching or exceeding the Title 24 requirements in effect as of January 2017, and
- Water conservation measures that matches the California Green Building Code in effect as of January 2017.

According to the CAP Screening Tables completed for the project, both the residential and non-residential components of the project would garner 168 points. Therefore, as the project would comply with the goals of the County of Riverside CAP, the project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**HAZARDS AND HAZARDOUS MATERIALS** Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>21. Hazards and Hazardous Materials</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** Project Application Materials, Riverside County Department of Environmental Health website, Department of Toxic Substances Control, Envirostor Database, accessed June 15, 2020, <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=5680+Monroe+Street+Thermal>; State Water Resources Control Board Geotracker Database, accessed June 15, 2020, <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=56180+Monroe+Street+Thermal>; and CDA Environmental Services, November 2018, Monroe Street Parcels SEC Monroe Street and Airport Boulevard Vista Santa Rosa, CA 92274 Phase I Environmental Site Assessment.

**Findings of Fact:**

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? **Determination: Less Than Significant Impact.**

*Construction*

Construction activities associated with development of a mix of commercial and senior living uses on project site include clearing/grubbing, grading, trenching, or other ground disturbing activities. Construction activities would require the transport, use, and disposal of hazardous materials including gasoline, diesel fuel, hydraulic fluids, and other similarly related materials; generally, in support of heavy equipment (e.g., dozers, excavators, tractors). In addition, other materials such as paints, adhesives, solvents, and other substances typically used in construction may also be used on-site during construction. Improper use, storage, or transport of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction projects, and there would be no greater risk for improper handling, transport, or spills associated with the proposed project than would occur on any other similar construction site.

Prior to commencement of any earthmoving activities at the project site, the Applicant or construction contractor is required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and file a Notice of Intent (NOI) with the State Water Quality Control Board, who will issue a unique Waste Discharge Identification (WDID) number for the project. The SWPPP and WDID must be kept at the project site and available for inspection by the County's inspectors during all phases of construction. Compliance with the terms of the SWPPP in the form of implementation of Best Management Practices (BMPs) for the control of pollutants and the prevention of the release of hazardous materials would ensure that this impact would be less than significant and no additional mitigation measures are required.

*Operation*

During long-term operation of commercial uses at the project site, most of the uses (pharmacy, fast food restaurant, small shops) are not anticipated to transport, use or dispose of hazardous materials. Likewise, the use of hazardous materials during long term operation of the congregate facility would be minimal consisting of household cleaning products as well as oxygen tanks. Therefore, this impact would be less than significant.

During long-term operation of the gas station, transport, filling the underground storage tanks, and dispensing of petroleum products (gasoline and diesel fuel) are a routine occurrence which is not anticipated to be any different than how these products are handled at other locations. Likewise, a car wash handles wastewater that includes soap, car wax, dirt and grease, that must be transported off site for disposal at a permitted landfill. These types of uses are subject to a number of regulations by agencies including the SCAQMD (permit to construct/permit to operate).

In addition, the California Environmental Protection Agency (CalEPA) oversees the statewide implementation of a Unified Program with 81 certified local agencies, known as Certified Unified Program Agencies (CUPAs). These agencies apply regulatory standards established by the Governor's Office of Emergency Services (Cal OES), the Department of Toxic Substances Control (DTSC), the Office of the State Fire Marshal (OSFM), the State Water Resources Control Board (State Water Board), and CalEPA. At the local level, the Riverside County Department of Environmental health is the CUPA for Riverside County and is responsible for administering hazardous materials programs within the County. For the proposed project these include the Underground Storage Tank (UST) program,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Hazardous Materials Business Plan Program, and the California Accidental Release Program (CalARP).

The County's Hazardous Materials Management Branch (HMMB) regulates and oversees the inspections of constructions, repairs, upgrades, system operation and removal of underground storage tank (UST) systems. A permit to operate a UST system is required per California Code of Regulations Title 23, Division 3, Chapter 16, California Health and Safety Code Section (25280 – 25299.8) and Riverside County Ordinance 617. These regulations mandate the testing and frequent inspections of the UST facilities.

In addition, the owner/operator of the gas station will be required to prepare and implements a Hazardous Materials Business Plan (HMBP) that includes an inventory of all hazardous materials on-site. The information from the HMBP, including an inventory of chemicals used at the site must be made available to first responders in the County for emergency response activities. The chemical inventory and HMBP must be reported electronically to the California Environmental Reporting System (CERS), the only approved method for submitting required information to the Riverside County Department of Environmental Health.

Compliance with all requirements of the State and County agencies for the operation of the gas station and car wash will ensure that this impact would be less than significant and no additional mitigation measures are required.

- c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan? **Determination: Less Than Significant Impact.**

The project site is located at the southeast corner of Monroe Street and Airport Blvd. As part of project approval the project includes roadway improvements along both streets to install curb/gutter, center medians, and a multi-purpose trail system along the outer boundary of the project site along these major streets.

Applicant of the proposed project will be required to design, construct, and maintain structures, roadways, and facilities that comply with applicable County, regional, state and/or federal requirements related to emergency access and evacuation plans. Construction activities which may temporarily restrict vehicular traffic will be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles. This will ensure that the proposed project will not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan and reduce any impact to less than significant.

- d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school? **Determination: Less than Significant Impact.**

The project site is located adjacent on the east and south to the Coachella Valley Unified School District's (CVUSD) Westside Elementary School. Generally, a neighborhood shopping center would include uses such as a grocery store, drug store, small specialty shops and restaurants; and occasionally, a gas station is included. The proposed project includes a gas station at corner of Airport Blvd and Monroe Street, approximately 500 feet west of the elementary school. Gas stations emit benzene, a known human carcinogen and are subject to SCAQMD Rule 461- Gasoline Transfer and Dispensing. Rule 461 applies to "the transfer of gasoline from any tank truck, trailer, or railroad tank

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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car into any stationary storage tank or mobile fueler, and from any stationary storage tank or mobile fueler into any mobile fueler or motor vehicle fuel tank.” Therefore, Rule 461 applies to the gas station proposed for the Vista Santa Rosa Gateway Center.

As described in Section 21(b) above, development and operation of a gas station is a highly regulated land use. In addition to compliance with the regulations discussed above, the owner/operator of the new gas station is also required to obtain a Permit to Construct (Rule 201) and Permit to Operate (Rule 203) from SCAQMD prior to commencing operation of the facility. This will ensure that the gas station is constructed and operated in compliance with all State and County rules, regulations and ordinances, and that hazardous emissions would be controlled over the life of the project, and no additional mitigation measures have been identified.

- e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? **Determination: No Impact.**

A search of the Department of Toxic Substances Control (DTSC) Envirostor website showed that there are no hazardous waste facilities or sites at the project site or within a 1,000-foot radius. This database is used by DTSC to track cleanup; and permit, enforce and investigate hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further.

In addition, a search of the State Water Resources Control Board Geotracker Database also showed that neither the project site or any site within a 1,000-foot radius was identified that would impact, or have the potential to impact, water quality (particularly groundwater quality) in the State. GeoTracker includes records for sites that require cleanup, including sites with underground storage tanks.

A Phase I Environmental Site Assessment (ESA) was completed for the project site in October 2018. The ESA found that there were regulated materials including small amounts of pesticides, herbicides and related nursery chemicals and solvents stored at the nursery located on site. There was also a 500 gallon above ground commercial propane tank at Kennedy’s market that was previously used for propane sales. There did not appear to be any “buried solid waste” or otherwise unauthorized fill on the project site.

There were two (2) listings in the Riverside County environmental database - Riverside County Disclosure List (RCDL). This database contains the listing of permitted facilities in the County that handle hazardous materials and is maintained by the Riverside County Department of Environmental Health. Note: the Kennedy Grocery listed herein, is located on the project site in unincorporated Riverside County and not within the City of La Quinta.

1. Sprint Nextel (CA5656) (cell tower located on APN 764-080-003)  
56302 Monroe Street  
Thermal, CA 92274
2. Kennedy Grocery (above ground propane tank and propane sales located on 764-080-004).  
56400 Monroe Street  
La Quinta, CA 92253

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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No violations or enforcement actions were noted. The history of uses and business activity on the project site is well-documented from several sources including long-time property owners and business operators, previous environmental site assessments, historical aerial photographs and records.

In summary, and in accordance with EPA's Standards and Practices for All Appropriate Inquiries (40 CFR part 312), and the American Society for Testing and Materials (ASTM) Standard E-1527-13, Standard Practice for Environmental Site Assessments, the Phase I ESA found no evidence of potential liabilities or environmental impairment resulting from leaking underground storage tanks, release of hazardous materials and/or toxic contaminants on any properties within the immediate vicinity. The Regulatory Records Search did identify properties with contamination issues and other environmental listings within a 1/8-mile, 1/4 mile and 1/2 mile radius of the project site, however, these would appear to have no impact on the project site.

The project site has no recognized environmental conditions which would include the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment." The term is not intended to include de minimis conditions that generally do not present a threat to human health or the environment and that generally would not be the target of an enforcement action if brought to the attention of the appropriate governmental agencies.

The conclusion of the Phase I ESA was that further environmental study or investigation of the project site is necessary with the exception of the following: *"Asbestos is not considered to be a concern at the Target Property. When demolition permits are sought for the structures a formal asbestos survey will be required by the County Building Department."*

Therefore, compliance with the County's Building Department regarding the completion of an asbestos survey prior to demolition of buildings at the project site will ensure that there are no constraints on the project site that would adversely impact development.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Source(s):** Riverside County General Plan Figure S-20 "Airport Locations," Riverside County Eastern Coachella Valley Area Plan Figures 4 and 5, and Table 4.

**Findings of Fact:**

- a) Result in an inconsistency with an Airport Master Plan; or
- b) Require review by the Airport Land Use Commission? **Determination: No Impact.**

The Gateway Village project site is located approximately 3.5 miles northwest of the Jacqueline Cochran Airport, formerly known as Thermal Airport or Desert Resorts Regional Airport and operated by the County of Riverside. As shown on Figure 4 of the Eastern Coachella Valley Area Plan, the project site lies outside the airport's area of influence. The westerly most boundary of Zone E, the least restrictive zone where a project would be subject to review under the Airport Land Use Compatibility Criteria for Riverside County (ECVAP Table 4) is located along Jackson Street east of the project site. Therefore, the project is not subject to a determination of consistency with the Airport Master Plan or Airport Land Use Compatibility Plan and would not require review by the Riverside County Airport Land Use Commission.

- c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? **Determination: No Impact.**

The Gateway Village project site is located approximately 3.5 miles northwest of the Jacqueline Cochran Regional Airport outside its area of influence. Therefore, there would be no impact resulting from the proximity of the project to any Airport Master Plan associated with this airport.

- 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? **Determination: No Impact.**

The project is not located within the vicinity of a private airstrip, or heliport and would not result in a safety hazard for people residing or working in the project area. Therefore, there would be no impact.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

**HYDROLOGY AND WATER QUALITY** Would the project:

23. Water Quality Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Source(s):** Riverside County General Plan Figure S-9 "Special Flood Hazard Areas," Figure S-10 "Dam Failure Inundation Zone," Eastern Coachella Valley Area Plan Figure 12; Christiansen & Company, September 2019, Hydrology Study for Vista Santa Rosa Gateway Village; and Christiansen & Company, September 2019, Final Project Specific Water Quality Management Plan for Vista Santa Rosa Gateway Village.

**Findings of Fact:**

- a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? **Determination: Less Than Significant Impact.**

The proposed development area (without the parcel containing the Kennedy Market) was the subject of a Hydrology Study and Final Water Quality Management Plan (WQMP). The remaining parcel was not included as no ground disturbance is proposed in that area at this time. At such time as this parcel (Phase 4) is proposed, that applicant would be required to provide the County with a project specific Hydrology Study and WQMP that addresses that parcel's existing hydrology and drainage and proposed site specific drainage plan and WQMP.

**Construction Impacts**

Urban runoff has been identified as one of the principal causes of water quality impacts in most urban areas, because it could potentially contain a variety of pollutants such as litter and debris, bacteria and viruses, oil and grease, sediments, nutrients, metals, and toxic chemicals. Violations of water quality standards or waste discharge requirements, or degradation of water quality can result in potentially significant impacts to water quality and result in environmental damage to downstream water courses such as the Whitewater River. Pollutants transported in stormwater runoff most likely to occur during onsite construction would be in the form of sediment loss created from erosion due to soil disturbance, and from stormwater mixing with construction materials. However, because the State has adopted strict regulations for the control and release of stormwater from a project site, under the federal National Pollutant Elimination Discharge System (NPDES) permit, the Applicant or construction contractor will be responsible for preparing a Construction SWPPP that must be implemented throughout the project

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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construction period. The SWPPP must describe Best Management Practices (BMPs) for the control and treatment of runoff from the project site for the following:

- Soil Stabilization (erosion control);
- Sediment Control;
- Tracking Control;
- Wind Erosion Control;
- Construction Site Management;
- Non-Stormwater control; and
- Waste Management and Materials Pollution Control.

The SWPPP must be designed to prevent construction related pollutants from discharge of erosional sediments offsite. To comply with the NPDES permit, the Applicant is required to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) who will issue a Waste Discharge identification Number (WDID). A copy of the SWPPP prepared by a Qualified SWPPP Developer (QSD) and implemented by a Qualified SWPPP Practitioner (QSP), along with a copy of the NOI and WDID must be maintained and updated at the project site and available for review during the entirety of the construction period.

*Operational Impacts*

The County of Riverside requires that each site be responsible for controlling its own hydrology and drainage in compliance with the Riverside County Flood Control and Water Conservation District (RCFC&WCD) which requires all sites to retain stormwater flows on site and treat stormwater in accordance with an approved Water Quality Management Plan (WQMP) that incorporates Low Impact Development (LID) BMPs. As described in the project's Hydrology Report, increased storm water runoff associated with the creation of impervious surfaces (parking lots and buildings) will be controlled by installation of underground chambers designed to have a storage capacity based on the BMP Design Capture Volume established through the project's Hydrology Study. BMPs will be designed, constructed and maintained through the implementation of a site-specific WQMP for each phase of the project. The WQMP will continue to be implemented and updated as needed, throughout the life of the project.

The entire developed area must have 100 percent containment of the 100-year storm event as required by the County of Riverside. Stormwater Containment would be through two separate Contech 96-inch diameter CMP (galvanized epoxy coated) Underground Stormwater Retention Chambers. The design of the project's drainage system includes the use of graded swales, gutters, catch basins and underground stormwater retention located in the proposed parking lots in phases 1 and 2. Phases 3 and 4 will required similar facilities to be designed at such time as future projects in these phases are proposed. All flows would be collected in a series of gutters, (2 feet x 3 feet NDS Diagonal Grate Inlets and 12-inch, 18-inch and 24-inch ADS polyethylene pipes. The Underground Storage Chambers will be designed to contain 100 percent of the 100 year storm event.

Compliance with the requirements of the site specific SWPPP during construction, and with the WQMP during the life of the project, for each phase, would ensure that impacts associated with the proposed project on hydrology and drainage would be less than significant and no mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? **Determination: Less Than Significant Impact.**

Currently, much of the project site is not covered with buildings or pavement and the proposed project would result in a decrease in the amount of pervious surface in the area. However, the size of the site at approximately 27 acres is not of such a size to substantially decrease the amount of water that percolates and recharges the groundwater basin. The proposed project includes the implementation of a WQMP for Phases 1 and 2 (approximately 14.66 acres), with the area located in Phases 3 and 4 (approximately 12.39 acres) to be developed at a later date. Each phase will be developed so that 100 percent of post-development stormwater is captured and contained on site. The drainage/retention system has been designed to contain 100 percent of the 100-year storm event as required by the County of Riverside. The WQMP identifies two locations for underground stormwater retention chambers: (1) under the parking lot in Phase 1 between the fast food restaurant and the pharmacy building; and (2) under the parking lot in Phase 2 along the south side of the congregate care building. The Applicant intends to provide similar stormwater capture/water quality treatment facilities for phases 3 and 4. At such time as land uses in these phases are proposed, the Applicant is required to prepare a WQMP for this portion of the project site. Therefore, on-going during the life of the project, stormwater that currently falls on the project site would continue but would be captured, conveyed, treated, then allowed to percolate. Thus, under post-development conditions, there would be a less than significant impact to groundwater recharge and would not substantially impede sustainable groundwater management of the basin.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces? **Determination: Less Than Significant Impact.**

Topography on the project site allows drainage to flow toward the center of the site in a northwest to southeast direction. What doesn't percolate on site leaves the site near the southeast corner onto undeveloped agriculture land. There is no defined drainage course or "blue-line" stream on the project site. Therefore, grading the site and developing buildings and parking lots and the creation of a storm drain system to capture stormwater and convey it to underground stormwater retention chambers would not adversely affect or substantially alter the course of a stream or river.

- d) Result in substantial erosion or siltation on-site or off-site? **Determination: Less Than Significant Impact.**

During all construction phases (e.g. grading/excavation, installation of underground infrastructure, construction of buildings, paving and landscaping), the construction contractors will be responsible for the implementation of an approved SWPPP. BMPs for the control of erosion and siltation on site as set forth in the SWPPP would ensure that impacts would be minimal on site, and no erosion or siltation would occur off-site related to the project.

- e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site? **Determination: Less Than Significant Impact.**

The addition of impervious surfaces on site would create increased surface runoff; however, proposed BMPs, underground stormwater retention chambers, prohibitions of practices, maintenance procedures, and other management practices will prevent on or offsite flooding that could be caused by



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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implementation of the project. Development of the site would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site.

Also see response to 23.b and 23.c above.

- f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? **Determination: Less Than Significant Impact.**

Under post construction conditions, the project owners/operators will be responsible for the implementation of BMPs to address the pollutants of concern that may potentially be generated from proposed land uses, as outlined in the project's WQMP for each phase. BMPs may include treatment requirements, operating procedures and practices to control site runoff, spillage or leaks, trash/waste disposal, or drainage from any outdoor storage areas. Therefore, implementation of the 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 polluted runoff.

- g) Impede or redirect flood flows? **Determination: Less Than Significant Impact.**

The project site is not located within a flood hazard area, as mapped on a Federal Flood Hazard Boundary, Flood Insurance Rate Map or other flood hazard delineation map, including the Eastern Coachella Valley Area Plan Figure 12. Therefore, the project would not impede or redirect flows within a 100-year flood hazard area. Impacts resulting from project implementation would be less than significant.

- h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation? **Determination: No Impact.**

The project site is not located in a flood hazard, tsunami, or seiche zone, and therefore, there would be no risk of the release of pollutants due to project inundation. No impact is anticipated to occur.

- i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? **Determination: Less Than Significant Impact.**

Proper implementation of project BMP's will ensure that the project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impact will be less than significant. Also see responses to 23.b and 23.c above.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**LAND USE/PLANNING** Would the project:

**24. Land Use**

- a) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** Riverside County General Plan, Eastern Coachella Valley Area Plan (ECVAP), ECVAP Figure 3, Figure 4 and Table 1, Project Application Materials.

Findings of Fact:

- a) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?  
**Determination: Less Than Significant Impact.**

The project site is approximately 27 acres located at the southeast corner of Monroe Street and Airport Blvd (Avenue 56) in the unincorporated community of Vista Santa Rosa. Figure 2 shows the project site and vicinity. The project site is located in the unincorporated community of Vista Santa Rosa, a large portion of which is also located within the Sphere of Influence of the City of La Quinta adjacent to the west of Monroe Street.

The proposed project includes the following entitlements: (1) General Plan Amendment from the current Agriculture General Plan Foundation Component and Agriculture land use designation to a Community Development General Plan Foundation Component with a Mixed Use Area (MUA) land use designation; (2) Zone Change on 12 parcels from the current Light Agriculture - 20-acre lot minimum (A-1-20) and Commercial Retail (C-R) zoning classifications, to a Mixed Use (MU) zoning classification; (3) Tentative Parcel Map No. 37801 to create 7 new parcels (not including the parcel containing the Kennedy Market); and (4) Conditional Use Permit to allow alcohol sales on the proposed commercial portions of the project site. Table 24, *Existing and Proposed Land Use Designations*, shows details on existing conditions and the proposed project.

Development of the project site would be generally governed by the Eastern Coachella Valley Area Plan (ECVAP) and incorporating many of the design elements set forth in the Vista Santa Rosa Design Guidelines. The ECVAP describes the Vista Santa Rosa community as follows:

*Vista Santa Rosa is a special community where country club and residential development interface with agricultural and rural, equestrian oriented lifestyles. In order to ensure that the community develops in a harmonious manner that protects and enhances its value to area residents and landowners and Riverside County, the County of Riverside has begun the preparation of a detailed Vista Santa Rosa community land use plan that will be incorporated into the Eastern Coachella Valley Area Plan. The area is an important producer of date crops. Rural Residential and Rural Community uses are also prevalent, with an emphasis on equestrian lifestyles.*

The County has not yet completed a detailed land use plan with community development policies. In addition, the project site is not currently located within the Vista Santa Rosa Policy Area as shown on ECVAP Figure 4, Overlays and Policy Areas. The Policy Area is generally located four miles southeast of the project site on the north and south sides of Avenue 62 between Jackson and Van Buren Streets. Therefore, Vista Santa Rosa policies would not apply to the proposed project.

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

**Table 24 Existing and Proposed Land Use Designations**

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR)	Notes
<i>Existing Conditions</i>			
Agriculture	Agriculture (AG)	10 ac min.	Agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses.  One single-family residence allowed per 10 acres except as otherwise specified by a policy or an overlay.
<i>Proposed Project</i>			
Community Development	Mixed-Use Area	0.20 - 0.35 FAR	The MUA land use designation is applied to areas outside of ECVAP designated Community Centers. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned.

Source: ECVAP Table 1.

Although the existing County Foundation Component is Agriculture, the project site is located in a Community Development Overlay - identifying 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 project site and vicinity, east of Monroe Street is located within a Community Development Overlay District as shown on ECVAP Figure 4. This Overlay District is applied to areas outside of Community Centers (e.g. Thermal and Oasis) but that could be developed with a mix of uses other than what is allowed in the underlying land use designation. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses may be planned. The Community Development Overlay District designation allows community development land use designations to be applied through General Plan Amendments within specified areas including within the Agriculture Foundation Component areas.

The Eastern Coachella Valley Area Plan Policy ECVAP 1.1 sets forth the County's intent to prepare a detailed Vista Santa Rosa community land use plan that will be incorporated into the ECVAP. This land use plan will include community development policies that will "provide for a harmonious blend of country club, residential, commercial, rural, agricultural, and equestrian uses and community facilities in this area, and promote unifying community themes through signs, landscaping, scale of development, and trail and road facilities, etc. for the community."

The combination of the Community Development Overlay and the County's intent to develop a land use plan to guide the development of a mix of land uses within the Vista Santa Rosa community presents an opportunity for the development of such a project as the Vista Santa Rosa Gateway Village project. With a Community Development Overlay designation, the County is acknowledging that development of non-agricultural uses is inevitable, especially since the west side of Monroe Street in the City of La Quinta is developed with a number of residential neighborhoods.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project site and immediate vicinity is within the sphere of influence of the City of La Quinta. The City has designated the majority of this portion of its sphere for Low Density Residential and the Vista Santa Rosa Gateway Village project site as General Commercial.

The Applicant is requesting a general plan amendment and zone change from the County to allow a mix of uses to be developed on the site including a small commercial site and Senior Oriented Living (Congregate Care). The Applicant's intention for the Vista Santa Rosa Gateway Village is to create the look and feel of a transition from the golf course/residential land uses on the west side of Monroe Street in La Quinta into the more agrarian area that is Vista Santa Rosa. The building materials, landscape materials and fencing will immediately give the motorist, bicyclist, equestrian and/or pedestrian the sense that they have transitioned into a more rural/equestrian area.

Therefore, the proposed General Plan Amendment and Zone Change to create the Vista Santa Rosa Gateway Village project would be consistent with the County's intent as set forth in the ECVAP, to allow the development of a mix of land uses on the project site and vicinity.

b) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? **Determination: No Impact.**

The project site is located in an area of the Vista Santa Rosa community that is generally defined by agricultural uses as shown in Figure 3 of the ECVAP. There are five existing residences on site that will be demolished as part of the proposed project, however, this number of residences does not constitute an established community. Therefore, there is no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

MINERAL RESOURCES	Would the project:			
<b>25. Mineral Resources</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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) Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact:

a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State? **Determination: No Impact.**

According to the Riverside County General Plan Figure OS-6, *Mineral Resources Area*, the project site is located in a Mineral Resource Zone (MRZ) where no significant mineral deposits are known to occur

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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(MRZ-1). Therefore, development of the proposed Vista Santa Rosa Gateway project would have no impact on known mineral resources.

- 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? **Determination: No Impact.**

According to the Riverside County General Plan Figure OS-6, *Mineral Resources Area*, the project site is located in a Mineral Resource Zone (MRZ) where no significant mineral deposits are known to occur (MRZ-1). Therefore, development of the proposed Vista Santa Rosa Gateway project would have no result in the loss of availability of a locally important mineral resource recovery site.

- c) Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines? **Determination: No Impact.**

There are no proposed, existing or abandoned quarries or mines located at or in the vicinity of the project site. Therefore, there would be no impact associated with the development of the proposed Vista Santa Rosa Gateway project.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**NOISE** Would the project result in:

**26. Airport Noise**

a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?

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

Source(s): Riverside County Eastern Coachella Valley Area Plan Figures 4 and 5.

Findings of Fact:

- a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels? **Determination: No Impact.**

The Gateway Village project site is located approximately 3.5 miles west of the Jacqueline Cochran Airport, formerly known as Thermal Airport or Desert Resorts Regional Airport and operated by the County of Riverside. As shown on Figure 4 of the Eastern Coachella Valley Area Plan, the project site lies outside the airport's area of influence. The westerly most boundary of Airport Compatibility Zone E, the least restrictive zone where a project would be subject to review under the Airport Land Use Compatibility Criteria for Riverside County (ECVAP Table 4) is located along Jackson Street east of the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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project site. Therefore, people residing or working in the project area would not be exposed to excessive noise levels.

b) For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? **Determination: No Impact.**

The Gateway Village project site is located approximately 3.5 miles northwest of the Jacqueline Cochran Regional Airport outside its area of influence; and there are no private airstrips located nearby. Therefore, there would be no impact resulting from the proximity of the project to any private airstrip.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**27. Noise Effects by the Project**

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?

b) Generation of excessive ground-borne vibration or ground-borne noise levels?

**Source(s):** Riverside County General Plan, Table N-1 ("Land Use Compatibility for Community Noise Exposure"), Project Application Materials

Findings of Fact:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written as dB(A) or dBA.

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on whether the source is a point or line source as well as ground absorption, atmospheric effects and refraction, and shielding by natural and manmade features. Sound from point sources, such as air conditioning condensers, radiates uniformly outward as it travels away from the source in a spherical pattern. The noise drop-off rate associated with this geometric spreading is 6 dBA per each doubling of the distance (dBA/DD). Noise from roadways are typically analyzed as line sources, since at any given moment the receiver may be impacted by noise from multiple vehicles at various locations along the roadway. Because of the geometry of a line source, the noise drop-off rate associated with the geometric spreading of a line source is 3 dBA/DD.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Average noise levels over a period of minutes or hours are usually expressed as dBA Leq, or the equivalent noise level for that period of time. For example, Leq<sup>(3)</sup> would represent a 3-hour average. When no period is specified, a one-hour average is assumed.

Noise standards for land use compatibility are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (DNL). Table 25, *County of Riverside Land Use Compatibility for Community Noise Exposure*, presents the County's CNEL levels. CNEL is a 24-hour weighted average measure of community noise that is obtained by adding five decibels to sound levels in the evening (7:00 PM to 10:00 PM), and by adding ten decibels to sound levels at night (10:00 PM to 7:00 AM). This weighting accounts for the increased human sensitivity to noise during the evening and nighttime hours. DNL is a very similar 24-hour average measure that weights only the nighttime hours.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA; that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice (half) as loud.


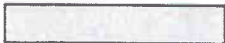


**Table 25 County of Riverside Land Use Compatibility for Community Noise Exposure**

Land Use	Community Noise Exposure dBA CNEL or Ldn					
	55	60	65	70	75	80
Residential- Low Density, Single Family, Duplex, Mobile Homes						
Residential- Multiple Family						
Transient Lodging- Motels, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arenas, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Office Buildings, Businesses, Commercial and Professional				
Industrial, Manufacturing, Utilities, Agriculture				

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

**Notes:**

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

**Existing Land Uses and Sensitive Receptors**

The project site is bounded by Airport Boulevard and Westside Elementary School to the north, Monroe Street to the west, vacant land to the south, and agricultural land to the east. Sensitive land uses that may be affected by project noise include Westside Elementary School located adjacent to the northeast corner of the project site, the four single-family detached residential dwelling units located adjacent to the south along Otymar Lane, the single-family detached residential dwelling units located as close as approximately 80 feet west (across Monroe Street) and approximately 375 feet northwest (across Monroe Street and Airport Boulevard intersection).

**Ambient Noise Measurements**

In order to document existing ambient noise levels in the project area, five (5) 10-minute daytime noise measurements were taken between 3:31 PM and 5:18 PM on February 28, 2019. In addition, one (1) long-term 24-hour noise measurement was also taken from February 28, 2019 to March 1, 2019.

Five short-term noise measurements (STNM) were taken in the following locations: (STNM-1) near the northwest corner of the project site, immediately south of the intersection of Monroe Street and Airport Blvd; (STNM-2) at the agricultural site along the north side of across Airport Blvd across from the proposed driveway between the project site and the elementary school; (STNM-3) on the south side of Airport Blvd near the entrance to the elementary school; (STNM-4) within the project site just south of the elementary school; and (STNM-5) on the vacant agricultural site south of the project site along Monroe Street. In addition, one long-term noise measurement (LTNM-1) was taken on the east side of



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monroe Street in the Phase I portion of the site, across from the existing residential neighborhood along the west side of Monroe Street.

Table 26, *Short-Term Noise Measurement Summary (dBA)*, provides a summary of the data collected for existing conditions. As shown in Table 26 short-term ambient noise levels fell between 49.5 and 69.6 dBA Leq. Table 27, *Long-Term Noise Measurement Summary (dBA)*, provides hourly interval ambient noise data from the long-term noise measurement with noise levels ranging from 39.1 to 61.8 dBA Leq. The dominant noise sources for both types of measurements were from vehicles traveling along Monroe Street and Airport Blvd, and children playing at the nearby elementary school.

**Table 26 Short-Term Noise Measurements Summary (dBA)**

Daytime <sup>1,2</sup>								
Site Location	Time Started	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)
STNM1	4:22 PM	64.1	76.8	46.4	72.4	69.3	64.4	58.7
STNM2	4:47 PM	69.6	82.3	41.0	77.8	75.5	70.0	61.3
STNM3	5:08 PM	62.5	72.8	44.0	69.5	67.3	64.1	58.9
STNM4	3:56 PM	49.5	60.4	42.8	54.3	52.3	50.5	48.4
STNM5	3:31 PM	64.4	76.0	43.1	71.9	69.3	65.9	59.6

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Noise Analysis, Table 1.

Notes:

1. See Figure 5 for noise measurement locations. Each noise measurement was performed over a 10-minute duration
2. Noise measurements performed on February 28, 2019.

**Table 27 Long-Term Noise Measurement Summary (dBA)**

24-Hour Ambient Noise <sup>1,2</sup>								
Hourly Measurements	Time Started	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)
<b>Overall Summary</b>	7:00 PM	57.3	91.7	27.0	65.7	62.3	56.4	48.1
1	7:00 PM	53.5	74.5	36.0	62.9	58.9	49.3	45.1
2	8:00 PM	50.8	66.7	31.5	61.7	55.4	46.9	43.3
3	9:00 PM	50.5	66.3	31.1	60.9	55.7	45.8	41.1
4	10:00 PM	49.2	67.3	30.9	60.5	52.6	44.0	39.5
5	11:00 PM	45.2	64.4	29.3	56.4	45.8	39.0	34.6
6	12:00 AM	47.3	70.7	28.1	56.7	44.2	36.0	32.5
7	1:00 AM	39.1	62.6	29.3	44.5	39.3	34.4	33.1
8	2:00 AM	42.3	63.6	27.3	51.6	40.8	34.3	31.6
9	3:00 AM	44.9	67.9	27.0	54.7	41.6	34.9	31.8
10	4:00 AM	46.9	64.9	27.0	58.7	47.8	41.9	37.6
11	5:00 AM	54.0	73.7	34.0	63.9	58.7	50.6	45.5

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

**Table 27 Long-Term Noise Measurement Summary (dBA) (continued)**

24-Hour Ambient Noise <sup>1,2</sup>								
Hourly Measurements	Time Started	Leq	Lmax	Lmin	L(2)	L(8)	L(26)	L(50)
12	6:00 AM	60.5	88.4	40.7	66.7	63.5	58.9	52.9
13	7:00 AM	59.3	75.9	43.2	66.4	63.6	60.1	55.0
14	8:00 AM	61.8	91.7	42.6	66.7	64.1	61.0	56.7
15	9:00 AM	59.8	72.6	42.0	67.4	64.2	61.0	56.2
16	10:00 AM	60.5	74.3	40.2	68.5	64.9	61.2	56.8
17	11:00 AM	60.3	76.7	38.9	68.2	64.7	61.1	56.2
18	12:00 PM	58.6	76.4	36.8	66.2	63.0	59.4	52.8
19	1:00 PM	59.9	78.5	39.8	67.4	63.8	60.4	55.7
20	2:00 PM	59.2	73.2	39.2	66.4	63.5	60.4	56.0
21	3:00 PM	59.1	73.2	40.0	66.5	63.6	60.3	55.4
22	4:00 PM	59.7	75.9	40.1	67.5	64.3	60.7	54.2
23	5:00 PM	57.6	73.1	37.7	65.6	62.6	57.8	51.5
24	6:00 PM	54.9	71.1	36.0	63.6	60.4	53.0	48.6

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Noise Analysis, Table 2.

Notes:

1. See Figure 5 for noise measurement locations. Each noise measurement was performed over a 10-minute duration
2. Noise measurements performed on February 28, 2019.

**Construction Noise**

Construction noise sources are regulated within the County through Ordinance 847 which prohibits construction activities except between the hours of 6:00 AM and 6:00 PM during the months of June through September and between the hours of 7:00 AM and 6:00 PM during the months of October through May.

The County of Riverside has not adopted a numerical threshold that identifies what a substantial increase would be. Therefore, the Noise Study relied on the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment (2006) criteria to establish significance thresholds. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA Leq averaged over an 8-hour period (Leq (8-hr)); and the nighttime noise threshold is 70 dBA Leq (8-hr). For commercial uses, the daytime and nighttime noise threshold is 85 dBA Leq (8-hr). In compliance with the County's Code, it was assumed that construction would not occur during the noise-sensitive nighttime hours.

The elementary school adjacent to the northeast corner of the project site, the four residences located adjacent to the south, the single-family neighborhood located as close as approximately 80 feet west (across Monroe Street) and approximately 375 feet northwest (across Monroe Street and Airport Blvd intersection) of the project site may be temporarily affected by short-term noise impacts associated with

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the transport of workers, the movement of construction materials to and from the project site, ground clearing, excavation, grading, and building activities. Construction and demolition noise will vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work.

The construction phases for the proposed project were evaluated as follows:

- Phase 1
  - Demolition
  - Site preparation
  - Building Construction
  - Paving
  - Architectural Coating
  - Site Preparation
  
- Phase 2
  - Building Construction
  - Paving
  - Architectural Coating

Construction noise associated with the proposed project was calculated utilizing methodology presented in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the project site. Distances to receptors were based on the acoustical center of the proposed construction activity. Construction noise levels were calculated for each phase. Anticipated noise levels during each construction phase for Phase 1 of the proposed project are presented in Table 28, *Phase 1 Construction Noise Levels (Leq)*, and for Phase 2 of the proposed project are presented in Table 29, *Phase 2 Construction Noise Levels (Leq)*.

A comparison of existing noise levels and existing plus project construction noise levels are presented in Tables 28 and 29. For Phase 1 of construction, noise measurement location STNM-33 was used to represent noise levels at the property line of the school use located adjacent to the northeast, STNM-5 was used to represent noise levels at the property lines of the residential uses located adjacent to the south, and STNM-1 was used to represent noise levels at the property lines of the residential uses located to the west and northwest of the project site. During Phase 1 of construction, modeled unmitigated construction noise levels when combined with existing measured noise levels could reach 72.6 dBA Leq at the nearest school property line at the northeast, up to 68 dBA Leq at the nearest residential property line to the south, up to 71.2 dBA Leq at the nearest residential property line to the west, and up to 67.7 dBA Leq at the nearest residential property line to the northwest of the project site.

For Phase 2 of construction, noise measurement location STNM-4 was used to represent noise levels at the property line of the school use located adjacent to the northeast, STNM-5 was used to represent noise levels at the property lines of the residential uses located adjacent to the south, and STNM-1 was used to represent noise levels at the property lines of the residential uses located to the west and northwest of the project site. During Phase 2 of construction, modeled unmitigated construction noise levels when combined with existing measured noise levels could reach 72.1 dBA Leq at the nearest school property line at the northeast, up to 77.5 dBA Leq at the nearest residential property line to the south, up to 67.2 dBA Leq at the nearest residential property line to the west, and up to 65.1 dBA Leq at the nearest residential property line to the northwest of the project site.

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

**Table 28 Phase 1 Construction Noise Levels (Leq)**

Phase	Receptor Location	Existing Ambient Noise Levels (Leq) <sup>1</sup>	Unmitigated Construction Noise Levels (Leq) <sup>2</sup>	Combined Noise Levels (Leq) <sup>2</sup>	Increase (dB)
Demolition	Northeast	62.5	69.8	70.5	8.0
	South	64.4	65.5	68.0	3.6
	West	64.1	67.1	68.9	4.8
	Northwest	64.1	59.6	65.4	1.3
Site Preparation	Northeast	62.5	69.0	69.9	7.4
	South	64.4	60.2	65.8	1.4
	West	64.1	67.1	68.9	4.8
	Northwest	64.1	62.0	66.2	2.1
Grading	Northeast	62.5	72.2	72.6	10.1
	South	64.4	63.4	66.9	2.5
	West	64.1	70.3	71.2	7.1
	Northwest	64.1	65.2	67.7	3.6
Building Construction	Northeast	62.5	70.0	70.7	8.2
	South	64.4	61.2	66.1	1.7
	West	64.1	68.0	69.5	5.4
	Northwest	64.1	63.0	66.6	2.5
Paving	Northeast	62.5	67.2	68.5	6.0
	South	64.4	58.4	65.4	1.0
	West	64.1	65.3	67.8	3.7
	Northwest	64.1	60.3	65.6	1.5
Architectural Coating	Northeast	62.5	59.9	64.4	1.9
	South	64.4	51.1	64.6	0.2
	West	64.1	58.0	65.1	1.0
	Northwest	64.1	52.9	64.4	0.3

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Noise Analysis, Table 6.

Notes:

1. Per measured existing ambient noise levels. STNM3 was used for receptors at the northeast, STNM5 for receptors to the south, and STNM1 for receptors to the west and northwest.
2. Construction noise worksheets are provided in Appendix D of the Noise Study (Initial Study Appendix H).

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

**Table 29 Phase 2 Construction Noise Levels (Leq)**

Phase	Receptor Location	Existing Ambient Noise Levels (Leq) <sup>1</sup>	Unmitigated Construction Noise Levels (Leq) <sup>2</sup>	Combined Noise Levels (Leq) <sup>2</sup>	Increase (dB)
Site Preparation	Northeast	49.5	70.8	70.8	21.3
	South	64.4	75.9	76.2	11.8
	West	64.1	63.0	66.6	2.5
	Northwest	64.1	57.1	64.9	0.8
Grading	Northeast	49.5	72.1	72.1	22.6
	South	64.4	77.3	77.5	13.1
	West	64.1	64.3	67.2	3.1
	Northwest	64.1	58.4	65.1	1.0
Building Construction	Northeast	49.5	70.5	70.5	21.0
	South	64.4	75.7	76.0	11.6
	West	64.1	62.7	66.5	2.4
	Northwest	64.1	56.9	64.9	0.8
Paving	Northeast	49.5	67.8	67.9	18.4
	South	64.4	73.0	73.6	9.2
	West	64.1	60.0	65.5	1.4
	Northwest	64.1	54.1	64.5	0.4
Architectural Coating	Northeast	49.5	60.5	60.8	11.3
	South	64.4	65.7	68.1	3.7
	West	64.1	52.7	64.4	0.3
	Northwest	64.1	46.8	64.2	0.1

Source Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Noise Analysis, Table 7.

Notes:

1. Per measured existing ambient noise levels. STNM-4 was used for receptors at the northeast, STNM-5 for receptors to the south, and STNM-1 for receptors to the west and northwest.
2. Construction noise worksheets are provided in Appendix D of the Noise Study (Initial Study Appendix H).

As discussed earlier, construction noise sources are regulated within the County through Ordinance 847 which prohibits construction activities other than between the hours of 6:00 AM to 6:00 PM during the months of June through September and between the hours of 7:00 AM and 6:00 PM during the months of October through May. In addition, per FTA daytime construction noise levels should not exceed 80 dBA Leq for an 8-hour period at residential uses and 85 dBA Leq for an 8-hour period at commercial uses. Therefore, project construction would not be anticipated to exceed the FTA thresholds for either residential or commercial uses. Further, with compliance with the County's Code, it is assumed that construction would not occur during the noise-sensitive nighttime hours.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Impacts associated with construction noise will be minimized with adherence to County Ordinance No. 847, as well as with the implementation of the mitigation measures N-1 through N-8 identified in the Mitigation Measure section below. These measures include properly operating and maintaining construction equipment consistent with manufacturer standards; locate stationary construction equipment so that noise is directed away from sensitive receptors; no idling of equipment or vehicles; locate staging areas away from sensitive receptors; when using portable stationary noise sources (e.g jackhammers) direct noise away from sensitive receptors; prohibit music or sound amplification on the project site during construction; and limit haul ruck deliveries to the same hours specified for construction equipment.

*Noise Impacts to Off-Site Receptors Due to Project Generated Trips*

The Traffic Impact Analysis (TIA) prepared for the Gateway Village project (Appendix J.1) concluded that during operation, Phase 1 of the proposed project is expected to generate approximately 4,695 net average daily trips, with 445 trips during the AM peak-hour and 359 trips during the PM peak-hour, and Project Buildout (Phases 1 and 2) of the proposed project is expected to generate approximately 7,923 average daily trips, with 643 trips during the AM peak-hour and 644 trips during the PM peak-hour. A worst-case project generated traffic noise level was modeled and traffic noise levels were calculated at the right of way from the centerline of the analyzed roadway. The modeling is theoretical and does not take into account any existing barriers, structures, and/or topographical features that may further reduce noise levels. Therefore, the levels are shown for comparative purposes only to show the difference in with and without project conditions. Roadway input parameters including average daily traffic volumes (ADTs), speeds, and vehicle distribution data is shown in Table 30, *Project Average Daily Traffic Volumes and Roadway Parameters*. The potential off-site noise impacts caused by an increase of traffic from operation of the proposed project on the nearby roadways were calculated for the following scenarios:

*Existing Year (without Project):* Existing year traffic noise conditions and is demonstrated in Table 30.

*Existing Year (With Project Phase 1):* Existing year plus project phase 1 traffic noise conditions and is demonstrated in Table 30.

*Existing Year (With Project Buildout):* Existing year plus project buildout traffic noise conditions and is demonstrated in Table 30.

**Table 30 Project Average Daily Traffic Volumes and Roadway Parameters**

Roadway	Segment	Average Daily Traffic Volume <sup>1</sup>			Posted Travel Speed (MPH)	Site Conditions
		Existing	Existing Plus Project Phase 1	Existing Plus Project Buildout		
Madison St	North of Ave 54	5,400	5,630	5,800	50	Hard
	Ave 54 to Airport Blvd	10,600	11,070	11,390	50	Hard
	Airport Blvd to Ave 58	7,600	8,070	8,390	50	Hard
	South of Ave 58	3,400	3,630	3,800	50	Hard
Monroe St	North of Ave 54	5,900	6,130	6,300	50	Hard
	Ave 54 to Airport Blvd	4,200	4,900	5,390	50	Hard
	South of Airport Blvd	3,000	4,880	6,640	50	Hard

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

**Table 30 Project Average Daily Traffic Volumes and Roadway Parameters (continued)**

Roadway	Segment	Average Daily Traffic Volume <sup>1</sup>			Posted Travel Speed (MPH)	Site Conditions
		Existing	Existing Plus Project Phase 1	Existing Plus Project Buildout		
	North of Ave 58	3,000	4,520	6,230	50	Hard
	South of Ave 58	2,200	2,430	2,600	50	Hard
Jackson St	North of Airport Blvd	4,000	4,230	4,400	55	Hard
	South of Airport Blvd	2,300	2,530	2,700	55	Hard
Desert Cactus Dr	South of Airport Blvd	1,200	1,200	1,200	45	Hard
Ave 54	West of Madison St	5900	6,130	6,300	55	Hard
	Madison St to Monroe St	4600	4,840	5,000	55	Hard
	Monroe St to Jackson St	5500	5,730	5,900	55	Hard
Airport Blvd	Madison St to Monroe St	3500	4,670	5,480	50	Hard
	East of Monroe St	3700	4,640	5,720	55	Hard
	West of Jackson St	3700	5,820	7,270	55	Hard
	Jackson St to Van Buren St	3900	5,550	6,670	55	Hard
	Grapefruit Blvd to Desert Cactus Dr	6200	7,610	8,580	30	Hard
	Between to SR-86 Ramps	6100	6,810	7,290	30	Hard
	East of SR-86 Ramps	5000	5,000	5,000	30	Hard
Ave 58	West of Madison St	1400	1,630	1,800	50	Hard
	Madison St to Monroe St	2000	2,230	2,400	50	Hard
	Monroe St to Jackson St	1700	1,930	2,100	50	Hard
<b>Vehicle Distribution (Light Mix)<sup>2</sup></b>						
<b>Motor-Vehicle Type</b>	<b>Daytime % (7 AM - 7 PM)</b>	<b>Evening % (7 PM - 10 PM)</b>		<b>Night % (10 PM - 7 AM)</b>		
Automobiles	75.56	13.96		10.49		
Medium Trucks	48.91	2.17		48.91		
Heavy Trucks	47.30	5.41		47.30		
<b>Vehicle Distribution (Heavy Mix)<sup>2</sup></b>						
<b>Motor-Vehicle Type</b>	<b>Daytime % (7 AM - 7 PM)</b>	<b>Evening % (7 PM - 10 PM)</b>		<b>Night % (10 PM - 7 AM)</b>		
Automobiles	75.54	14.02		10.43		
Medium Trucks	48.00	2.00		50.00		
Heavy Trucks	48.00	2.00		50.00		

Source Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Noise Analysis, Table 8.

**Notes:**

1. Average daily traffic volumes obtained from the Vista Santa Rosa Gateway Village TIA (Appendix J.1).
2. Existing vehicle percentages are based on the Riverside County Industrial Hygiene Letter for Traffic Noise.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As shown in Table 31, *Change in Existing Noise Levels Along Roadways as a Result of Project Phase 1 (dBA CNEL)*, and Table 32, *Change in Existing Noise Levels Along Roadways as a Result of Project Buildout (dBA CNEL)*, modeled Existing traffic noise levels range between 61-73 dBA CNEL at the right-of-way of each modeled roadway segment; the modeled Existing Plus Project Phase 1 traffic noise levels range between 61-73 dBA CNEL at the right-of-way of each modeled roadway segment; and the modeled Existing Plus Project Buildout traffic noise levels range between 61-73 dBA CNEL at the right-of-way of each modeled roadway segment.

Increases in ambient noise along affected roadways due to project generated vehicle traffic is considered substantial if they result in an increase of at least 5 dBA CNEL and: (1) the existing noise levels already exceed the applicable land use compatibility standard for the affected sensitive receptors set forth in the Noise Element of the County's General Plan; or (2) the project increases noise levels by at least 5 dBA CNEL and raises the ambient noise level from below the applicable standard to above the applicable standard. All modeled roadway segments are anticipated to change the noise a nominal amount (between approximately 0 to 3.45 dBA CNEL). Therefore, a change in noise level would not be audible and would be considered less than significant with no mitigation is required.

**Table 31 Change in Existing Noise Levels Along Roadways as a Result of Project Phase 1 (dBA CNEL)**

Roadway	Segment	Distance from roadway centerline to right-of-way (feet) <sup>2</sup>	Modeled Noise Levels (dBA CNEL) <sup>1</sup>			Exceeds Standards <sup>3</sup>	Increase of 5 dB or More?
			Existing Without Project	Existing Plus Project Phase 1	Change in Noise Level		
Madison St	North of Ave 54	64	69.85	70.04	0.19	Yes	No
	Ave 54 to Airport Blvd	64	72.78	72.97	0.19	Yes	No
	Airport Blvd to Ave 58	64	71.34	71.60	0.28	Yes	No
	South of Ave 58	64	67.85	68.13	0.28	Yes	No
Monroe St	North of Ave 54	64	70.24	70.41	0.17	Yes	No
	Ave 54 to Airport Blvd	64	68.76	69.43	0.67	Yes	No
	South of Airport Blvd	64	67.30	69.41	2.11	Yes	No
	North of Ave 58	64	67.30	69.08	1.78	Yes	No
	South of Ave 58	64	65.95	66.39	0.44	Yes	No
Jackson St	North of Airport Blvd	64	69.21	69.45	0.24	Yes	No
	South of Airport Blvd	64	66.81	67.22	0.41	Yes	No
Desert Cactus Dr	South of Airport Blvd	37	61.32	61.32	0.00	Yes	No
Ave 54	West of Madison St	59	71.25	71.42	0.17	Yes	No
	Madison St to Monroe St	59	70.17	70.39	0.22	Yes	No
	Monroe St to Jackson St	59	70.95	71.12	0.17	Yes	No



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

**Table 31 Change in Existing Noise Levels Along Roadways as a Result of Project Phase 1 (dBA CNEL) (continued)**

Roadway	Segment	Distance from roadway centerline to right-of-way (feet) <sup>2</sup>	Modeled Noise Levels (dBA CNEL) <sup>1</sup>			Exceeds Standards <sup>3</sup>	Increase of 5 dB or More?
			Existing Without Project	Existing Plus Project Phase 1	Change in Noise Level		
Airport Blvd	Madison St to Monroe St	64	67.97	69.22	1.25	Yes	No
	East of Monroe St	64	68.87	69.85	0.98	Yes	No
	West of Jackson St	64	68.87	70.84	1.97	Yes	No
	Jackson St to Van Buren St	64	69.10	70.63	1.53	Yes	No
	Grapefruit Blvd to Desert Cactus Dr	64	67.36	68.25	0.89	Yes	No
	Between to SR-86 Ramps	64	67.29	67.77	0.48	Yes	No
	East of SR-86 Ramps	64	66.43	66.43	0.00	Yes	No
Ave 58	West of Madison St	59	64.35	65.01	0.66	Yes	No
	Madison St to Monroe St	59	65.89	66.37	0.48	Yes	No
	Monroe St to Jackson St	59	65.19	65.74	0.55	Yes	No

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Noise Analysis, Table 9.

Notes:

1. Exterior noise levels calculated 5 feet above pad elevation, perpendicular to subject roadway at the right-of-way
2. Right of way per County of Riverside General Plan Roadway Cross Sections
3. Per the County of Riverside normally acceptable standard for single-family detached residential dwelling units.

**Table 32 Change in Existing Noise Levels Along Roadways as a Result of Project Build-Out (dBA CNEL)**

Roadway	Segment	Distance from roadway centerline to right-of-way (feet) <sup>2</sup>	Modeled Noise Levels (dBA CNEL) <sup>1</sup>			Exceeds Standards <sup>3</sup>	Increase of 5 dB or More?
			Existing Without Project	Existing Plus Project Buildout	Change in Noise Level		
Madison St	North of Ave 54	64	69.85	70.16	0.31	Yes	No
	Ave 54 to Airport Blvd	64	72.78	73.10	0.32	Yes	No
	Airport Blvd to Ave 58	64	71.34	71.77	0.43	Yes	No
	South of Ave 58	64	67.85	68.33	0.48	Yes	No
Monroe St	North of Ave 54	64	70.24	70.52	0.28	Yes	No
	Ave 54 to Airport Blvd	64	68.76	69.85	1.09	Yes	No
	South of Airport Blvd	64	67.30	70.75	3.45	Yes	No
	North of Ave 58	64	67.30	70.48	3.18	Yes	No
	South of Ave 58	64	65.95	66.68	0.73	Yes	No
Jackson St	North of Airport Blvd	64	69.21	69.62	0.41	Yes	No
	South of Airport Blvd	64	66.81	67.50	0.69	Yes	No
Desert Cactus Dr	South of Airport Blvd	37	61.32	61.32	0.00	Yes	No

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

**Table 32 Change in Existing Noise Levels Along Roadways as a Result of Project Build-Out (dBA CNEL) (continued)**

Roadway	Segment	Distance from roadway centerline to right-of-way (feet) <sup>2</sup>	Modeled Noise Levels (dBA CNEL) <sup>1</sup>			Exceeds Standards <sup>3</sup>	Increase of 5 dB or More?
			Existing Without Project	Existing Plus Project Buildout	Change in Noise Level		
Ave 54	West of Madison St	59	71.25	71.54	0.29	Yes	No
	Madison St to Monroe St	59	70.17	70.53	0.36	Yes	No
	Monroe St to Jackson St	59	70.95	71.25	0.30	Yes	No
Airport Blvd	Madison St to Monroe St	64	67.97	69.92	1.95	Yes	No
	East of Monroe St	64	68.87	70.76	1.89	Yes	No
	West of Jackson St	64	68.87	71.80	2.93	Yes	No
	Jackson St to Van Buren St	64	69.10	71.43	2.33	Yes	No
	Grapefruit Blvd to Desert Cactus Dr	64	67.36	68.77	1.41	Yes	No
	Between to SR-86 Ramps	64	67.29	68.07	0.78	Yes	No
	East of SR-86 Ramps	64	66.43	66.43	0.00	Yes	No
	West of Madison St	59	64.35	65.44	1.09	Yes	No
Ave 58	Madison St to Monroe St	59	65.89	66.69	0.80	Yes	No
	Monroe St to Jackson St	59	65.19	66.11	0.92	Yes	No

Source Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Noise Analysis, Table 10.

**Notes:**

1. Exterior noise levels calculated 5 feet above pad elevation, perpendicular to subject roadway at the right-of-way
2. Right of way per County of Riverside General Plan Roadway Cross Sections
3. Per the County of Riverside normally acceptable standard for single-family detached residential dwelling units.

**Transportation Noise Impacts to the Proposed Project**

Per the County of Riverside General Plan Noise Element, commercial land uses are considered to be "normally acceptable" in environments where the exterior noise level reaches up to 70 dBA CNEL and "conditionally acceptable" in environments where the exterior noise level reaches up to 77.5 dBA CNEL. In addition, multiple family residential uses are considered to be "normally acceptable" in environments where the exterior noise level reaches up to 65 dBA CNEL and "conditionally acceptable" in environments where the exterior noise level reaches up to 70 dBA CNEL.

Roadway segments that may generate enough traffic noise under buildout conditions to affect the proposed commercial uses includes Airport Blvd. and Monroe Street. The County's Eastern Coachella Valley Area Plan (ECVAP) identifies Airport Blvd. as an Arterial (128-foot right-of-way) roadway and the City of La Quinta 2035 General Plan Circulation Element identifies Monroe Street as a Primary Arterial (108foot right-of-way) roadway. Per the County of Riverside *Industrial Hygiene Guidelines for Determining and Mitigating Traffic Noise Impacts to Residential Structures* and County of Riverside General Plan, Chapter 4, Figure C-3 "Link Volume Capacities/Level of Service for Riverside County Roadways" revised March 2001, future buildout noise levels associated with these roadways were modeled using average daily traffic volume Level of Service "C" design capacities (also known as future

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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build-out daily traffic volumes). Airport Blvd and Monroe Street are expected to accommodate up to 28,700 vehicles per day at Level of Service C.

Per Table 25, the County of Riverside considers commercial land uses to be acceptable in areas where noise levels reach up to 70 CNEL and are considered to be conditionally acceptable in areas where the noise level is expected to reach up to 77 dBA CNEL. Conventional construction, but with closed windows and fresh air supply systems and/or air conditioning will normally suffice. Outdoor areas may seem noisy. Future noise levels at the proposed commercial land uses are expected to reach up to 71.5 along Airport Blvd. and up to 72.6 along Monroe Street. As stated above, noise levels of up to 77 are conditionally acceptable as long as air circulation and/or air conditioning is provided allowing a closed window condition. This requirement has been added as mitigation measure N-9. With implementation of this measure, traffic noise levels at proposed commercial land uses would be less than significant.

For the purposes of the Noise Analysis, it was assumed that the assisted care living facility will provide sleeping quarters and will therefore, fall into the category of transient lodging. Transient lodging is considered to be acceptable in areas where the noise level does not exceed 70 dBA CNEL. Future noise levels at the proposed assisted care living facility may reach up to 70.8 dBA CNEL. In order to ensure that interior noise levels do not exceed 45 dBA CNEL, all windows and sliding glass doors facing Monroe Street shall have an STC rating of at least 29. Future traffic noise impacts to the proposed Congregate Care facility would be less than significant with implementation of mitigation measure N-9.

Future traffic noise levels at the proposed attached senior adult housing units are not expected to exceed 58.5 dBA CNEL. Traffic noise impacts to the proposed senior adult housing would be less than significant. No mitigation is required.

*Noise Impacts to Off-Site Receptors Due to On-Site Operational Noise*

The nearest sensitive receptors that may be affected by project operational noise include the existing school use located adjacent to the northeast corner of the project site, the single-family detached residential dwelling units located adjacent to the south, the single-family detached residential dwelling units located as close as approximately 80 feet west (across Monroe Street) and approximately 375 feet northwest (across Monroe Street and Airport Boulevard intersection) of the project site.

Policy N 4.1 of the County of Riverside General Plan prohibits facility-related noise, received by any sensitive land use, from exceeding the following worst-case noise levels:

- a. 45 dBA-10-minute Leq between 10:00 PM and 7:00 AM [nighttime standard].
- b. 65 dBA-10-minute Leq between 7:00 AM and 10:00 PM [daytime standard].

The modeled peak hour operational noise levels associated with the proposed project are expected to range between 45.7 and 55.3 dBA Leq at adjacent properties and would not exceed County of Riverside stationary daytime noise standards.

Although peak hour operational noise levels may exceed the nighttime noise standard, peak hour would not occur during these hours. Noise impacts related to project operational would be less than significant and no mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) Generation of excessive ground-borne vibration or ground-borne noise levels? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

The way in which vibration is transmitted through the earth is called propagation. Propagation of groundborne vibrations is complicated and difficult to predict because of the endless variations in the soil through which waves travel. The types of vibration propagation include surface waves, compression waves and shear waves. Surface waves, or Raleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. Compression waves, or P-waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. Shear waves, or S-waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse or "side-to-side and perpendicular to the direction of propagation".

As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. Wave energy is also reduced with distance as a result of material damping in the form of internal friction, soil layering, and void spaces. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

Vibration amplitudes are usually expressed as either peak particle velocity (PPV) or the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous peak of the vibration signal in inches per second. The RMS of a signal is the average of the squared amplitude of the signal in vibration decibels (VdB), ref one micro-inch per second. The Federal Railroad Administration uses the abbreviation "VdB" for vibration decibels to reduce the potential for confusion with sound decibel.

PPV is appropriate for evaluating the potential of building damage and VdB is commonly used to evaluate human response. Decibel notation acts to compress the range of numbers required in measuring vibration. Similar to the noise descriptors, Leq and Lmax can be used to describe the average vibration and the maximum vibration level observed during a single vibration measurement interval. The threshold of perception for human response is approximately 65 VdB; however, human response to vibration is not usually substantial unless the vibration exceeds 70 VdB. Vibration tolerance limits for sensitive instruments such as magnetic resonance imaging (MRI) or electron microscopes could be much lower than the human vibration perception threshold.

*Groundborne Vibration Impacts*

The use of large pieces of construction equipment such as a vibratory roller or a bulldozer would likely be highly annoying to nearby sensitive receptors. Annoyance is expected to be short-term, occurring only during site grading and preparation. Use of vibratory roller equipment within 16 feet of the southern property line and 21 feet of the eastern property line and bulldozers within 5 feet of the southern property line and 10 feet of the eastern property line where adjacent residential and school structures are located could result in architectural damage. However, mitigation measure N-9, has been identified that would reduce potential impacts to nearby structures. This measure Therefore, with incorporation of mitigation, impacts associated with construction activities would be less than significant.

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

As shown in Table 33, *Construction Equipment Vibration Source Levels*, a peak particle velocity (PPV) of 0.20 is the threshold at which there is a risk to “architectural” damage to normal dwellings. It is also the level at which groundborne vibration can become annoying. Impacts would be significant if construction activities result in groundborne vibration of 0.20 PPV or higher at a sensitive receptor.

**Table 33 Construction Equipment Vibration Source Levels<sup>1</sup>**

Equipment		PPV at 25 ft, in/sec	Approximate Lv at 25 ft <sup>2</sup>
Pile Driver (impact)	upper range	1.518	112
	typical	0.644	104
Pile Driver (sonic)	upper range	0.734	105
	typical	0.170	93
Clam shovel drop (slurry wall)		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large Bulldozer		0.089	87
Caisson Drilling		0.089	87
Loaded Trucks		0.076	86
Jackhammer		0.035	79
Small Bulldozer		0.003	58

Source Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Noise Analysis, Table 11.

Notes:

1. From the Federal Transit Administration “Transit Noise and Vibration Impact assessment Manual”, 2018
2. RMS velocity in decibels, VdB re 1micro-in/sec

There are several types of construction equipment that can cause vibration levels high enough to annoy persons in the vicinity and/or result in architectural or structural damage to nearby structures and improvements. For example, as shown in Table 33, a vibratory roller could generate up to 0.21 PPV at a distance of 25 feet; and operation of a large bulldozer (0.089 PPV) at a distance of 25 feet (two of the most vibratory pieces of construction equipment). Groundborne vibration at sensitive receptors associated with this equipment would drop off as the equipment moves away. For example, as the vibratory roller moves further than 100 feet from the sensitive receptors, the vibration associated with it would drop below 0.0026 PPV. It should be noted that these vibration levels are reference levels and may vary slightly depending upon soil type and specific usage of each piece of equipment.

*Annoyance to Persons*

The primary effect of perceptible vibration is often a concern. However, secondary effects, such as the rattling of a china cabinet, can also occur, even when vibration levels are well below perception. Any effect (primary perceptible vibration, secondary effects, or a combination of the two) can lead to annoyance. The degree to which a person is annoyed depends on the activity in which they are participating at the time of the disturbance. For example, someone who is sleeping or reading will be more sensitive than someone who is running on a treadmill. Reoccurring primary and secondary

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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vibration effects often lead people to believe that the vibration is damaging their home, although vibration levels are well below minimum thresholds for damage potential.

As shown in Table 34, *Typical Human Reaction and Effect on Buildings Due to Groundborne Vibration*, vibration is readily perceptible at a peak particle velocity (PPV) of 0.08 and is annoying to people at a PPV of 0.2. Equipment to be utilized for site demolition and construction is considered to be continuous/intermittent equipment.

**Table 34 Typical Human Reaction and Effect on Buildings Due to Groundborne Vibration**

Vibration Level Peak Particle Velocity (PPV)	Human Reaction	Effect on Buildings
0.006–0.019 in/sec	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08 in/sec	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10 in/sec	Level at which continuous vibration begins to annoy people	Virtually no risk of “architectural” (i.e., not structural) damage to normal buildings
0.20 in/sec	Vibrations annoying to people in buildings	Threshold at which there is a risk to “architectural” damage to normal dwelling – houses with plastered walls and ceilings
0.4–0.6 in/sec	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage

Source: Ganddini Group, Inc, July 2020, *Vista Santa Rosa Gateway Noise Analysis*, Table 12.

Notes:

1. From the California Department of Transportation. *Transportation and Construction Vibration Guidance Manual*, Chapter 6 Tables 5 and 12, September 2013.

At 5 feet, which is the distance to the closest school buildings located adjacent to the east of the project site, use of a vibratory roller would be expected to generate a PPV of 2.35 and a bulldozer would be expected to generate a PPV of 0.99.

At 10 feet, which is the distance to the next closest off-site building - residential dwelling units located adjacent to the south - use of a vibratory roller would be expected to generate a PPV of 0.83 and a bulldozer would be expected to generate a PPV of 0.35.

Use of either a vibratory roller or a bulldozer would clearly be highly annoying to nearby sensitive receptors. Annoyance is expected to be short-term, occurring only during site grading and preparation. Mitigation measures to reduce potential impacts related to annoyance include mitigation measure N-4 whereby construction contractors shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction; and mitigation measure N-8, whereby care shall be used when using vibratory rollers and/or any other equivalent vibratory equipment within 16 feet of the southern property line and 21 feet of the eastern property line and bulldozers within 5 feet of the southern property line and 10 feet of the eastern property line where adjacent residential and school structures are located. Implementation of all construction-related mitigation measures, and in particular,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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measures N-4 and N-8 will ensure that impacts associated with groundborne vibration can be reduced to less than significant levels.

### *Architectural Damage*

Vibration generated by construction activity generally has the potential to damage structures. This damage could be structural damage, such as cracking of floor slabs, foundations, columns, beams, or wells, or cosmetic architectural damage, such as cracked plaster, stucco, or tile.

Table 34 identifies the threshold at which there is a risk to architectural damage to normal dwellings as 0.2 PPV. Use of vibratory roller equipment within 16 feet and bulldozer equipment within 5 feet of the portions of the southern property line that lie adjacent to existing residential structures could result in architectural damage. In addition, use of vibratory equipment with 21 feet and bulldozer equipment within 10 feet of the eastern property line that lies adjacent to existing school structures could result in architectural damage. Implementation of all construction-related mitigation measures, and in particular, measures N-4 and N-8 will ensure that impacts associated with groundborne vibration can be reduced to less than significant levels.

**Mitigation:** The Noise Analysis prepared for the Vista Santa Rosa Gateway project identified a number of mitigation measures that must be implemented during the project's construction phases. During construction in all phases, the following measures shall be implemented and shall appear on all construction drawings to ensure implementation:

- N-1** During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.
- N-2** Construction contractors shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site (i.e. elementary school adjacent to the east, and residences adjacent to the south of the project site).
- N-3** Construction contractors shall shut off and not left to idle when not in use, all construction equipment and vehicles.
- N-4** Construction contractors shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.
- N-5** Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.
- N-6** The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.
- N-7** Construction contractors shall limit haul truck deliveries to the same hours specified for construction equipment.
- N-8** Care shall be used when using vibratory rollers and/or any other equivalent vibratory equipment within 16 feet of the southern property line and 21 feet of the eastern property line and bulldozers

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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within 5 feet of the southern property line and 10 feet of the eastern property line where adjacent residential and school structures are located.

Specifically, regarding the proposed Congregate Care Facility, the following measure shall be implemented prior to issuance of a Certificate of Occupancy:

**N-9 Congregate Care Facility** - Future noise levels at the proposed assisted care living facility may reach up to 70.8 dBA CNEL. In order to ensure that interior noise levels do not exceed the County's standard of 45 dBA CNEL within the facility, all windows and sliding glass doors facing Monroe Street shall have an STC rating of at least 29. Therefore, prior to issuance of a Certificate of Occupancy, the applicant shall ensure that all windows and sliding glass doors facing Monroe Street meet a Sound Transmission Class (STC) rating of at least 29 in order to ensure interior noise levels do not exceed 45 dBA CNEL.

**Monitoring:** All measures shall be monitored through the project's MMRP.

**PALEONTOLOGICAL RESOURCES:**

**28. Paleontological Resources**

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

**Source(s):** Riverside County General Plan Figure OS-8 "Paleontological Sensitivity"; CRM TECH, October 2018, Paleontological Resources Assessment Report, Vista Santa Rosa Gateway Village Project, Thermal Area, Riverside County, California.

**Findings of Fact:**

a) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?  
**Determination: Less Than Significant Impact with Mitigation Incorporated.**

In order to identify any paleontological resource localities that may exist in or near the project area and to assess the possibility for such resources to be encountered during the project, CRM TECH initiated records searches at the appropriate repositories, conducted a literature review, and carried out a systematic field survey of the project area. Findings from these research procedures indicate that the project's potential to impact significant paleontological resources appears to be low in the surface soils but high in the undisturbed subsurface deposits of older Quaternary age, including Lake Cahuilla sediments.

The project site and vicinity are located in the Eastern Coachella Valley, within the northwestern portion of the Colorado Desert geomorphic province. This province is bound on the southwest by the Peninsular Ranges, on the north by the eastern Transverse Ranges, and on the northeast by the southern portion of the Mojave Desert. The province widens to the southeast through the Imperial Valley and into Mexico. A major feature of this geomorphic province is the Salton Trough, 180-mile-long structural depression stretching between the San Geronio Pass on the north southward to Baja Mexico and including the Salton Sea.

During the late Miocene and early Pliocene, the Salton Trough was a northward extension of the Gulf of California. By late Pleistocene and Holocene times, the northwestern portion of the trough was filled



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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with over 4,000 feet of sediments. Within the larger Salton Trough region lies a smaller area known as the Salton Basin which encompasses that portion that drains directly into present-day Salton Sea.

The Salton Trough was once the location of a much larger freshwater lake known as Holocene Lake Cahuilla, which formed when water from the Colorado River flowed into the basin and then through Baja California to the Gulf of California. The shoreline of the last ancient lake to fill the basin can be seen today as a line along the base of the Santa Rosa Mountains, at the elevation of approximately 42 feet above mean sea level. Along some portions of this shoreline, tufa was deposited on the rocks. This tufa was radiometrically dated as late Pleistocene through early Holocene. However, it appears that these dates are far too old, and that the entire tufa sequence is probably of Holocene age.

Elevations within the Colorado Desert geomorphic province tend to be low, while those of the surrounding provinces can be quite high. This configuration has made for local to regional rapid filling of the basin, especially along its margins, with coarse clastic sediments. Such coarse sediments afford only local environments for the preservation of vertebrate remains. However, some scattered vertebrate fossils have been found in these fluvial derived classic sediments.

*Records/Literature Searches*

The records search was conducted at the Regional Paleontological Locality Inventory located at the San Bernardino County Museum (SBCM) in Redlands and the Natural History Museum of Los Angeles County (NHMLAC) in Los Angeles. The records search results were used to identify known previously performed paleontological resource assessments as well as known paleontological localities within a one-mile radius of the project area. In addition, the Riverside County Land Information System was also consulted for information on the County's overall paleontological sensitivity assessment of the project location.

Neither museum found any record of known paleontological localities within the boundaries of the project site, although the NHMLAC did report four localities yielding significant terrestrial and freshwater fossil specimens as well as diatoms, land plants, mollusk and crustacean less than one mile to the southwest. Additionally, several paleontological localities have been reported further away from the project location but from sediment lithologies similar to those that may be found at depth in the project site.

The NHMLAC reported that the project area lies upon younger Quaternary alluvial deposits that typically do not contain significant fossils, at least in the uppermost layers, but that may be underlain by Quaternary Lake Cahuilla beds. The NHMLAC maintains that shallow excavations in the surface deposit of younger alluvium are unlikely to uncover significant fossils, but deeper excavations extending into the older Quaternary deposits may well encounter significant fossil remains.

The SBCM concluded that the project area is located on Holocene- to late Pleistocene-aged alluvial valley deposits overlying Quaternary lakebed sediments from ancient Lake Cahuilla. These lacustrine sediments were deposited during at least seven high stands of Lake Cahuilla, each resulting from flooding of the Salton Trough by inflow from the Colorado River. Fluvial sediments in the area were laid down during intervening low stands when the lakebed was dry. The alternating lacustrine and fluvial sediments, termed the Lake Cahuilla beds, have previously yielded fossil remains representing diverse freshwater diatoms, land plants, sponges, ostracods, mollusks, fish, and small terrestrial vertebrates. For this reason, the Lake Cahuilla beds are considered to have a high potential to contain significant nonrenewable fossil resources.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The SBCM identified at least five fossil localities from the nearby La Quinta area, all found in sediment lithologies that are similar to those located within the project area. Those fossil localities yielded fossil specimens of diatoms, land plants, sponges, mollusks, ostracods, bony fish, reptiles, birds, and small mammals. Based on the previous discoveries nearby, both museums assign this project a low potential for impacting significant, nonrenewable fossil resources in the surface soils, but a high potential in the undisturbed subsurface deposits of older Quaternary age, including Lake Cahuilla sediments. The Riverside County Paleontological Resource Sensitivity Map (General Plan Figure OS-8) indicates that the project area is located on sedimentary rocks that have a High Sensitivity A (Ha) for fossil resources, which suggests the potential for yielding not only abundant vertebrate fossils but also a few significant fossils that may provide new and significant data.

The surface geology within the project area has been mapped as Ql-Qal, or alluvium of Quaternary lake deposits, and Qa, or alluvial sand and clay of valley areas. Past archaeological excavations on a property approximately two miles to the southwest of the project location found that the general vicinity to be near the distal end of alluvial fans emanating from the Santa Rosa Mountains, where these alluvial fan deposits interfinger with older lake bed sediments. As mentioned above, several vertebrate fossil localities were reported from the Holocene Lake Cahuilla sedimentary beds, all of them discovered in an area with interbedded fluvial and lacustrine sediments. The stratigraphy observed during the archaeological excavations were similar to those encountered at the vertebrate fossil localities.

Surface soils in the project area have been mapped as mainly Indio very fine sandy loam, wet (It) (approximately 24.5 acres) with some Gilman fine sandy loam (GbA) (approximately 4.5 acres) and Indio fine sandy loam wet (It) (approximately 1 acre). These soils are nearly level (0-2 percent slope) and found on alluvial fans and flood plains. According to the literature searches, the Gilman series soils contain many small freshwater shells and shell fragments. The It-type soils contain a scattering of freshwater shells and shell fragments.

*Field Survey*

Virtually the entire project area has been disturbed by past agricultural, construction, and weed abatement activities, and the ground surface is littered with piles of soil, rocks, and refuse. During the field survey, freshwater mollusk shells and shell fragments were observed on the ground surface over much of the project area, but no fish or other vertebrate remains were found. The disturbances have greatly reduced the sensitivity of the surface soil for intact paleontological remains.

*Discussion*

Most Holocene paleontological localities known from the Lake Cahuilla sediments generally consist only of freshwater mollusks, as those observed on the surface within project boundaries which are among the most common paleontological remains to be found in the lakebed sediments. The project area lies well within the perimeter of Holocene Lake Cahuilla, where the lakebed sediments have been buried by more recent alluvial deposits but should be present at some unknown depth below the ground surface. Based on these findings, the project area appears to have a low sensitivity for fossil remains in the disturbed surface deposit of recent alluvium but a high potential for containing significant nonrenewable Holocene invertebrate remains in the Lake Cahuilla sediments that may be encountered at the depth of approximately two feet or more.

Based on the findings of the *Paleontological Resources Assessment Report* (EA Appendix I), CRM TECH recommended that a mitigation program be developed and implemented for the proposed project

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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to prevent potential impacts on paleontological resources or reduce such impact to a level less than significant. As the primary component of the mitigation program, all earth-moving operations reaching beyond the depth of two feet should be monitored periodically by a qualified paleontological monitor, and continuous monitoring will become necessary if potentially fossiliferous older alluvium is encountered. Under this condition, CRM TECH further recommended that the proposed project may be cleared to proceed in compliance with CEQA provisions on paleontological resources. Therefore, prior to any ground disturbing activities, the applicant or construction contractor shall prepare a Paleontological Mitigation Program that complies with the provisions of CEQA and the proposed guidelines of the Society of Vertebrate Paleontology as set forth in mitigation measure PAL-1. The Paleontological Monitoring Program must be submitted to the County for review and approval prior to commencement of any ground disturbing activities.

**Mitigation:**

**PAL-1** Prior to the commencement of any ground disturbing activities at the project site, a Paleontological Mitigation Program shall be submitted to the County for approval, and implemented during all ground disturbing activities (e.g. clearing/grubbing, grading, excavation) for the proposed project to prevent potential impact on paleontological resources or reduce such impact to a level less than significant. The Program shall be developed in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate Paleontology (2010), and shall include but not be limited to the following:

- All earth-moving operations reaching beyond the depth of two feet shall be monitored periodically by a qualified paleontological monitor, and continuous monitoring will become necessary if potentially fossiliferous older alluvium is encountered. The monitor shall be prepared to quickly salvage fossils, if they are unearthed, to avoid construction delays, but must have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens.
- Samples of sediments shall be collected and processed to recover small fossil remains.
- Recovered specimens shall be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.
- A report of findings, including an itemized inventory of recovered specimens and a discussion of their significance when appropriate, shall be prepared upon completion of the research procedures outlined above. The approval of the report and the inventory by the County of Riverside would signify completion of the mitigation program.

**Monitoring:** The monitoring program is described in mitigation measure PAL-1.

<b>POPULATION AND HOUSING</b> Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>29. Housing</b>				
a) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

**Source(s):** Project Application Materials, Riverside County General Plan Housing Element, Table H-37 Eastern Coachella Valley Area Plan.

**Findings of Fact:**

- a) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? **Determination: Less Than Significant Impact.**

The approximately 27-acre project site contains five dwelling units, a plant nursery and a small market with living quarters on the second floor. Therefore, the proposed project would not result in the displacement of a substantial number of existing housing that would necessitate the construction of replacement housing elsewhere. The existing five dwelling units represents a negligible number of dwelling units in the project area. Therefore, development of the Vista Santa Rosa Gateway Village project would not displace substantial numbers of people or housing.

- b) Create a demand for additional housing, particularly housing affordable to households earning 80 percent or less of the County's median income? **Determination: Less Than Significant Impact.**

The Gateway Village project is a mixed use project that will provide jobs for commercial retail workers and some employees at the congregate care facility. The proposed mixed use project also includes a residential component – 82 attached senior adult housing units, with 66 units proposed in Phase 3 and 16 units proposed in Phase 4.

The Riverside County Housing Element contains socioeconomic data for all unincorporated areas of the County including the Eastern Coachella Valley and community of Vista Santa Rosa. Socioeconomic data is included in Appendix E of the Housing Element. The average household size by area plan was found in Table E-2, *Socioeconomic Build-out Assumptions and Methodology*. Then Appendix F-1, *Population and Employment Forecasts*, projects the population, housing and employment numbers for 2010, 2020 and 2035. For the purposes of this analysis, both Years 2020 and 2035 were considered even though the projected buildout of the project, including new dwelling units is post 2026.

*Population and Housing*

Appendix E-1, Table E-2, *Average Household Size by Area Plan*, shows that in the Vista Santa Rosa community the average household size is 4.92 persons. However, the Gateway Village project includes a two-story, 158,800 square foot congregate care facility. This type of facility is age restricted and offers senior residents independent living in one- or two-bedroom units, a central cafeteria, and recreational amenities. Although unknown at this, for the purposes of this discussion it was assumed that 50 percent of the building would be available for residential units and 50 percent for common areas (e.g. lobby, cafeteria, hallways, laundry facilities, recreation/meeting rooms) and that units would be up to 600 square feet. The result would be 128 units with 60 percent one-bedroom units and 40 percent two-bedroom units for a total of 76 one-bedroom units and 52 two-bedroom units. Further, it was assumed that the one-bedroom units would be occupied by one resident, while the two-bedroom units may be occupied by two residents. Therefore, the total number of residents associated with the proposed congregate care facility would be up to 180 residents. In addition, the future Phase 3 and 4 would also

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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include senior adult housing in attached "casita" style units. Because these phases have not been planned, it was assumed that Phase 3 would have 66 units (assume all two bedroom units) with a population of 132 residents. Phase 4 would include an additional 16 units (assume two-bedroom units); with a population of 32 residents. Therefore, at ultimate buildout of all phases of residential uses, the project site would include up to 344 new residents.

Housing Element Table E-5, *Commercial Employment Factors*, showed that a commercial retail project would generate one employee for every 500 square feet of space. Note: this table did not call out a congregate care facility or other similar institutional land use. Therefore, the potential project employment at build-out was evaluated at 500 sf/employee for a total of 385 new jobs (192,500 square feet of new commercial uses). The data is represented in Table 35, *Population, Housing and Employment in the Eastern Coachella Valley*.

**Table 35 Population, Housing and Employment in the Eastern Coachella Valley**

	Population			Housing Units			Employment		
	2010	2020	2035	2010	2020	2035	2010	2020	2035
ECVAP	32,454	89,606	206,313	7,363	22,971	55,286	6,878	15,849	35,577
VSR Gateway Village Project	--	--	344	--	--	210	--	--	385
Percent of Total	--	0.1%	0.002%	--	0.075%		--		0.01%

Source: Riverside County General Plan Appendix E-1 Table E-2, and Appendix F, Table F-1.

Cumulatively, the project's population (up to 344 residents) would add a less than significant number of people and housing units to the ECVAP in the near term (2020) or in the long term (2035), contributing less than 0.001 percent of the total projected Population (206,313) and less than 0.01 percent of Housing Units (55,286) Forecast to 2035.

Therefore, the proposed project would not create a demand for additional housing, that cannot be met by existing housing or future residential development projects as anticipated by the County's Housing Element as shown in Table 35.

- c) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? **Determination: Less Than Significant Impact.**

The proposed Gateway Village project would not indirectly induce population growth related to the extension of roads or infrastructure because the project site is adjacent to existing roads and public utilities are available in the vicinity of the project site. Therefore, there is no indirect impact on population growth associated with the project.

As shown in Table 35, the project would result in a negligible number of new residents and new jobs. Therefore, the proposed project would not induce substantial unplanned population growth in the area.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**PUBLIC SERVICES** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

**30. Fire Services**

**Source(s):** Riverside County General Plan Safety Element

**Findings of Fact: Determination: Less than Significant.**

The nearest fire station is City of La Quinta Station 70 located at 54001 Madison Street, approximately 1.6 miles northwest of the project site. The City of La Quinta contracts for fire services through the County of Riverside, and the La Quinta Fire Department serve as the City's liaison with Riverside County in areas of fire protection and medical response. In addition, there are five (5) fire stations within a five (5)-mile radius of the project site in the cities of La Quinta, Indio, and Coachella and in the unincorporated community of Thermal. The payment of applicable development impact fees, and the implementation of fire suppression measures in compliance with the Riverside County Fire Department Protection and Emergency Medical Services Strategic Master Plan will ensure that impacts to fire safety will remain less than significant. The proposed Vista Santa Rosa Gateway project shall comply with County Ordinance No. 659 (Development Impact Fee Ordinance) to prevent any potential effects to fire services. This is a standard condition of approval and pursuant to CEQA is not considered mitigation.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

**31. Sheriff Services**

**Source(s):** Riverside County General Plan

**Findings of Fact: Determination: Less than Significant.**

The project site is located adjacent to and within the sphere of influence of the City of La Quinta. Through a partnership with the Riverside County Sheriff's Department, the City of La Quinta's Police Department (78495 Calle Tampico) consists of personnel, equipment, and resources provided by the Sheriff's Department. In addition, the Sheriff's Department has a facility located at 86625 Airport Blvd. The project site is located approximately 4.5 miles from either facility. The project would have an incremental effect on the level of sheriff services provided in the Vista Sant Rosa community, as the area is slowly developing from an agricultural/equestrian community to a more intensive suburban community. The payment of applicable development impacts fees per County Ordinance No. 659, implementation of safety, lighting and defensible space measures will ensure that impacts to Sheriff's protection services will remain less than significant. This is a standard condition of approval and pursuant to CEQA is not considered mitigation.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**32. Schools**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Source(s):** School District correspondence, GIS database

**Findings of Fact: Determination: Less than Significant.**

The proposed project is located within the Coachella Valley Unified School District (CVUSD). Westside Elementary is located adjacent to the east of the project site, approximately 0.25 miles to the south, Duke Middle School approximately 3 miles northeast of the project site, and Coachella Valley High School approximately 1.5 miles to the east. The residential component of the project is age restricted so would not be contributing to an increase in CVUSD's student population. Nonetheless, the applicant is required to pay development impact fees for both residential and non-residential uses proposed in the Gateway Village project to CVUSD based on the District's most recent fee schedule. With payment of these fees, the project would have a less than significant impact on CVUSD schools. This is a standard condition of approval and pursuant to CEQA is not considered mitigation.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

**33. Libraries**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Source(s):** Riverside County General Plan

**Findings of Fact: Determination: Less than Significant.**

**Less than Significant Impact:** The Coachella Branch Library in Coachella, approximately 4 miles northeast is the closest library to the project site. La Quinta Public Library in the City of La Quinta is approximately 4 miles northwest of the project site. Although new residents of the proposed project can be expected to patronize these libraries, the impact would be less than significant with the payment of development impact fees per County Ordinance No. 659, which will mitigate for the impacts to public facilities, such as libraries, generated by additional residents.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

**34. Health Services**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Source(s):** Riverside County General Plan

**Findings of Fact: Determination: Less than Significant.**

The Gateway Village project is a mixed use project that will provide jobs for commercial retail workers as well as employees associated with the Congregate Care facility (180 residents). In addition, the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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proposed mixed use project also includes a separate residential component – 82 attached senior adult housing units (Phases 3 and 4). As discussed above in Section 29, Population and Housing, at build-out in 2026, the project site would include up to 344 new residents and 385 new employees.

The Coachella Valley is home to three hospitals: (1) John F. Kennedy Memorial Hospital (JFK) in Indio (4.5 miles from the project site), (2) Eisenhower Medical Center in Palm Desert (13 miles northwest); and (3) Desert Regional Medical Center in Palm Springs. In addition, there are a number of out-patient medical clinics affiliated with Eisenhower, Kaiser Permanente, Borrego Health, Desert Oasis Medical Group, that provide services to local full and part time residents. The choice of which hospital to go to in an emergency or which out-patient clinic to frequent would depend on a resident's health care plan. The two closest hospitals are JFK, approximately 4.5 miles north of the project site, and Eisenhower, approximately 3 miles northwest of the project site. All three hospitals have emergency rooms, and Desert Regional Medical Center is the Coachella Valley's trauma center. The Coachella Valley currently has a population (full-time) of approximately 200,000 residents. The addition of 398 new residents represents 0.002 percent of the population. As such, the proposed project would have a less than significant impact on health services in the project area.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

**RECREATION** Would the project:

**35. Parks and Recreation**

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

**Source(s):** Project Materials (Phasing Plan and Landscape Plan); County Ordinance. No. 659 (Establishing Development Impact Fees), Riverside County General Plan Multipurpose Open Space Element.

**Findings of Fact:**

- a) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? **Determination: Less Than Significant Impact.**

The proposed commercial retail portion of the project (Phase 1) does not include recreational facilities or require the construction or expansion of recreational facilities because there are no residential units associated with this phase of the project. The congregate care facility (Phase 2) and related attached dwelling units (Phase 3 and 4) would generate an estimated 344 new residents. The congregate care



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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facility includes recreational amenities typical of apartment style living, including a pool, barbeque area, walking paths around the site, and a courtyard where outdoor games would be played. It is unknown at this time whether new residences in Phases 3 and 4 would have similar amenities, however as shown in Table 35 in Section 29.b, the increase in the population attributed to all phases of the project would be an estimated 288 residents. The construction of recreational facilities is evaluated as part of the proposed project and would not cause new adverse physical affects not otherwise foreseen in the analysis of the whole of the project. Therefore, this impact would be less than significant.

- b) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? **Determination: Less Than Significant Impact.**

As described in Section 29 above, the increase in the local population associated with the proposed Gateway Village project is an estimated 288 new residents. As shown in Table 35, this represents 0.001 percent of the future population of the Eastern Coachella Valley as estimated in the County's Housing Element. Therefore, the use of existing neighborhood or regional parks or recreational facilities would not result in the substantial physical deterioration of a recreational facility.

- c) Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)? **Determination: Less Than Significant Impact.**

The project site is not located within a County CSA, but is located within the Desert Recreation District, a park district with a Community Parks and Recreation Plan. The Gateway village project applicant will be required to pay Quimby fees, based on the number of acres developed within the project site (approximately 27 acres), which would mitigate for the impacts generated by additional residents who will be utilizing the County's parks. As such, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**36. Recreational Trails**

- a) Include the construction or expansion of a trail system?

Source(s): Riverside County General Plan Figure C-6 Trails and Bikeway System, ECVAP Figure 9, Trails and Bikeway System.

Findings of Fact:

- a) Include the construction or expansion of a trail system? **Determination: No Impact.**

The Riverside county General Plan Circulation Element identifies streets where multi-purpose trails are or will be developed, including most streets within the Eastern Coachella Valley. These multi-use trails must be designed to accommodate hikers, bicyclists, equestrian users, and others as an integral part of Riverside County's circulation system. The intent is that multi-use trails will serve both as a means of connecting communities and activity centers as an effective alternate mode of transportation.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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ECVAP Figure 9, Trails and Bikeway System identifies roadways within the Vista Santa Rosa community as Design Guidelines Trails, referring to the Vista Santa Rosa Design Guidelines. In addition, ECVAP policies 14.1 through 14.3 are intended to guide project applicants to develop multi-purpose trails on project sites. These include implementing the Trails and Bikeway System within a development project (Policy 14.1); requiring signalized intersections to include special equestrian buttons to activate the crossing signal (Policy 14.2); and placing signs along public rights-of-way that

identify the multi-purpose trail as it traverse a project site in order to alert motorists of the possible presence of horses, cyclists and pedestrians (Policy 14.3).

Under existing conditions there are no sidewalks along the frontage of the project site either on Monroe Street or Airport Blvd. As part of the proposed project, the applicant will be developing a multi-purpose trail. Incorporating many of the design elements set forth in the Vista Santa Rosa Design Guidelines the site's perimeter treatments include the following (from the right-of-way on Monroe Street and Airport Blvd): (1) landscaped parkway; (2) 3.5-foot high white vinyl ranch rail fence; (3) 10-foot wide multipurpose trail made of decomposed granite; (4) row of parkway palm trees; (5) 4.5-foot high white agricultural fencing; and (6) landscaped berm around the parking lots. The 10-foot wide multi-purpose trail will provide a safe path of travel for pedestrians accessing the project site on foot. The project complies with the guidelines provided in the Multipurpose Open Space Element of the General Plan and generally with the Vista Santa Rosa Design Guidelines by implementing multi-purpose trails along Monroe Street and Airport Blvd. Therefore, there is no impact associated with the proposed Vista Santa Rosa Gateway Village project.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

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

**Source(s):** Riverside County General Plan, Project Application Materials; Ganddini Group, Inc., Vista Santa Rosa Gateway Village Traffic Impact Analysis, County of Riverside, July 28, 2020, Ganddini Group, Inc., Vista Santa Rosa Gateway Project Vehicle Miles Traveled (VMT)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Memorandum, October 30, 2020 (all phases), Ganddini Group, Inc., Vista Santa Rosa Gateway Project Vehicle Miles Traveled (VMT) Memorandum, November 6, 2020 (phases 1 and 2 only).

Findings of Fact:

- a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? **Determination: Less Than Significant Impact.**

The project site is located at the southeast corner of Monroe Street and Airport Blvd in the unincorporated community of Vista Santa Rosa. It is also located within the sphere of influence (SOI) of the City of La Quinta whose SOI is generally between Avenue 52 on the north, Avenue 62 on the south, Monroe Street on the west and Harrison Street on the east. As such, for the purposes of evaluating this issue, both the County’s General Plan Circulation Element and the City’s were considered.

Programs related to the local/regional circulation are evaluated below in Section 37.b. This section focuses on the alternative modes of transportation – transit, bicycle and pedestrian facilities.

*Sunline Transit*

Sunline Transit is the transit agency that serves the Coachella Valley, including the unincorporated communities of the Eastern Coachella Valley. A review of its service area and bus routes showed that there are three routes that travel through the Eastern Coachella Valley. Route 90 travels between the cities of Coachella and Indio but the nearest intersection is two miles east of the project site. Route 91 travels through the unincorporated communities of Mecca and Oasis and the City of Coachella with the nearest intersection to the project site being three miles to the east. Finally, Route 95 travels between North Shore (Salton Sea), Mecca and Coachella, with the nearest intersection being 6.5 miles from the project site. There is currently no bus route that travels along Monroe Street or Airport Blvd near the project site, therefore, the applicant is not required to provide a transit stop at the project site and no impact to Sunline’s ability to provide existing service in the region would occur.

*Bicycle Facilities*

Currently Airport Blvd and Monroe Street in the vicinity of the project site are not fully built out, and there are no bike lanes along the east side of Monroe Street or along Airport Blvd. On the west side of Monroe Street within the City of La Quinta there is an existing Class II bike lane (on-street dedicated lane), and along both sides of Avenue 56 west of Monroe Street. Avenue 56 becomes Airport Blvd on the east side of Monroe Street. As part of the project’s roadway improvements, the Applicant will be required to add a Class II bike lane along the east side of Monroe Street and along the south side of Airport Blvd when roadway improvements to those two roads are constructed. Therefore, the applicant will be in compliance with the County’s General Plan Circulation Element, and there is no impact to bicycle facilities.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Pedestrian Facilities**

Under existing conditions there are no sidewalks along the frontage of project site either on Monroe Street or Airport Blvd. As part of the proposed project, the applicant will be developing a multi-purpose trail. Incorporating many of the design elements set forth in the Vista Santa Rosa Design Guidelines the site's perimeter treatments include the following (from the right-of-way on Monroe Street and Airport Blvd): (1) landscaped parkway; (2) 3.5-foot high white vinyl ranch rail fence; (3) 10-foot wide multipurpose trail made of decomposed granite; (4) row of parkway palm trees; (5) 4.5-foot high white agricultural fencing; and (6) landscaped berm around the parking lots. The 10-foot wide multi-purpose trail will provide a safe path of travel for pedestrians accessing the project site on foot. Therefore, there would be no impact on pedestrian facilities associated with the proposed project.

- b) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

The project site is located south of Airport Blvd and east of Monroe Street in the County of Riverside. The project will be developed in four phases as shown in Table 36, *Project Phasing Plan*.

**Table 36 Project Phasing Plan**

Project Phase	Proposed Uses	Opening Year
Phase 1	5,800 square foot gas station and convenience market with 16 fueling positions	2022
	7,550 square feet of retail use	
	2,400 square foot fast food restaurant with drive-through window	
	15,800 square foot pharmacy with drive-through window	
Phase 2	158,800 square foot, two-story Congregate Care facility	2026
Phase 3	66 dwelling units of attached senior adult housing	To Be Determined
Phase 4	16 dwelling units of attached senior adult housing 5,000 square feet of restaurant/retail space	To Be Determined
<b>Total</b>	36,550 square feet of commercial retail 158,800 square foot Congregate Care facility 82 attached dwelling units	

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Village Traffic Impact Analysis, page ES-1.

Study Area intersections, including project driveways are listed in Table 37, *Study Area Intersections and Jurisdictions*.

**Existing Conditions**

The study area intersections are shown in Table 38, *Study Area Intersections and Jurisdiction, intersections*. Under existing traffic conditions, all study area intersections operate within acceptable Levels of Service during the peak hours.

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

**Table 37 Study Area Intersections and Jurisdiction**

No.	Study Area Intersections <sup>1</sup>	Jurisdiction
1	Madison Street (NS) at Avenue 54 (EW)	City of La Quinta
2	Madison Street (NS) at Airport Blvd (EW)	City of La Quinta
3	Madison Street (NS) at Avenue 58 (EW)	City of La Quinta
4	Monroe Street (NS) at Avenue 54 (EW)	County of Riverside/City of La Quinta
5	Monroe Street (NS) at Airport Blvd (EW)	County of Riverside/City of La Quinta
6	Monroe Street (NS) at Avenue 58 (EW)	County of Riverside/City of La Quinta
7	Jackson Street (NS) at Airport Blvd (EW)	County of Riverside
8	SR-86 Southbound Ramps (NS) at Airport Blvd (EW)	Caltrans
9	SR-86 Northbound Ramps (NS) at Airport Blvd (EW)	Caltrans
10	Project Driveway 1 (NS) at Airport Blvd (EW)	County of Riverside
11	Project Driveway 2 (NS) at Airport Blvd (EW)	County of Riverside
12	Monroe Street (NS) at Project Driveway 3 (EW)	County of Riverside
13	Monroe Street (NS) at Project Driveway 4 (EW)	County of Riverside
14	Monroe Street (NS) at Project Driveway 5 (EW)	County of Riverside
15	Monroe Street (NS) at Project Driveway 6 (EW)	County of Riverside

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Village Traffic Impact Analysis, page 2.

Notes

- (NS) = north-south roadway; (EW) = east-west roadway

**Table 38 Existing Intersection Levels of Service**

Study Area Intersection	Traffic Control <sup>1</sup>	AM Peak Hour		PM Peak Hour	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
1. Madison St at Ave 54	AWS	10.8	B	10.8	B
2. Madison St at Airport Blvd	TS	9.8	A	9.9	A
3. Madison St at Ave 58	AWS	8.4	A	8.5	A
4. Monroe St at Ave 54	AWS	13.1	B	12.3	B
5. Monroe St at Airport Blvd	AWS	9.5	A	9.7	A
6. Monroe St at Ave 58	AWS	8.0	A	8.1	A
7. Jackson St at Airport Blvd	AWS	10.8	B	9.5	A
8. SR-86 SB Ramps at Airport Blvd	TS	19.4	B	15.7	B
9. SR-86 NB Ramps at Airport Blvd	TS	12.1	B	8.9	A

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Village Traffic Impact Analysis, Table 1.

Notes

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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1. TS = Traffic Signal; CSS = Cross Street Stop
2. Delay is shown in seconds/vehicle. For intersections with traffic signal, all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).
3. LOS = Level of Service

### Analysis Scenarios

The following scenarios are analyzed during typical weekday morning and evening peak hour conditions:

- Existing (2020) Conditions
- Existing (2020) Plus Project Phase 1 Conditions
- Existing (2020) Plus Project Buildout Conditions
- Existing Plus Ambient Plus Project Phase 1 (2022) Conditions
- Existing Plus Ambient Plus Project Buildout (2026) Conditions
- Existing Plus Ambient Plus Project Phase 1 (2022) Plus Cumulative Conditions
- Existing Plus Ambient Plus Project Buildout (2026) Plus Cumulative Conditions
- Buildout Year 2040 Without Project Conditions
- Buildout Year 2040 With Project Conditions

### Methodology

#### Intersection Delay

This methodology is based on the procedures contained in the *Highway Capacity Manual (Transportation Research Board, 6th Edition)*, and considers the traffic volume and distribution of movements, traffic composition, geometric characteristics, and signalization details to calculate the average control delay per vehicle and corresponding Level of Service (LOS). Control delay is defined as the portion of delay attributed to the intersection traffic control (such as a traffic signal or stop sign) and includes initial deceleration, queue move-up time, stopped delay, and final acceleration delay. The intersection control delay is then correlated to LOS based on the following thresholds:

Level of Service	Intersection Control Delay (Seconds / Vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: Transportation Research Board, *Highway Capacity Manual (6th Edition)*.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Level of Service is used to qualitatively describe the performance of a roadway facility, ranging from LOS A (free-flow conditions) to LOS F (extreme congestion and system failure). At intersections with traffic signal or all way stop control, LOS is determined by the average control delay for the overall intersection. At intersections with cross street stop control (i.e., one- or two-way stop control), LOS is determined by the average control delay for the worst individual movement (or movements sharing a single lane).

Intersection delay analysis was performed using the Vistro (Version 6.00-00) software. Saturation flow rates of 1,800 vehicles per hour of green for through and right turn lanes and 1,700 vehicles per lane for single left turn lanes, 1,600 vehicles per lane for dual left turn lanes, and 1,500 vehicles per lane for triple left turn lanes have been assumed for the capacity analysis. Measured peak hour factors have been applied for existing and near-term conditions.

*Project Trips*

The Gateway Village project was assessed in two interim phases at the project opening year of 2022 for Phase 1 and at the project buildout year of 2026 for Phases 2, 3 and 4 of the project. The traffic analysis also included a long-range Year 2040 analysis conditions. Phase 1 of the project is forecast to generate a total of approximately 4,695 net daily vehicle trips, including 445 net vehicle trips during the AM peak hour and 359 net vehicle trips during the PM peak hour. Buildout of project is forecast to generate a total of approximately 7,625 net daily vehicle trips, including 615 net vehicle trips during the AM peak hour and 609 net vehicle trips during the PM peak hour.

*Trip Generation Rates*

Table 39, *Trip Generation Rates*, shows the project trip generation based upon trip generation rates obtained from the Institute of Transportation Engineers, *Trip Generation Manual*, 10th Edition, 2017.

Trip generation rates were determined for daily trips, morning peak hour inbound and outbound trips, and evening peak hour inbound and outbound trips for the proposed land uses. Trip generation rates for the proposed land uses. The number of trips forecast to be generated by the proposed project are determined by multiplying the trip generation rates by the land use quantities. Traffic volumes shown in Table 40, *Trips Generation by the Project*, consist of the total trips generated for each project land use. As a residential trip generated by the project will also be making trips to a commercial retail land use within the project site, a double counting of those trips occurs. Ten (10) percent of the trips generated by the project have been identified for the internal interaction between the proposed land uses.

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

**Table 39 Trip Generation Rates**

Trip Generation Rates										
Project				AM Peak			PM Peak			Daily
No.	Land Use	Code <sup>1</sup>	Units <sup>2</sup>	In %	Out %	Total	In %	Out %	Total	
1	Senior Adult Housing - Attached	ITE 252	DU	23%	77%	0.46	63%	37%	0.56	7.32
2	Congregate Care (Assisted Living)	ITE 254	TSF	78%	22%	0.39	30%	70%	0.48	4.19
3	Shopping Center	ITE 820	TSF	62%	38%	0.94	48%	52%	3.81	37.75
4	Supermarket	ITE 850	TSF	60%	40%	3.82	51%	49%	9.24	106.78
5	Pharmacy/Drugstore w/ Drive-Through Window	ITE 881	TSF	53%	47%	3.84	50%	50%	10.29	109.16
6	Fast-Food Restaurant w/ Drive-Thru Window	ITE 934	TSF	51%	49%	40.19	52%	48%	32.67	470.95
7	Gasoline/Service Station w/ Convenience Market	ITE 945	TSF	51%	49%	75.99	51%	49%	88.35	1,440.02

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Village Traffic Impact Analysis, Table 3.

Notes

1. ITE = Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017; ### = Land Use Code
2. VFP = Vehicle Fueling Positions; TSF = Thousand Square Feet



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

**Table 40 Project Trip Generation by Phase**

Phase (Year)	Trips Generated									
	Parcel	Project Land Use <sup>1</sup>	Quantity <sup>2</sup>	AM Peak			PM Peak			Daily
				In	Out	Total	In	Out	Total	
Phase 1 (2022)	1	Gasoline/Service Station w/ Convenience Market	8,000 TSF	310	158	468	136	125	261	3,768
		Internal Capture <sup>3</sup> - AM (14%); PM (13%); Daily (12%)	10% <sup>4</sup>	-31	-16	-47	-14	-13	-27	-377
		Pass-By Trips <sup>5</sup> - AM (62%); PM (56%)	25% <sup>4</sup>	-70	-36	-106	-31	-28	-59	-848
		<b>Subtotal Net Trips - Parcel 1</b>		<b>209</b>	<b>106</b>	<b>315</b>	<b>91</b>	<b>84</b>	<b>175</b>	<b>2,543</b>
	2	Retail	7,800 TSF	5	3	8	14	15	29	294
		Internal Capture <sup>3</sup> - AM (14%); PM (13%); Daily (12%)	10% <sup>4</sup>	-1	-	-1	-1	-2	-3	-29
		Pass-By Trips <sup>5</sup> - PM (34%)	25% <sup>4</sup>	-	-	-	-3	-3	-6	-86
		<b>Subtotal Net Trips - Parcel 2</b>		<b>4</b>	<b>3</b>	<b>7</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>199</b>
	3	Fast-Food Restaurant w/ Drive-Thru Window	2,600 TSF	53	51	104	44	41	85	1,224
		Internal Capture <sup>3</sup> - AM (14%); PM (13%); Daily (12%)	10% <sup>4</sup>	-5	-5	-10	-4	-4	-8	-122
		Pass-By Trips <sup>5</sup> - AM (48%); PM (50%)	25% <sup>4</sup>	-12	-12	-24	-10	-9	-19	-276
		<b>Subtotal Net Trips - Parcel 3</b>		<b>36</b>	<b>34</b>	<b>70</b>	<b>30</b>	<b>28</b>	<b>58</b>	<b>826</b>
	4	Pharmacy/Drugstore w/ Drive-Through Window	15,300 TSF	31	28	59	79	79	158	1,670
		Internal Capture <sup>3</sup> - AM (14%); PM (13%); Daily (12%)	10% <sup>4</sup>	-3	-3	-6	-8	-8	-16	-167
		Pass-By Trips <sup>5</sup> - PM (49%)	25% <sup>4</sup>	-	-	-	-18	-18	-36	-376
		<b>Subtotal Net Trips - Parcel 4</b>		<b>28</b>	<b>25</b>	<b>53</b>	<b>53</b>	<b>53</b>	<b>106</b>	<b>1,127</b>
Phase 2 (2026)	5	Congregate Care (Assisted Living)	158,800 SF	48	14	62	22	54	76	665
		Internal Capture <sup>3</sup> - AM (12%); PM (13%); Daily (11%)	10% <sup>4</sup>	-5	-1	-6	-2	-5	-7	-67
		<b>Subtotal Net Trips - Parcel 5</b>		<b>43</b>	<b>13</b>	<b>56</b>	<b>20</b>	<b>49</b>	<b>69</b>	<b>598</b>
Phase 3 (TBD)	6	Senior Adult Housing - Attached	175DU	19	61	80	61	37	98	1,281
		Internal Capture <sup>3</sup> - AM (14%); PM (13%); Daily (12%)	5% <sup>4</sup>	-2	-6	-8	-6	-4	-10	-128
		<b>Subtotal Net Trips - Parcel 6</b>		<b>17</b>	<b>55</b>	<b>72</b>	<b>55</b>	<b>33</b>	<b>88</b>	<b>1,153</b>
Phase 4 (TBD)	7	Supermarket	20,500 TSF	47	31	78	97	93	190	2,189
		Internal Capture <sup>3</sup> - AM (14%); PM (13%); Daily (12%)	10%	-5	-3	-8	-10	-9	-19	-219
		Pass-By Trips <sup>5</sup> - PM (36%)	25%	-	-	-	-22	-21	-43	-493
		<b>Subtotal Net Trips - Parcel 7</b>		<b>42</b>	<b>28</b>	<b>70</b>	<b>65</b>	<b>63</b>	<b>128</b>	<b>1,477</b>

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

**Table 40 Trips Generation by the Phase (continued)**

Phase (Year)	Trips Generated									
	Project			AM Peak			PM Peak			Daily
	Parcel	Land Use <sup>1</sup>	Quantity <sup>2</sup>	In	Out	Total	In	Out	Total	
Phase1 (2022)	Total Trips without Internal Capture & Pass-By Adjustment		33,700 TSF	399	240	639	273	260	533	6,958
	Total Internal Capture Reduction			-40	-24	64	-27	-27	-54	-695
	Total Pass-By Trip Reduction			-82	-48	-130	-62	-58	-120	-1,566
	Total Net Trips with Internal Capture and Pass-By Trip Reduction			277	168	445	184	175	359	4,695
Phases2 (2026) Phases 3 & 4 (TBD)	Total Trips without Internal Capture & Pass-By Adjustment		281,500 TSF	114	106	220	180	184	364	4,135
	Total Internal Capture Reduction			-12	-10	-22	-18	-18	-36	-414
	Total Pass-By Trip Reduction			-	-	-	-22	-21	-43	-493
	Total Net Trips with Internal Capture and Pass-By Trip Reduction			102	96	198	140	145	285	3,228
Overall Total	Total Trips without Internal Capture & Pass-By Adjustment		315,200 TSF	513	346	859	453	444	897	11,091
	Total Internal Capture Reduction			-52	-34	-86	-45	-45	-90	-1,109
	Total Pass-By Trip Reduction			-82	-48	-130	-84	-79	-163	-2,059
	Total Net Trips with Internal Capture and Pass-By Trip Reduction			379	264	643	324	320	644	7,923

Source: Ganddini Group, Inc, July 2020, Vista Santæ Rosa Gateway Village Traffic Impact Analysis, Table 3.

Notes

1. ITE = Institute of Transportation Engineers, *Trip Generation Manual*, 10th Edition, 2017; ### = Land Use Code
2. VFP = Vehicle Fueling Positions; TSF = Thousand Square Feet
3. Institute of Transportation Engineers, *Trip Generation Handbook*, Multi-Use Trip Generation Calculation (Internal Capture). See Appendix A
4. A more conservative (lower) internal capture or pass-by trip reduction percentage is utilized in the trip generation calculations.
5. Institute of Transportation Engineers, *Trip Generation Handbook*, 3rd Edition, 2017, Average Pass-by peak hour percentages for Land Use Code ###. Daily pass-by based on PM peak hour pass-by values.  
 Table E.37, Land Use Code 945 - Gasoline/Service Station with Convenience Market, Average AM Peak Pass-By Trip Percentage = 62%  
 Table E.38, Land Use Code 945 - Gasoline/Service Station with Convenience Market, Average PM Peak Pass-By Trip Percentage = 56%  
 Table E.9, Land Use Code 820 - Shopping Center, Average PM Peak Pass-By Trip Percentage = 34%  
 Table E.31, Land Use Code 934 - Fast-Food Restaurant with Drive-Through Window, Average AM Peak Pass-By Trip Percentage = 49%  
 Table E.32, Land Use Code 934 - Fast-Food Restaurant with Drive-Through Window, Average PM Peak Pass-By Trip Percentage = 50%  
 Table E.23, Land Use Code 881- Pharmacy/Drugstore with Drive-Through Window, Average PM Peak Pass-By Trip Percentage=49%  
 Table E.13, Land Use Code 850 - Supermarket, Average PM Peak Pass-By Trip Percentage = 36%

The project trip forecasts shown here in Table 3 reflect a higher development intensity than the currently proposed project description. To provide a conservative analysis in terms of potential project impacts, the traffic operations analysis conducted in this study utilizes the higher trip estimates compared to the currently proposed project description.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Forecast Operations**

**Existing Plus Project Phase 1 Conditions:** The study area intersections are projected to operate within acceptable Levels of Service during the peak hours as shown in Table 41, *Existing Plus Project Phase 1 Intersection LOS*.

**Table 41 Existing Plus Project Phase 1 Intersection LOS**

Study Intersection	Traffic Control <sup>1</sup>	AM Peak Hour		PM Peak Hour	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
1. Madison St at Ave 54	AWS	11.0	B	11.0	B
2. Madison St at Airport Blvd	TS	11.4	B	11.3	B
3. Madison St at Ave 58	AWS	8.6	A	8.7	A
4. Monroe St at Ave 54	AWS	14.3	B	13.1	B
5. Monroe St at Airport Blvd	AWS	10.6	B	10.7	B
6. Monroe St at Ave 58	AWS	8.2	A	8.4	A
7. Jackson St at Airport Blvd	AWS	14.2	B	10.9	B
8. SR-86 SB Ramps at Airport Blvd	TS	20.1	C	16.8	B
9. SR-86 NB Ramps at Airport Blvd	TS	12.9	B	9.7	A
10. Project Driveway 1 at Airport Blvd	CSS	9.6	A	9.1	A
11. Project Driveway 2 at Airport Blvd	CSS	9.8	B	9.3	B
12. Monroe St at Project Driveway 3	CSS	9.6	A	9.6	A
13. Monroe St at Project Driveway 4	CSS	14.8	B	12.7	B

Source: Ganddini Group, Inc, July 2020, *Vista Santa Rosa Gateway Village Traffic Impact Analysis, Table 4.*

**Notes**

1. TS = Traffic Signal; CSS = Cross Street Stop
2. Delay is shown in seconds/vehicle. For intersections with traffic signal, all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).
3. LOS = Level of Service

**Existing Plus Project Buildout Conditions:** The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Existing Plus Project Buildout traffic conditions as shown in Table 42, *Existing Plus Project Phase 1 Intersection LOS*.

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

**Table 42 Existing Plus Project Buildout Intersection LOS**

Study Intersection	Traffic Control <sup>1</sup>	AM Peak Hour		PM Peak Hour	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
1. Madison St at Ave 54	AWS	11.1	B	11.2	B
2. Madison St at Airport Blvd	TS	12.1	B	12.2	B
3. Madison St at Ave 58	AWS	8.7	A	8.8	A
4. Monroe St at Ave 54	AWS	15.1	C	13.7	B
5. Monroe St at Airport Blvd	AWS	11.7	B	12.3	B
6. Monroe St at Ave 58	AWS	8.4	A	8.6	A
7. Jackson St at Airport Blvd	AWS	17.1	C	12.5	B
8. SR-86 SB Ramps at Airport Blvd	TS	20.5	C	17.6	B
9. SR-86 NB Ramps at Airport Blvd	TS	13.1	B	10.3	B
10. Project Driveway 1 at Airport Blvd	CSS	9.9	A	9.5	A
11. Project Driveway 2 at Airport Blvd	CSS	10.1	C	9.8	C
12. Monroe St at Project Driveway 3	CSS	10.0	A	10.3	B
13. Monroe St at Project Driveway 4	CSS	15.4	C	14.6	B
14. Monroe St at Project Driveway 5	CSS	12.9	B	12.5	B
15. Monroe St at Project Driveway 6	CSS	11.4	B	11.1	B

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Village Traffic Impact Analysis, Table 6. Notes

1. TS = Traffic Signal; CSS = Cross Street Stop
2. Delay is shown in seconds/vehicle. For intersections with traffic signal, all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).
3. LOS = Level of Service

**Existing Plus Ambient Project Phase 1 (2022) Conditions:** The study area intersections are projected to operate within acceptable Levels of Service (D or better) during the peak hours as shown in Table 43, Existing Plus Ambient Plus Project Phase 1 (2022) Intersection LOS.

**Table 43 Existing Plus Ambient Plus Project Phase 1 (2022) Intersection LOS**

Study Intersection	Traffic Control <sup>1</sup>	AM Peak Hour		PM Peak Hour	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
1. Madison St at Ave 54	AWS	11.2	B	11.2	B
2. Madison St at Airport Blvd	TS	11.4	B	11.3	B
3. Madison St at Ave 58	AWS	8.7	A	8.7	A
4. Monroe St at Ave 54	AWS	15.4	C	13.8	B
5. Monroe St at Airport Blvd	AWS	10.9	B	11.1	B
6. Monroe St at Ave 58	AWS	8.3	A	8.4	A
7. Jackson St at Airport Blvd	AWS	14.8	B	11.1	B

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

**Table 43 Existing Plus Ambient Plus Project Phase 1 (2022) Intersection LOS (continued)**

Study Intersection	Traffic Control <sup>1</sup>	AM Peak Hour		PM Peak Hour	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
8. SR-86 SB Ramps at Airport Blvd	TS	20.3	C	17.1	B
9. SR-86 NB Ramps at Airport Blvd	TS	13.0	B	9.8	A
10. Project Driveway 1 at Airport Blvd	CSS	9.7	A	9.2	A
11. Project Driveway 2 at Airport Blvd	CSS	15.7	C	14.0	B
12. Monroe St at Project Driveway 3	CSS	9.5	A	9.5	A
13. Monroe St at Project Driveway 4	CSS	15.0	B	12.9	B

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Village Traffic Impact Analysis, Table 7.  
Notes

1. TS = Traffic Signal; CSS = Cross Street Stop
2. Delay is shown in seconds/vehicle. For intersections with traffic signal, all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).
3. LOS = Level of Service

Existing Plus Ambient Project Buildout (2026) Conditions: The study intersections are projected to operate within acceptable Levels of Service (D or better) during the peak hours as shown in Table 44, *Existing Plus Ambient Plus Project Buildout (2026) Traffic Conditions.*

**Table 44 Existing Plus Ambient Plus Project Buildout (2026) Intersection LOS**

Study Intersection	Traffic Control <sup>1</sup>	AM Peak Hour		PM Peak Hour	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
1. Madison St at Ave 54	AWS	11.6	B	11.7	B
2. Madison St at Airport Blvd	TS	12.2	B	12.2	B
3. Madison St at Ave 58	AWS	8.9	A	9.0	A
4. Monroe St at Ave 54	AWS	18.3	C	16.1	C
5. Monroe St at Airport Blvd	AWS	12.4	B	13.2	B
6. Monroe St at Ave 58	AWS	8.6	A	8.8	A
7. Jackson St at Airport Blvd	AWS	20.8	C	13.6	B
8. SR-86 SB Ramps at Airport Blvd	TS	21.1	C	18.1	B
9. SR-86 NB Ramps at Airport Blvd	TS	13.4	B	10.7	B
10. Project Driveway 1 at Airport Blvd	CSS	10.0	B	9.6	A
11. Project Driveway 2 at Airport Blvd	CSS	10.2	C	9.9	C
12. Monroe St at Project Driveway 3	CSS	10.1	A	10.4	B
13. Monroe St at Project Driveway 4	CSS	15.9	C	15.0	C
14. Monroe St at Project Driveway 5	CSS	13.3	B	12.8	B
15. Monroe St at Project Driveway 6	CSS	11.7	B	11.4	B

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Village Traffic Impact Analysis, Table 8.  
Notes

1. TS = Traffic Signal; CSS = Cross Street Stop

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Delay is shown in seconds/vehicle. For intersections with traffic signal, all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).
- LOS = Level of Service

**Existing Plus Ambient Plus Project Phase 1 (2022) Plus Cumulative Conditions:** The study area intersections are projected to operate within acceptable Levels of Service during the peak hours as shown in Table 45, *Existing Plus Ambient Plus Project Phase 1 (2022) Plus Cumulative Intersection LOS*, except for the following study intersections that are projected to operate at deficient Levels of Service:

- Madison Street/Avenue 58 – #3 (PM peak hour)
- Monroe Street/Avenue 54 – #4 (AM & PM peak hours)
- Monroe Street/Airport Boulevard – #5 (AM & PM peak hours)
- Jackson Street/Airport Boulevard – #7 (AM & PM peak hours)
- SR-86 Southbound Ramps/Airport Boulevard – #8 (PM peak hour)

**Table 45 Existing Plus Ambient Plus Project Phase 1 (2022) Plus Cumulative Intersection LOS**

Study Intersection	Traffic Control <sup>1</sup>	AM Peak Hour		PM Peak Hour	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
1. Madison St at Ave 54	AWS	13.3	B	13.3	B
2. Madison St at Airport Blvd	TS	12.3	B	14.8	B
3. Madison St at Ave 58 New Traffic Signal	AWS	17.0	C	46.2	E
	TS	16.4	B	16.8	B
4. Monroe St at Ave 54 New Traffic Signal; NB Left Turn; SB Left Turn; WB Left Turn	AWS	71.4	F	93.0	F
	TS	15.1	B	15.1	B
5. Monroe St at Airport Blvd New Traffic Signal; NB Right Turn; WB Left Turn; WB Right Turn	AWS	87.9	F	337.8	F
	TS	28.4	C	25.1	C
6. Monroe St at Ave 58	AWS	20.5	C	22.0	C
7. Jackson St at Airport Blvd New Traffic Signal; NB Left Turn; SB Left Turn; EB Left Turn; 2nd EB Thru; WB Left Turn; 2nd WB Thru	AWS	305.6	F	259.9	F
	TS	18.0	B	15.4	B
8. SR-86 SB Ramps at Airport Blvd SB Right-Turn Overlap Phasing	TS	28.1	C	56.1	E
	TS	17.6	B	25.1	C
9. SR-86 NB Ramps at Airport Blvd	TS	15.2	B	24.3	C
10. Project Driveway 1 at Airport Blvd	CSS	17.1	C	13.0	B
11. Project Driveway 2 at Airport Blvd	CSS	17.3	F	13.2	B
12. Monroe St at Project Driveway 3	CSS	12.0	B	11.4	B
13. Monroe St at Project Driveway 4	CSS	25.1	D	23.4	C

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Village Traffic Impact Analysis, Table 9.  
Notes

- TS = Traffic Signal; CSS = Cross Street Stop

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Delay is shown in seconds/vehicle. For intersections with traffic signal, all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).
- LOS = Level of Service

Traffic signals are projected to be warranted at the following study intersections based upon the California Manual on Uniform Traffic Control Devices (2014) for Existing Plus Ambient Plus Project Phase 1 (2022) Plus Cumulative traffic conditions:

- Madison Street/Avenue 58 – #3
- Monroe Street/Avenue 54 – #4
- Monroe Street/Airport Boulevard – #5
- Jackson Street/Airport Boulevard – #7
- SR 86 Southbound Ramps/Airport Blvd – #8

Existing Plus Ambient Plus Project Buildout (2026) Plus Cumulative Conditions: The study area intersections are projected to operate within acceptable Levels of Service during the peak hours as shown in Table 46, *Existing Plus Ambient Plus Project Buildout (2026) Plus Cumulative Intersection LOS*, except for the following study intersections that are projected to operate at deficient Levels of Service:

- Madison Street/Avenue 58 – #3 (PM peak hour)
- Monroe Street/Avenue 54 – #4 (AM & PM peak hours)
- Monroe Street/Airport Boulevard – #5 (AM & PM peak hours)
- Jackson Street/Airport Boulevard – #7 (AM & PM peak hours)
- SR-86 Southbound Ramps/Airport Boulevard – #8 (PM peak hour)

**Table 46 Existing Plus Ambient Plus Project Buildout (2026) Plus Cumulative Intersection LOS**

Study Intersection	Traffic Control <sup>1</sup>	AM Peak Hour		PM Peak Hour	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
1. Madison St at Ave 54	AWS	13.6	B	13.7	B
2. Madison St at Airport Blvd	TS	13.0	B	15.4	B
3. Madison St at Ave 58 - New Traffic Signal	AWS	17.8	C	49.4	E
	TS	16.4	B	16.6	B
4. Monroe St at Ave 54 - New Traffic Signal; NB Left Turn; SB Left Turn; WB Left Turn	AWS	89.9	F	124.4	F
	TS	16.1	B	15.5	B
5. Monroe St at Airport Blvd - New Traffic Signal; NB Right Turn; WB Left Turn; WB Right Turn	AWS	115.0	F	367.1	F
	TS	31.9	C	28.4	C
6. Monroe St at Ave 58	AWS	23.9	C	26.5	D
7. Jackson St at Airport Blvd - New Traffic Signal; NB Left Turn; SB Left Turn; EB Left Turn; 2nd EB Thru; WB Left Turn; 2nd WB Thru	AWS	356.0	F	321.4	F
	TS	19.5	B	17.0	B

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

**Table 46 Existing Plus Ambient Plus Project Buildout (2026) Plus Cumulative Intersection LOS (continued)**

Study Intersection	Traffic Control <sup>1</sup>	AM Peak Hour		PM Peak Hour	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
8. SR-86 SB Ramps at Airport Blvd - SB Right-Turn Overlap Phasing	TS	32.6	C	68.9	E
	TS	18.3	B	28.0	C
9. SR-86 NB Ramps at Airport Blvd	TS	16.1	B	28.9	C
10. Project Driveway 1 at Airport Blvd	CSS	18.3	C	14.0	B
11. Project Driveway 2 at Airport Blvd	CSS	18.8	F	14.6	B
12. Monroe St at Project Driveway 3	CSS	12.8	B	12.7	B
13. Monroe St at Project Driveway 4	CSS	26.1	D	27.9	D
14. Monroe St at Project Driveway 5	CSS	20.8	C	22.3	C
15. Monroe St at Project Driveway 6	CSS	17.5	C	19.1	C

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Village Traffic Impact Analysis, Table 10. Notes

1. TS = Traffic Signal; CSS = Cross Street Stop
2. Delay is shown in seconds/vehicle. For intersections with traffic signal, all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).
3. LOS = Level of Service

**Buildout Year 2040 Without Project Conditions:** The study area intersections are projected to operate within acceptable Levels of Service during the peak hours as shown in Table 47, *Year 2040 Without Project Intersection LOS*, except for the following study intersections that are projected to operate at deficient Levels of Service

- Madison Street/Avenue 58 – #3 (PM peak hour)
- Monroe Street/Avenue 54 – #4 (AM & PM peak hours)
- Monroe Street/Airport Boulevard – #5 (AM & PM peak hours)
- Monroe Street/Avenue 58 – #6 (AM & PM peak hours)
- Jackson Street/Airport Boulevard – #7 (AM & PM peak hours)
- SR-86 Southbound Ramps/Airport Boulevard – #8 (PM peak hour)
- SR-86 Northbound Ramps/Airport Boulevard – #9 (PM peak hour)

A traffic signal is projected to be warranted for Buildout Year 2040 Without Project traffic conditions for the following intersection:

- Monroe Street/Avenue 58 – #6



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

**Table 47 Year 2040 Without Project Intersection LOS**

Study Intersection	Traffic Control <sup>1</sup>	AM Peak Hour		PM Peak Hour	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
1. Madison St at Ave 54	AWS	15.5	C	18.0	C
2. Madison St at Airport Blvd	TS	13.7	B	17.5	B
3. Madison St at Airport Blvd •New Traffic Signal	AWS	26.8	D	92.4	F
	TS	15.9	B	16.5	B
4. Madison St at Ave 58 •New Traffic Signal; NB Left Turn; SB Left Turn; WB Left Turn	AWS	189.3	F	254.8	F
	TS	20.5	C	22.9	C
5. Monroe St at Ave 54 •New Traffic Signal; NB Right Turn; WB Left Turn; WB Right Turn	AWS	219.1	F	596.1	F
	TS	36.1	D	37.3	D
6. Monroe St at Ave 58 •New Traffic Signal; NB Left Turn; SB Left Turn; EB Left Turn; WB Left Turn	AWS	48.9	E	89.5	F
	TS	13.8	B	18.3	B
7. Jackson St at Airport Blvd •New Traffic Signal; NB Left Turn; SB Left Turn; EB Left Turn; 2nd EB Thru; WB Left Turn; 2nd WB Thru	AWS	415.7	F	473.9	F
	TS	37.3	D	31.9	C
8. SR-86 SB Ramps at Airport Blvd •SB Right-Turn Overlap Phasing; 2nd EB Thru; 2nd WB Thru	TS	23.4	C	92.4	F
	TS	18.6	B	27.7	C
9. SR-86 NB Ramps at Airport Blvd •EB Right Turn	TS	18.6	B	56.0	E
	TS	16.7	B	31.8	C

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Village Traffic Impact Analysis, Table 11. Notes

1. TS = Traffic Signal; CSS = Cross Street Stop
2. Delay is shown in seconds/vehicle. For intersections with traffic signal, all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).
3. LOS = Level of Service

**Buildout Year 2040 With Project Conditions:** The study intersections are projected to operate within acceptable Levels of Service during the peak hours as shown in Table 48, *Year 2040 With Project Intersection LOS*, except for the following study intersections that are projected to operate at deficient Levels of Service:

- Madison Street/Avenue 58 – #3 (PM peak hour)
- Monroe Street/Avenue 54 – #4 (AM & PM peak hours)
- Monroe Street/Airport Boulevard – #5 (AM & PM peak hours)
- Monroe Street/Avenue 58 – #6 (AM & PM peak hours)
- Jackson Street/Airport Boulevard – #7 (AM & PM peak hours)
- SR-86 Southbound Ramps/Airport Boulevard – #8 (PM peak hour)
- SR-86 Northbound Ramps/Airport Boulevard – #9 (PM peak hour)
- Project Driveway 4/Monroe Street – #13 (PM peak hour)

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

**Table 48      Year 2040 With Project Intersection LOS**

Study Intersection	Traffic Control <sup>1</sup>	AM Peak Hour		PM Peak Hour	
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
1. Madison St at Ave 54	AWS	16.0	C	19.0	C
2. Madison St at Airport Blvd	TS	15.2	B	18.8	B
3. Madison St at Ave 58 - New Traffic Signal	AWS TS	31.2 15.9	D B	100.1 16.4	F B
4. Madison St at Ave 58 - New Traffic Signal; NB Left Turn; SB Left Turn; WB Left Turn	AWS TS	217.7 22.0	F C	283.5 26.1	F C
5. Monroe St at Ave 54 - New Traffic Signal; NB Right Turn; WB Left Turn; WB Right Turn	AWS TS	260.2 48.6	F D	608.3 49.3	F D
6. Monroe St at Ave 58 - New Traffic Signal; NB Left Turn; SB Left Turn; EB Left Turn; WB Left Turn	AWS TS	64.4 14.4	F B	101.6 20.7	F C
7. Jackson St at Airport Blvd - New Traffic Signal; NB Left Turn; SB Left Turn; EB Left Turn; 2nd EB Thru; WB Left Turn; 2nd WB Thru	AWS TS	521.6 45.2	F D	583.0 38.3	F D
8. SR-86 SB Ramps at Airport Blvd - SB Right-Turn Overlap Phasing; 2nd EB Thru; 2nd WB Thru	TS TS	51.1 18.5	D B	125.1 30.8	F C
9. SR-86 NB Ramps at Airport Blvd - EB Right Turn	TS TS	21.2 18.2	C B	75.4 42.4	E D
10. Project Driveway 1 at Airport Blvd	CSS	24.0	C	23.4	C
11. Project Driveway 2 at Airport Blvd	CSS	24.8	C	24.8	C
12. Monroe St at Project Driveway 3	CSS	14.4	B	14.7	B
13. Monroe St at Project Driveway 4 - 2nd NB Thru	CSS CSS	32.9 27.7	D D	39.7 29.2	E D
14. Monroe St at Project Driveway 5	CSS	25.6	D	30.9	D
15. Monroe St at Project Driveway 6	CSS	21.2	C	25.7	D

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Village Traffic Impact Analysis, Table 12. Notes

1. TS = Traffic Signal; CSS = Cross Street Stop
2. Delay is shown in seconds/vehicle. For intersections with traffic signal, all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).
3. LOS = Level of Service

*Project Fair Share of Intersection Improvements*

Mitigation measures are required for project specific and cumulative impacts to provide an adequate level of service at all affected intersections. These are listed below at the end of this section. The project's fair share contributions have also been calculated for Existing Plus Ambient Plus Project Buildout (2026) Plus Cumulative improvement locations. The project share of cost was based on the

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

proportion of project peak hour intersection turning movement volumes contributed to the improvement location relative to the total new peak hour Existing Plus Ambient Plus Project Buildout (2026) Plus Cumulative intersection turning movement volumes.

Table 49, *Project Fair Share Intersection Traffic Contributions*, provides a summary of improvement cost and project cost shares at the Existing Plus Ambient Plus Project Buildout (2026) Plus Cumulative study area intersection improvement locations. The intersection fair share cost calculations are typically based on the higher of the weekday morning and weekday evening peak hour traffic volumes. As shown in Table 49 the project's fair share percentages of identified impacted intersections are approximately 4.1 percent to 24.9 percent. The fair share calculations are intended only for the discussion purposes regarding the findings of the TIA, and do not imply any legal responsibility or formula for contributions or mitigation.

**Table 49      Project Fair Share Intersection Traffic Contributions**

Study Intersection	Peak Hour	Intersection Turning Movement Volumes				
		Existing	Existing Plus Ambient Plus Project Buildout (2026) Plus Cumulative	Project Buildout	Total New	Project Percent of Total New
3. Madison St at Ave 58	AM	433	1,641	64	1,208	5.3%
	PM	474	2,027	64	1,553	4.1%
4. Monroe St at Ave 54	AM	785	1,441	96	669	14.6%
	PM	739	1,523	96	784	12.2%
5. Monroe St at Airport Blvd	AM	532	1,946	352	1,414	24.9%
	PM	488	2,226	353	1,738	20.3%
7. Jackson St at Airport Blvd	AM	705	1,954	294	1,249	23.5%
	PM	605	2,150	292	1,545	18.9%
8. SR-86 SB Ramps at Airport Blvd	AM	574	1,628	198	1,054	18.8%
	PM	651	1,994	197	1,343	14.7%

Source: Ganddini Group, Inc, July 2020, *Vista Santa Rosa Gateway Village Traffic Impact Analysis*, Table 13.

In addition to paying the project's fair share of intersection improvements as mitigation for the project's impacts on study area intersections, the project includes roadway improvements related to the new driveways (intersections 10 through 15). These improvements are as follows listed in Table 50, *Project Site Access Improvements*, and are solely incumbent upon the applicant to complete.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 50 Project Site Access Improvements**

Study Intersection	Improvements
10. Project Driveway 1 at Airport Boulevard	<ul style="list-style-type: none"> <li>• Install a northbound stop sign</li> <li>• Install a northbound right-turn only sign</li> <li>• Provide a northbound right turn lane</li> </ul>
11. Project Driveway 2 at Airport Boulevard	<ul style="list-style-type: none"> <li>• Install a northbound stop sign</li> <li>• Install a northbound right-turn only sign</li> <li>• Provide a northbound right-right lane</li> <li>• Provide a westbound left turn lane on Airport Blvd</li> </ul>
12. Project Driveway 3 at Monroe Street	<ul style="list-style-type: none"> <li>• Install a westbound stop sign</li> <li>• Install a westbound right-turn only sign</li> <li>• Provide a westbound right turn lane</li> </ul>
13. Project Driveway 4 at Monroe Street	<ul style="list-style-type: none"> <li>• Install a westbound stop sign</li> <li>• Provide a westbound shared left-right lane</li> <li>• Provide a southbound left turn lane on Monroe Street</li> </ul>
14. Project Driveway 5 at Monroe Street	<ul style="list-style-type: none"> <li>• Install a westbound stop sign</li> <li>• Provide a westbound shared left-right lane</li> <li>• Provide a southbound left turn lane on Monroe Street</li> </ul>
15. Project Driveway 6 at Monroe Street	<ul style="list-style-type: none"> <li>• Install a westbound stop sign</li> <li>• Provide a westbound shared left-right lane</li> <li>• Provide a southbound left turn lane on Monroe Street</li> </ul>

Source: Ganddini Group, Inc, July 2020, Vista Santa Rosa Gateway Village Traffic Impact Analysis, Page 80.

In addition to driveway improvements listed in Table 50, the project includes the following roadway improvements:

Phase 1 to be completed in 2022 will include Buildings 1, 2, 3 and 4 (Parcels 1, 2, 3 and 4) which will include:

- Continuous medians along the entire frontage of Buildings 1, 2, 3 and 4 (Parcels 1, 2, 3 and 4).
- Right-in/right-out only driveway (Intersection #12 – Project Driveway 3) on Monroe Street approximately 300 feet south of Airport Blvd.
- Right-in/right-out only driveway (Intersection #10 – Project Driveway 1) on Airport Blvd approximately 350 feet from Monroe Street.
- Left-in/left-out (unrestricted) full access driveway (Intersection #13 – Project Driveway 4) between Building 4 and 5 on Monroe Street approximately 570 feet south of Airport Blvd.
- The center raised median shall terminate at this unrestricted full access driveway (Intersection #13 – Project Driveway 4) approximately 550 south of Airport Blvd. A left turn pocket with appropriate stacking shall be built into center raised median.
- Left-in/left-out (unrestricted) full access driveway (Intersection #11 – Project Driveway 2) between Building 1 and the existing school on Airport Blvd approximately 650 feet east of Monroe Street
- The center raised median shall terminate at this unrestricted driveway (Intersection #11 – Project Driveway 2) approximately 630 feet east of Monroe Street. An acceleration lane shall be built into this raised median.
- A 14-foot wide two-way center turn lane will continue 760 feet east of the project boundary to accommodate turning movements at the adjacent school and the proposed shared use driveway

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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at the east edge of the school. The center turn lane will taper back to the existing 2 lane condition within 200 feet of its terminus (approximately 960 feet east of Monroe Street).

- Phase 1 must also include a temporary center acceleration lane on Monroe Street south of the termination of the median for vehicles that exit the property and turn south. This asphalt acceleration lane will be replaced with a raised median and acceleration lane in later Phase 2.

Phases 2, 3 and 4 will include Building 5 and remaining buildings (Parcels 5, 6 and 7) and a completion of all remaining improvements:

- The previously proposed driveway located at 680 feet south of Airport Blvd will be removed.
- The proposed driveway (Intersection #14 – Project Driveway 5) at the southern edge of Building 5 (Parcel 5) approximately 900 feet south of Airport Blvd will be unrestricted full access driveway.
- The proposed driveway (Intersection #15 – Project Driveway 6) at the southern edge of Parcel 7 and the southern project boundary approximately 1,200 feet south of Airport Blvd will be unrestricted full access driveway.
- Left turn pocket will continue south for 100 feet to accommodate vehicles that exit and head south.
- Center lane will taper back to existing 2 lane condition within 300 feet of the southern project boundary.

Therefore, completion of roadway improvements on Monroe Street and Airport Blvd, improvements related to the project’s new access driveways as shown in Table 50, and participating in improvements to other study area intersections through fair share contributions as shown in Table 49, impacts on transportation levels of service and facilities associated with the proposed Gateway Village project can be reduced to less than significant levels.

### Vehicles Miles Traveled (VMT) Analysis

As required under the County’s Draft Transportation Analysis Guidelines (TA Guidelines), the Ganddini Group, also completed a Vehicle Miles Traveled (VMT) memorandum for the Vista Santa Rosa Gateway Project. The results of the VMT analysis are summarized here.

#### *Project Screening*

The County of Riverside TA Guidelines identify the following seven screening criteria to determine if a presumption of a non-significant transportation impact can be made based on the facts of the project:

- Small Projects
- Projects Near High Quality Transit
- Local-Serving Retail
- Affordable Housing
- Local Essential Service
- Map-Based Screening
- Redevelopment Projects

The Vista Santa Rosa Gateway Village project would include a mix of uses that would serve the needs of the local community. For mixed-use projects, the Governor’s Office of Planning and Research (OPR)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Technical Advisory recommends that lead agencies can evaluate each component of a mixed-use project independently and apply the thresholds of significance for each land use (e.g., residential and retail). Therefore, the retail and residential components of the proposed project may be assessed independently.

**Retail Component**

Some project types have been identified as having the presumption of a less than significant impact as they are small enough to not warrant assessment. This applies to projects with low trip generation per existing CEQA exemptions or that based on the Riverside County Greenhouse Gas Emissions Screening Tables result in a 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO<sub>2e</sub>) per year screening level threshold to identify projects that require the use of the Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions. (See Section 20, Greenhouse Gas Emissions, for the results of this exercise) This includes any land use types (residential, office, etc.). The following land use quantities can be presumed to have a less than significant impact under this screening criteria:

- Project generation is less than 110 trips day per the ITE Manual or other acceptable source determines by Riverside County; or
- Project GHG emissions less than 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO<sub>2e</sub>) as determined by a methodology acceptable to the Transportation Department; or
- Single Family Housing projects less than or equal to 110 dwelling units; or
- Multi Family (low-rise) Housing projects less than or equal to 147 dwelling units; or
- Multi Family (mid-rise) Housing projects less than or equal to 194 dwelling units; or
- General Office Building with area less than or equal to 165,000 square feet; or
- Retail buildings with area less than or equal to 60,000 square feet; or
- Warehouse (unrefrigerated) buildings with area less than or equal to 208,000 square feet; or
- General Light Industrial buildings with area less than or equal to 179,000 square feet.

Unless:

It is inconsistent with the Sustainable Communities Strategy as determined by the Transportation Department. The Ganddini Group prepared two VMT memos for their evaluation of the Vista Santa Rosa Gateway Village project. The first was an evaluation of all four phases of the project – phases 1 and 2 that are the subject of CUP 190030, plus phase 3 and 4 which are conceptual and may be revised at such time as these parcels are ripe for development. The second was an evaluation of phased 1 and 3 – the two phases that would be developed immediately upon approval of the requested entitlements.

**VMT Analysis – Phases 1-4**

The proposed retail uses on Parcels 1-4 and 7 total 36,550 square feet, which is less than the 60,000 square foot Small Projects screening criteria for retail buildings. Therefore, the retail component of the proposed project satisfies the County-established screening criteria for small projects consisting of retail buildings less than 60,000 square feet and may be presumed to result in a less than significant VMT impact without further analysis.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Residential Component**

The County’s TA Guidelines screening criteria for Small Projects include multi- family (low rise) housing projects less than or equal to 147 dwelling units are presumed to cause a less than significant impact and are exempt from the requirement of preparing a VMT impact analysis.

The sum of the congregate care facility and senior adult housing is equal to 210 dwelling units. Although this exceeds the number of dwelling units per the screening thresholds for single- or multi-family housing, it is important to note that both congregate care facilities and senior adult housing developments generate substantially fewer trips per dwelling unit than either the single- or multi-family housing land uses. The following is a summary of the number of daily trips generated by the Small Project threshold for single- and multi-family housing land uses based on daily trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017):

- 110 single-family dwelling units x 9.44 trips per day = 1,038 daily trips
- 147 multi-family (low-rise) dwelling units x 7.32 trips per day = 1,076 daily trips
- 194 multi-family (mid-rise) dwelling units x 5.44 trips per day = 1,055 daily trips

For comparison, the proposed congregate care and senior housing uses are forecast to generate a total of 803 daily trips. Assuming trip lengths for the proposed congregate care and senior housing uses are comparable to single- and multi-family housing, the proposed residential uses are expected to generate VMT that is similar to or less than the Small Project threshold for single- and multi-family housing land uses. Therefore, the residential component of the proposed project satisfies the County-established screening criteria for small residential projects and may be presumed to result in a less than significant VMT impact without further analysis.

In summary, the retail component of the proposed project satisfies the County-established screening criteria for small projects consisting of retail buildings less than 60,000 square feet and may be presumed to result in a less than significant VMT impact without further analysis. While the residential component of the proposed project satisfies the County-established screening criteria for small residential projects and may be presumed to result in a less than significant VMT impact without further analysis.

**VMT Analysis – Phases 1 and 2 only**

**Retail Component**

The proposed retail uses on Parcels 1-4 total 31,550 square feet, would be considered local-serving retail which is less than the 50,000 square foot Local-Serving Retail screening criteria for single store on-site. Therefore, the retail component of the proposed project satisfies the County-established screening criteria for local-serving retail consisting of retail buildings less than 50,000 square feet and may be presumed to result in a less than significant VMT impact without further analysis.

**Residential Component**

The sum of the congregate care facility in Phase 2 and Parcel 5 is equal to 128 dwelling units which is less than the 147 dwelling unit Small Project screening criteria for multi-family (low rise) housing project. Therefore, the residential component of the proposed project satisfies the County-established screening criteria for Small Project that is a multi-family (low rise) housing project less than 147 dwelling units and may be presumed to result in a less than significant VMT impact without further analysis.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In summary, the retail component of the proposed project (Phase 1) satisfies the County-established screening criteria for local serving retail consisting of single retail buildings on-site less than 50,000 square feet and may be presumed to result in a less than significant VMT impact without further analysis. While the residential component of the proposed project (Phase 2) satisfies the County-established screening criteria for small residential projects and may be presumed to result in a less than significant VMT impact without further analysis.

- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? **Determination: Less Than Significant Impact.**

There are no design features that would substantially increase hazards such as sharp curves, dangerous intersections, or incompatible uses with farming activities in the project area. However, the project site is located adjacent to an existing elementary school located east of the project site along Airport Blvd. In order to provide a safe environment for student, faculty and parents during AM and PM student drop-off times, the applicant will develop Driveway 11 between Building 1 and the existing school on Airport Blvd approximately 650 feet east of Monroe Street. In addition, the project includes a 14 foot wide two-way center turn lane that will continue 760 feet east of the project boundary to accommodate turning movements at the adjacent elementary school and the proposed shared use driveway at the east edge of the school. The center turn lane will taper back to the existing 2 lane condition within 200 feet of its terminus (approximately 960 feet east of Monroe Street). Finally, as shown on the Project Phasing exhibit (Figure 5), the driveway will developed so that vehicles accessing the school can continue southerly through the Phase 1 portion of the site then easterly along the northerly boundary of the Phase 3 portion of the site in order to provide the school with adequate safe off-street access for drop-off/pick-up of students away from Airport Blvd. Therefore, the existing situation where parents drop-off/pick-up students on Airport Blvd would be largely eliminated thus reducing this hazard to a less than significant level.

- d) Cause an effect upon, or a need for new or altered maintenance of roads? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

Implementation of the proposed Gateway Village project would result in need for new or altered maintenance of roads due to the introduction of new vehicle trips in the area. This is addressed in Section 37.b. above.

- e) Cause an effect upon circulation during the project's construction? **Determination: Less Than Significant Impact with Mitigation Incorporated.**

Implementation of the project would cause a temporary effect on circulation during the project's construction phases generally due to the road and intersection improvements that are required along Monroe Street and Airport Blvd. The applicant and/or construction contractor shall coordinate with the County of Riverside on a Construction Traffic Control Plan for the construction period of the project to maintain traffic circulation. This is outlined in mitigation measure TIA-7. With implementation of mitigation measure TIA-7, impacts associated with construction, particularly proposed road improvements, would be less than significant.

- f) Result in inadequate emergency access or access to nearby uses? **Determination: Less Than Significant Impact with Mitigation Incorporated.**



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Implementation of the project would not result in inadequate emergency access or access to nearby uses. An emergency secondary ingress/egress point will be provided off of Monroe Street, south of the main entrance to the development. Therefore, less than significant impacts are expected.

**Mitigation:**

- TIA-1** The applicant shall pay a fair share of the improvement cost and project cost shares at the Existing Plus Ambient Plus Project Buildout (2026) Plus Cumulative study intersection improvement locations as shown in TIA Table 12. The project's fair share percentages of identified impacted intersections are approximately 4.1 percent to 24.9 percent. The fair share calculations are intended only for the discussion purposes of this traffic impact analysis, and do not imply any legal responsibility or formula for contributions or mitigation.
- TIA-2** All roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project shall be constructed in accordance with applicable engineering standards and to the satisfaction of the County of Riverside.
- TIA-3** Site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the County of Riverside.
- TIA-4** On-site traffic signing and striping plans shall be submitted for County of Riverside approval in conjunction with detailed construction plans for the project.
- TIA-5** The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met in accordance with applicable County of Riverside/California Department of Transportation sight distance standards.
- TIA-6** As is the case for any roadway design, the County of Riverside should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.
- TIA-7** Prior to commencement of construction in each phase, the Applicant or his/her designee shall prepare and submit for County of Riverside Approval, a Construction Traffic Management Plan.

**Monitoring:** Monitored through the project's Mitigation Monitoring and Reporting Program (MMRP).

**38. Bike Trails**

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

**Source(s):** Riverside County General Plan

**Findings of Fact:**

a) Include the construction or expansion of a bike system or bike lanes? **Determination: Less Than Significant Impact.**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Currently Airport Blvd and Monroe Street in the vicinity of the project site are not fully built out, and there are no bike lanes along the east side of Monroe Street or along Airport Blvd. On the west side of Monroe Street within the City of La Quinta there is an existing Class II bike lane (on-street dedicated lane), and along both sides of Avenue 56 west of Monroe Street. Avenue 56 becomes Airport Blvd on the east side of Monroe Street. As part of the project's roadway improvements, the applicant will be required to add a Class II bike lane along the east side of Monroe Street and along the south side of Airport Blvd when roadway improvements to those two roads are constructed. Therefore, the applicant will be in compliance with the County's General Plan Circulation Element, and there is no impact to bicycle facilities.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

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

**39. Tribal Cultural Resources**

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

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

**Source(s):** Historical/Archaeological Resources Survey Report, Vista Santa Rosa Gateway Village Project, Thermal Area, Riverside County, California, CRM TECH, October 2018 (EA Appendix C); Phase II Cultural Resources Testing and Evaluation Program, Site 33-028501 (CA-RIV-12843), within the Vista Santa Rosa Gateway Project Area, Thermal Area, Riverside County, California, May 2019. County Archaeologist, AB52 Tribal Consultation.

**Findings of Fact:**

- a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?
- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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California Native American tribe.) **Determination: Less Than Significant Impact with Mitigation Incorporated.**

Findings of fact: Notifications were sent out to eight tribes on March 23, 2020. Consultation requests were received from the Agua Caliente Band of Cahuilla Indians and the Torres Martinez Band of Cahuilla Indians. The Soboba Band deferred to closer tribes but also requested that a Tribal Monitor be present during all ground disturbing activities associated with this Project. Torres Martinez told Planning during an August 10, 2020 consultation meeting that the area is sensitive for cultural resources and requested that a monitor from Torres Martinez be present during ground disturbing activities. A consultation meeting was held with Agua Caliente.

Also, a Sacred Lands File Search and an SB18 Tribal Consultation List was requested from the Native American Heritage Commission (NAHC) on March 23, 2020. A response was received from the NAHC on March 27, 2020 which indicated that the Sacred Lands File Search was negative and included a list of 12 tribes whose Traditional Use Area was in the vicinity of the project. Letters were sent to all 12 tribes on March 23, 2020. None of the tribes requested SB18 consultation.

No Tribal Cultural Resources were identified by the Tribes during consultation. However, the project area is sensitive for cultural resources and there is the possibility that previously unidentified resources might be found during ground disturbing activities. As such, during all ground disturbing activities, a qualified archaeologist and a Tribal Monitor from the consulting Tribe(s) shall be present. In addition, conditions of approval that dictate the procedures to be followed should any unanticipated resources or human remains be identified during ground disturbing activities has been placed on this project (see Section 9 Archaeological Resources and mitigation measures CUL-1 through CUL-5). With the implementation of these mitigation measures, impacts to any previously unidentified Tribal Cultural Resources would be mitigated to a level less than significant.

**Mitigation:** Please refer to Section 9, Archaeological Resources and mitigation measures CUL-1 through CUL-5.

**Monitoring:** Due to the area's demonstrated high sensitivity for buried cultural deposits, including possible cremations, archaeological and Native American monitors will be onsite during all grading and other earth-moving activities within the project boundaries.

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

**Source(s):** Project Application Materials, CVWD, Urban Water Management Plan July 2011; CVWD Will Serve Letter, December 2019; Department of Environmental Health Review; Hydrology Study for the Vista Santa Rosa Gateway Village, Christiansen & Company, September 2019; Final WQMP for the Vista Santa Rosa Gateway Village, Christiansen & Company, September 2019.

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

- a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects? **Determination: Less Than Significant Impact.**

The proposed Vista Santa Rosa Gateway Village project includes the development of all wet utilities on-site including new water and sewer lines, a new stormdrain system that will capture and convey 100 percent of the 100-year storm flow as required by the County of Riverside, into new underground stormwater retention chambers where stormwater will be treated and percolated below the surface of the site. Coachella Valley Water District (CVWD) has provided the County with a “notice of domestic water and sanitation service availability” for the proposed project. The letter indicates that CVWD would be able to provide water service to the site with the extension of existing water and sewer lines in the vicinity, to be funded by the Applicant. Therefore, the proposed Vista Santa Rosa Gateway Village project would not cause a significant environmental effect regarding the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems.

- b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? **Determination: Less Than Significant Impact.**

The 2015 CVWD Urban Water Management Plan (UWMP) was prepared and adopted by the CVWD Board of Directors in June 2016. CVWD and other water agencies in the Coachella Valley are in the process of preparing a regional UWMP which will not be submitted to the Department of Water Resources until July 2021. Therefore, the CVWD's 2015 UWMP is the most current plan for use in evaluating the proposed Gateway Village project. The UWMP identified future per capita water usage through 2035 and determined that proportions of water use by sector (e.g. residential, commercial, office park) would be near equal to the sector proportions of 2010 water use due to conservation efforts. Water conservation in the Coachella Valley and specifically within CVWD's service area has resulted in a reduction in per capita water usage. CVWD Ordinance 1302.4, *Establishing Landscape and Irrigation System Design Criteria*, requires project applicants to submit a Landscape Document Package that includes a landscape plan (including a plant list based on CVWD's approved plant list), irrigation design plan, grading plan and water budget calculations. In addition, all new projects must comply with the water conservation requirements of the California Green Building Standards Code for landscaping as well as appliances and kitchen and bathroom fixtures. CALGreen standards require that indoor water use be reduced by 20 percent. Compliance with CVWD and GBSC requirements will ensure that the proposed Gateway Village project does not cause an increase in water usage such that a significant impact on the water supply would occur.

In addition to new project development requirements, CVWD has improved its water conservation efforts with existing customers through a tiered water budget-based rate structure; a turf replacement program, a residential toilet rebate program. CVWD anticipates that a 20 percent reduction in indoor water use, and a 50 percent reduction in outdoor water use will allow the per capita water usage between 2010 and 2035 to remain virtually the same, even with projected population increase within CVWD's service area. All things considered, CVWD anticipates that it will have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Therefore, the projects contribution to water usage would be less than significant.

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

**Monitoring:** No monitoring is required.

**41. Sewer**

a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Source(s):** Project Application Materials, CVWD, Urban Water Management Plan July 2011; CVWD Will Serve Letter, December 2019

**Findings of Fact:**

- a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects; and
- b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? **Determination: Less Than Significant Impact**

CVWD has provided the County with a "notice of domestic water and sanitation service availability" for the proposed project. The letter indicates that CVWD would be able to provide water service to the site with the extension of existing water and sewer lines in the vicinity, to be funded by the Applicant. Therefore, the proposed Gateway Village project would not cause a significant environmental effect regarding the provision of sewer service, and would not result in the need to construct new regional wastewater facilities.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

**42. Solid Waste**

a) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Source(s):** Riverside County Department of Waste Resources Website, accessed August 6, 2020; CalRecycle Solid Waste Information System (SWIS) accessed August 6, 2020; Burrtec Waste and Recycling website, accessed August 6, 2020.

**Findings of Fact:**

- a) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; and
  - b) Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?
- Determination: Less Than Significant Impact.**

*Construction*

Development of the project site would not generate solid waste in excess of State and County standards. Construction and demolition activities at the project site would require the removal of typical material and debris including vegetation (clearing and grubbing); wood, stucco, dry wall and roofing material from structures; wall and fencing material, etc. Demolition may also uncover asbestos containing materials and lead based paints. The County of Riverside, in compliance with the California Green Building Standards Code, requires all projects where C&D waste is generated to prepare and submit a completed Waste Recycling Plan (WRP) Form B, that identifies the expected material types and locations for recycling of C&D waste resulting from the project, prior to permit issuance (e.g. demolition, grading building). Then upon completion of the project and prior to final inspection and demonstrates the actual quantity of C&D waste recycled, submit a completed Waste Reporting Form – Form C. For the proposed Gateway Village project, this task shall be completed for each phase of the project. Compliance with the County’s requirements for C&D recycling, construction related solid waste generation would not generate solid waste in excess of State and County standards and would not otherwise impair the attainment of the County’s solid waste reduction goals.

*Operation*

During long-term operation, owners and/or operators of business within the Vista Santa Rosa Gateway Village will be responsible for recycling per County requirements and requirements of the California Green Building Standards Code. In addition, Assembly Bill (AB) 341 requires that all business or multi-family units that generate 4 cubic yards or more of solid waste per week are required to have a recycling program or subscribe to recycling services through their waste hauler. In addition, AB 1826 requires that all businesses that generate 4 cubic yards or more of organic waste per week must have an organics recycling program or subscribe to recycling services through their waste hauler for the following types of organic matter: Food Waste; Food Soiled Paper; Green Waste; Nonhazardous Wood Waste; and Landscape/Pruning Waste. Because the congregate care facility (Phase 2) includes a food service facility, the requirements of AB 1826 would also apply to this part of the Gateway Village project. Therefore, compliance with the County and State requirements for recycling, would ensure that land uses within the Gateway Village project would not generate solid waste in excess of State and County standards and would not otherwise impair the attainment of the County’s solid waste reduction goals.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Solid Waste Disposal**

During both construction and operation solid waste will be generated and must be disposed of. The designated solid waste hauler for the project site would be Burrtec. In addition to hauling, Burrtec also operates two transfer stations and adjacent composting facilities in the Coachella Valley: (1) Coachella Valley Transfer Station and Coachella Valley Post located on Landfill Road east of Dillon Road adjacent to the City of Indio, and approximately 7 miles northeast of the project site; and (2) Edom Hill Transfer Station which includes a small composting component, located approximately 20 miles northwest of the project site. In addition, Burrtec operates the Salton City landfill in Imperial County, approximately 30 miles southeast of the project site. This landfill was recently expanded and is permitted to take agricultural, asbestos, ash, C&D material, contaminated soil, dead animals, green materials, industrial, inert, mixed municipal, sludge (bio-solids), and tires. Burrtec's various operations assist property owners and the County and State in meeting the resource reduction and recycling goals in order to comply with federal, state, and local management and reduction statutes and regulations related to solid wastes.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

**43. Utilities**

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

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

**Source(s):** Project Application Materials, Utility Companies

**Findings of Fact:**

a) Electricity: **Determination: Less Than Significant Impact.**

The proposed Vista Santa Rosa Gateway Village project would not result in a significant impact on a service provider's ability to serve the site, such that construction of new facilities or the expansion of existing facilities would be required.

Imperial Irrigation District (IID) is the electrical service provider in the area and will serve the site. The proposed project will require the installation of new electrical infrastructure on-site which is the responsibility of the Applicant, as well as the construction of any additional facilities needed to extend electrical service to the site such as backbone feeders, distribution overhead and/or underground facilities line extensions or other upgrades to IID's electrical system in the vicinity.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) Natural Gas: **Determination: Less Than Significant Impact.**

Southern California Gas Company is the natural gas service provide in the area and will serve the site. Similar to IID, the Gas Company will require that installation of new natural gas infrastructure will be the responsibility of the Applicant.

c) Communication Systems: **Determination: Less Than Significant Impact.**

Frontier Communications is the telephone service provide in the area and Spectrum is the cable provider. Future tenants will have the choice between the two for telephone and broadband service. Likewise, future tenants may also choose a satellite option for television and broadband service. Extension of services and on-site installation will be the responsibility of the Applicant or future tenants.

d) Street lighting? **Determination: Less Than Significant Impact.**

The Applicant will be responsible for providing street lighting around the perimeter of the site and in the common parking lot. Developers of individual project components such as the gas station and fast food restaurant will be responsible for their own site lighting based on a common Vista Santa Rosa Gateway Village lighting scheme.

e) Maintenance of public facilities, including roads? **Determination: Less Than Significant Impact.**

The Vista Santa Rosa Gateway Village project Applicant is responsible for the construction of road, parkway and trail improvements along the frontage of the project site on Monroe Street and Airport Blvd. Maintenance in the future is the responsibility of the Count through property taxes or other assessments.

f) Other governmental services: **Determination: Less Than Significant Impact.**

Payment of Development Impact Fees for other governmental services would be the responsibility of the Applicant at the time of issuance of building permits.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

**44. Wildfire Impacts**

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?



	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** Eastern Coachella Valley Area Plan Figure 13 "Wildfire Susceptibility", Figure 15, Steep Slope, and Figure 16, Slope Instability; and Project Application Materials.

Findings of Fact:

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?  
**Determination: Less Than Significant Impact.**
  
- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?  
**Determination: Less Than Significant Impact.**

The project site is located in a relatively flat area of the Eastern Coachella Valley, an area that can experience high wind conditions during certain times of the year. However, site elevations range from approximately 43 feet below mean sea level (msl) near the southwesterly property line to about 56 feet below msl near the southeasterly corner of the site. ECVAP Figures 15 and 16 also show that steep slopes in the Eastern Coachella Valley are associated with the Santa Rosa mountains to the south and west (approximately 4 miles distance), the Little San Bernardino Mountains to the north and northeast (approximately 9 miles); the Orocopia Mountains to the east (approximately 9 miles).

The proposed project is a mixed-use project consisting of a neighborhood commercial center and an congregate care facility. Therefore, the project's potential to exacerbate wildfire risk, including pollutant concentrations and uncontrolled spread of wildfire would be less than significant.

- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?  
**Determination: Less Than Significant Impact.**

The project site is located at the southeast corner of Monroe Street and Airport Blvd in the unincorporated community of Vista Santa Rosa. No new roads or fuel breaks are required to protect the project site from potential wildfire risk. In addition, all utilities are available in the vicinity of the project site and no new off-site infrastructure is required. Therefore, the proposed project would not exacerbate wildfire risk or impacts to the environment related to the construction nor operation of the proposed new land uses.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? **Determination: No Impact.**

The project site is not located in an area where slopes may be subject to landsliding. Regarding flooding, as required by the Riverside County Flood Control and Water Conservation District (RCFCWCD) under post development conditions, a project must retain 100 percent of the runoff generated from on-site. The Applicant is responsible for the control, treatment and retention of surface water runoff from the project site in order to minimize the potential for flooding to occur on-site or off-site.

- e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? **Determination: No Impact.**

As shown on Figure 13 of the Eastern Coachella Valley Area Plan, the project site is not located in an area that is susceptible to wildland fires. Therefore, construction and operation of the proposed project would not result in a direct or indirect impact on people and structures due to wildland fires.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

**MANDATORY FINDINGS OF SIGNIFICANCE** Does the Project:

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

Source(s): Project Application Materials.

Findings of Fact:

*Biological Resources*

Implementation of the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

Plant Survey Results. One native plant community was found on site, the Saltbush Scrub Community consisting of the dominant quailbrush (*Atriplex lentiformis*), alkaline goldenbush (*Isocoma acradenia*), iodine bush (*Allenrolfea occidentalis*), bush seepweed (*Suaeda moquinii*), and mesquite (*Prosopis glandulosa*). Eight acres of the project site are occupied by this community showing various degrees of disturbance. Variations of this plant community occupy thousands of square miles of desert lands in

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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California. The community found on site has been negatively impacted by the invasion of non-native plant species including tree tamarisk (*Tamarix aphylla*) and shrub tamarisk (*Tamarix ramosissima*).

In addition, a number of weedy species were in evidence including Russian thistle (*Salsola tragus*), nettleleaf goosefoot (*Chenopodium murale*) and horseweed (*Conyza canadensis*). The Inventory of Rare and Endangered Plants of California, published by the California Native Plant Society (2001), the *CNDDDB Special Plant List* (2018) and the *Endangered, Threatened, and Rare Plants of California* (2018) list no plants species that might conceivably occur on the project site. Additionally, a review of the information on special-status plant species provided in the California Natural Diversity Database revealed no locality information on rare plants for the project site or vicinity.

Therefore, the Biological Resources Assessment concluded that due to the high degree of disturbance of this community, development of the project site would not result in a significant unavoidable impact on native plants or the native plant community.

#### Animal Survey Results

##### *Invertebrates*

Three insect species known to occur within the Coachella Valley have been placed on the CDFW's *Special Animals* list: Coachella giant sand treader cricket (*Macrobaenetes valgum*), Coachella Valley Jerusalem cricket (*Stenopelmatus cahuilensis*) and Coachella Valley grasshopper (*Spaniacris deserticola*). The US Fish and Wildlife Services (USFWS) has expressed concern about a fourth insect species, Casey's June beetle (*Dinacoma caseyi*). None of these four insect species were found during the surveys reflecting the lack of suitable habitat on and near the project site.

##### *Reptiles*

Three reptile species were detected on site: desert spiny lizard (*Sceloporus magister*), side-blotched lizard (*Uta stansburiana*) and western whiptail (*Cnemidophorus tigris*). Effort was made to locate sign of the officially threatened desert tortoise (*Gopherus agassizi*). However, no evidence of any kind was found and no direct observations were made. The habitat of the project site is considered unsuitable for the desert tortoise because approximately 15 acres (more than half the site) had been graded in the past, approximately 7 acres had been severely disturbed by illegal dumping and the remainder of the site had been impacted by foot paths, informal roadways or off-road-vehicles. Unleashed dogs were observed on two occasions and unrestrained cats were observed four times. Introduced exotic weed species such as tamarisk (*Tamarix ramosissima*) and Sahara mustard (*Brassica tournefortii*) were also found over most of the site. In the report author's forty years of experience conducting desert tortoise surveys, the species has never been found occupying a site with such intense human impacts. The desert tortoise is also not known to occupy the alkali sink community, the historical plant community that once occupied the entire site. For these reasons, it was concluded this species does not currently occur within the project site and immediate vicinity.

An effort was made to locate the Coachella Valley fringe-toed lizard (*Uma inornata*) and flattailed horned lizard (*Phrynosoma mcalli*). However, no individuals or sign off either species were found. Both require a substrate of loose, wind-blown sand, a habitat not found on or near the site boundaries.

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

Birds observed within the project boundaries included Say's phoebe (*Sayornis saya*), American kestrel (*Falco sparverius*), Brewer's blackbird (*Euphagus cyanocephalus*), Gambel's quail (*Callipepla gambelii*), house finch (*Carpodacus mexicanus*), mourning dove (*Zenaida macroura*) and introduced house sparrow (*Passer domesticus*).

La Conte's Thrasher. No observations of LeConte's thrasher (*Toxostoma lecontei*) were recorded during surveys. In the Coachella Valley this species is closely associated with golden cholla, an arborescent cactus that provides a nesting site for the thrasher. The cactus species was not found onsite and it was concluded the thrasher does not occupy the project site. LeConte's thrasher is a covered species under the CVMSHCP.

Yuma Clapper Rail. The Yuma clapper rail (*Rallus longirostris yumanensis*) is known to inhabit freshwater marsh environments in the general region of the project site. However, the absence of these environments in or near the site precluded the presence of this species. The clapper rail is officially listed as endangered by the federal government and threatened by the state government.

Burrowing Owl. An intensive survey for the burrowing owl (BUOW) was undertaken following protocols established by State and federal agencies. No observations of BUOW were recorded, no burrows were found, and no other evidence of presence was located. Therefore, the Biological Resources Assessment concluded that the habitat for BUOW was unsuitable and no pre-construction clearance surveys for this species have been recommended.

Loggerhead Shrike. The loggerhead shrike, a state Species of Special Concern, was not observed or detected on or near the project site. The project site is considered unsuitable for shrike nesting because of past grading and other site disturbances, observations of unrestrained cats and dogs and intense human activities on and surrounding the site. The shrike is not a covered species under the CVMSHCP.

Migratory Birds. Most migratory bird species are not covered under the CVMSHCP. However, the site was not considered a significant food or shelter site for migratory bird species due to human disturbances, presence of domesticated predators and the absence of surface water resources on and adjacent to the site.

**Mammals**

Detected mammals included the house mouse (*Mus musculus*), desert cottontail (*Sylvilagus audubonii*), and coyote (*Canis latrans*). No individuals or evidence of the Coachella Valley round-tailed ground squirrel (*Spermophilus tereticaudus chlorus*) or Palm Springs little pocket mouse, *Perognathus longimembris bangsi*, were detected. The USFWS has expressed concern regarding the status of these species. The absence of the ground squirrel and pocket mouse on the project site undoubtedly reflects the lack of suitable habitat. These species are normally found in relatively undisturbed localities or where soils are coarser and better drained. Both species are covered under the existing CVNSHCP.

**Cultural Resources**

During the Cultural Resources Assessment for the proposed Gateway Village project the field survey identified a prehistoric site within the boundary of the project site.

Site 33-028501 (CA-RIV-12843): Prehistoric Ceramic Scatter. This site consists of a prehistoric artifact scatter with 19 brownware sherds, including a rim sherd, and a single quartzite lithic flake. The artifacts

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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were found on the surface over an area measuring approximately 42x20 meters, and the depth of the deposit was unknown during the field survey. The surface artifacts recorded at this site belong to the most common classes of prehistoric cultural remains found in the Coachella Valley region, and they alone do not hold a high potential for important archaeological data. However, whether the site has a subsurface component was not known during the initial field survey. At the elevation of approximately 55 feet below mean sea level, the site location was fully submerged by Holocene Lake Cahuilla until circa 1700 A.D. In general, prehistoric sites discovered well within the former lakebed do not tend to have a deep subsurface component in intact depositional context, but the possibility for additional, potentially significant archaeological features or artifacts in subsurface deposits at this site could not be ruled out without further investigation.

In summary of the research results, the qualification of Site 33-028501 as a "historical resource" could not be ascertained without further archaeological investigations, as the presence or absence of a subsurface component of the site is currently unknown. Based on these findings, CRM TECH recommended that a systematic archaeological testing and evaluation program, including subsurface excavations, should be completed at Site 33-028501 to determine the data potential—and thereby the significance—of the site.

Subsequently, a Phase II Cultural Resources Testing and Evaluation Program for Site 33-028501 (CA-RIV-12843), at APN 764-080-011. Information recovered from Site 33-028501 indicated that the site was used during Late Prehistoric Period. It is known that Native people would spread out across the surrounding countryside from their villages to collect items for food, shelter, clothing, adornment, and social activities. The data from this site do not provide any new, important information regarding the people that used the area or their culture. No new, important information about the chronology, subsistence strategies, settlement patterns, technologies, or any other aspect of the culture(s) of the people that used this area was learned from the testing and evaluation program at Site 33-028501. Therefore, the site does not meet CEQA's definition of a "historical resource," and since no other potential "historical resources" have been identified within the project area, the proposed Gateway Village project would not cause a substantial adverse change to any known significant archaeological resources. Nevertheless, the artifacts recovered from the site, the presence of other prehistoric sites in the area, and the disturbed nature of much of the ground surface on the project site, suggest the possibility that more prehistoric cultural remains may be present in subsurface deposits. Mitigation measures CR-1 and CR-2 have been identified that must be implemented during all earth-moving operations associated with the project. Measure CR-1 calls for monitoring by a qualified archaeologist and a Native American monitor of Cahuilla heritage during ground disturbing activities. Such activities include grubbing, grading, trenching, excavations, and/or other earth-moving activities that impact undisturbed, native soils associated with the Vista Santa Rosa Gateway Village project. Measure CR-2 requires that if *significant* resources are uncovered, all work within 50 feet of the find will be suspended (work in other areas can continue) and the County Archaeologist and a Tribal Representative shall be called in to discuss the significance of the find and the recovery plan that will be required. Finally, mitigation measure CR-3 addresses the potential for human remains to be uncovered during ground disturbing activities. Implementation of mitigation measures CR-1 through CR-3 would ensure that impacts associated with construction of the Gateway Village the potential to eliminate important examples of the major periods of California history or prehistory would be less than significant with mitigation.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
46. Have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Source(s):** Project Application Materials, Ganddini and Associates, July 2020, Vista Santa Rosa Air Quality and Global Climate Change Impact Analysis; Ganddini and Associates, July 2020, Vista Santa Rosa Noise Impact Analysis, Ganddini and Associates, July 2020, Vista Santa Rosa Traffic Impact Analysis, Ganddini and Associates, July 2020, Energy Memo.

**Findings of Fact:**

The environmental evaluation of the Gateway Village concluded that the project does not have impacts that would contribute significantly to cumulatively considerable impacts. As evaluated in the Air Quality, Energy, Green House Gas, Noise and Traffic sections, the proposed Gateway Village project includes a number of design features required by County Ordinance, or Regional and State agencies requirements to reduce impacts; or mitigation measures have been identified (e.g. noise and traffic). These include the following:

**Air Quality** – the Applicant is required to comply with all SCAQMD Rules for the reduction of air emissions during construction an operation including the development and implementation of a Fugitive Dust Control Plan during all phases of construction.

**Energy and GHG** – the Energy analysis showed that with implementation of construction energy/conservation measures as required by SCAQMD and CARB, construction activities would not result in the wasteful use of energy, including fuel. During long term operation, the Applicant has committed to a number of conservation measures as outlined in the project’s CAP screening tables were the project would garner 137 points for residential uses (100 points being the threshold) and 217 points (100 points being the threshold). Completed screening tables are included in EA Appendix A.2)

**Noise** – The Noise analysis showed that with the implementation of mitigation measures during construction to reduce impacts to the adjacent school and nearby residential uses. During long term operation, noise associated with commercial area would be typical of similar shopping centers in the area and would not be a significant source of noise.

**Traffic** – Cumulative impacts were evaluated in the TIA (EA Appendix J.1) for all study area intersections. The TIA identified a number of mitigation measures including the project’s fair share contribution for the construction of road and intersection improvements in the area as required by the County of Riverside. These measures include the applicant paying the project’s fair share of costs for Existing Plus Ambient Plus Project Buildout (2026) Plus Cumulative study intersection improvement locations as shown in TIA Table 12, and constructing or repairing roadways adjacent to the project site to their ultimate half-width including landscaping and parkway improvements in conjunction with development.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
47. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** Project Application Materials

**Findings of Fact:** Based on the entirety of the Environmental Assessment prepared for the Vista Santa Rosa Gateway Village project, the proposed project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, this impact was found to be less than significant.

## VI. EARLIER ANALYSES

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

Earlier Analyses Used, if any: County of Riverside General Plan Program EIR, City of La Quinta General Plan Program EIR.

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

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

Revised: 11/9/2020 6:48 PM

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**COUNTY OF RIVERSIDE  
TRANSPORTATION AND LAND MANAGEMENT AGENCY**



Charissa Leach  
Interim Agency Director

12/09/20, 8:43 am

TPM37801

**ADVISORY NOTIFICATION DOCUMENT**

The following notifications are included as part of the recommendation of approval for TPM37801. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

**Advisory Notification**

**Advisory Notification. 1 AND - Preamble**

This Advisory Notification Document is included as part of the justification for the recommendation of approval of this Plan (TPM37801) and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

**Advisory Notification. 2 AND - Project Description & Operational Limits**

Tentative Parcel Map No. 37801 is a proposal for a Schedule "E" subdivision and would create seven parcels ranging from 1.13 acres to 6.48 acres for the Vista Santa Rosa Gateway Village.

\*This project is associated with - General Plan Amendment No. 190012 is a proposal to change the existing General Plan Foundation Component and Land Use Designation from Agriculture: Agriculture (AG) to Community Development: Mixed Use Planning Area (CD: MUA). Change of Zone No. 190034 is a proposal to change the existing Zoning Classifications for the project site from Light Agriculture – 20-Acre Minimum (A-1-20) and Rural Commercial (C-R) to Mixed Use (MU). Conditional Use Permit No. 190030 is a proposal to construct a 7,550-square-foot multi-tenant retail building, a 5,800-square-foot gas station with a convenience store, 8 fueling pump stations with a canopy (which offers 16 fueling positions), a 15,800-square-foot pharmacy retail building, a 2,400-square-foot fast food restaurant with a drive-thru, and a 158,800-square-foot two-story assisted living facility with 128 units. Furthermore, the project would remodel an existing restaurant building located on Assessor's Parcel Number 764-080-004. Parking for the project would consist of 322 parking spaces; including 13 electric vehicle and 14 disabled person parking spaces. Additionally, the project would also provide a school bus lane for the neighboring elementary school (Westside Elementary School).\*

**Advisory Notification. 3 AND - Exhibits**

The development of the premises shall conform substantially with that as shown on APPROVED MAP and/or EXHIBIT(S)

Tentative Parcel Map No. 37801, dated September 3, 2020.



**ADVISORY NOTIFICATION DOCUMENT****Advisory Notification****Advisory Notification. 4 AND - Federal, State & Local Regulation Compliance**

1. **Fire Hydrants and Fire Flow:** Prior to the issuance of building permits, plans for the water system shall be submitted to the fire department for review and approval. The water system shall be capable of delivering the required fire flow. Fire hydrant(s) location and spacing shall comply with the fire code. An approved water supply for fire protection during construction shall be made available prior to the arrival of combustible materials on site. Reference 2016 California Fire Code (CFC) 507.5.1, 3312, Appendices B and C.
2. **Fire Department Access:** Prior to building permit issuance, provide a fire access site plan. Access roads shall be provided to within 150 feet to all portions of the exterior building walls and shall have an unobstructed width of not less than 24 feet. The construction of the access roads shall be all weather and capable of sustaining 40,000 lbs. over two axles for areas of residential development and 60,000 lbs. over two axels for commercial developments. Approved vehicle access, either permanent or temporary, shall be provided during construction Ref. CFC 503.1.1, 3310.1 and 503.2.1
3. Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Office of the Fire Marshal. Ref. CFC 503.4.1
4. **Construction Permits Fire Department Review:** Submittal of construction plans to the Office of the Fire Marshal for development, construction, installation and operational use permitting will be required. Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews these plans.
5. **Phased Construction Access:** If construction is phased, each phase shall provide approved access for fire protection prior to any construction. Ref. CFC 503.1
6. **Fire Sprinkler System:** All new commercial structures 3,600 square feet or larger will be required to install a fire sprinkler system. Ref CFC 903.2 as amended by the County of Riverside.
7. **Fire Alarm and Detection System:** A water flow monitoring system and/or fire alarm system will be required and determined at time of building plan review. Ref. CFC 903.4, CFC 907.2 and NFPA 72
8. **Knox Box and Gate Access:** Buildings shall be provided with a Knox Box. The Knox Box shall be installed in an accessible location approved by the Office of the Fire Marshal. All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. Ref. CFC 506.1
9. **Addressing:** All commercial buildings shall display street numbers in a prominent location on the address side and additional locations as required. Ref. CFC 505.1 and County of Riverside Office of the Fire Marshal Standard #07-01
10. **Emergency Responder Radio Coverage Systems:** Projects that do not meet the exceptions set forth by the Riverside County Office of the Fire Marshal shall provide plans for an emergency responder radio coverage system. Ref. CFC 510.1 and Riverside County Office of the Fire Marshal Technical Policy #TP19-002

**ADVISORY NOTIFICATION DOCUMENT****Advisory Notification****Advisory Notification. 4 AND - Federal, State & Local Regulation Compliance**

1. Compliance with applicable Federal Regulations, including, but not limited to:
  - National Pollutant Discharge Elimination System (NPDES)
  - Clean Water Act
  - Migratory Bird Treaty Act (MBTA)
  
2. Compliance with applicable State Regulations, including, but not limited to:
  - The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)
  - Government Code Section 66020 (90 Days to Protest)
  - Government Code Section 66499.37 (Hold Harmless)
  - State Subdivision Map Act
  - Native American Cultural Resources, and Human Remains (Inadvertent Find)
  - School District Impact Compliance
  - Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Native Americans: CEQA)
  - Current California Building Code (CBC)
  - California Alcoholic Beverage Control License
  
3. Compliance with applicable County Regulations, including, but not limited to:
  - Ord. No. 348 (Land Use Planning and Zoning Regulations)
  - Ord. No. 413 (Regulating Vehicle Parking)
  - Ord. No. 421 (Excavation Covering & Swimming Pool Safety)
  - Ord. No. 457 (Building Requirements)
  - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
  - Ord. No. 460 (Division of Land)
  - Ord. No. 461 (Road Improvement Standards)
  - Ord. No. 484 (Control of Blowing Sand)
  - Ord. No. 655 (Regulating Light Pollution)
  - Ord. No. 671 (Consolidated Fees)
  - Ord. No. 742 (Fugitive Dust/PM10 Emissions in Coachella Valley)
  - Ord. No. 787 (Fire Code)
  - Ord. No. 847 (Regulating Noise)
  - Ord. No. 857 (Business Licensing)
  - Ord. No. 859 (Water Efficient Landscape Requirements)
  - Ord. No. 915 (Regulating Outdoor Lighting)
  
4. Mitigation Fee Ordinances
  - Ord. No. 659 Development Impact Fees (DIF)
  - Ord. No. 673 Coachella Valley Transportation Uniform Mitigation Fee (CV/ETUMF)
  - Ord. No. 875 Coachella Valley Multiple Species Habitat Conservation Plan (CV MSHCP)

**ADVISORY NOTIFICATION DOCUMENT****Planning****Planning. 1                      0010 - Planning - One Parcel, One Structure**

This condition of approval requires that the construction of more than one structure on a single legally divided parcel shall, in addition to all other requirements, be subject to a condition which prohibits the sale of any existing or subsequently constructed structures on the parcel until the parcel is divided and a final map recorded in accordance with Ordinance No. 460 in such a manner that each building is located on a separate legally divided parcel. Furthermore, the proposed project consists of seven (7) development parcels with one single structure on each parcel as proposed under the project entitlement's conditional use permit (CUP190030). The proposed tentative parcel map (TPM37801) has been conditioned for this subject site and project.

**Planning. 2                      0010-Planning-USE - MAINTAIN LICENSING**

At all times during the conduct of the permitted use the permittee shall maintain and keep in effect valid licensing approval from Federal, State, Local, and Regulatory agencies or equivalent agency as provided by law. Should such licensing be denied, expire or lapse at any time in the future, this permit shall become null and void.

**Planning. 3                      0010-Planning-USE - NO RESIDENT OCCUPANCY**

No permanent occupancy shall be permitted within the property approved under this tentative parcel map or conditional use permit as a principal place of residence (except for the assisted living senior housing facility).

**Planning. 4                      0010-Planning-USE - BASIS FOR PARKING**

Parking for this project was determined primarily on the basis of County Ordinance No. 348, Section 18.12. a.(2).b.c.(1).2(f.2e.1)

The proposed project (a mixed use shopping center and senior housing/assisted living facility) will consist of 322 parking spaces; including 14 ADA parking spaces and 13 electric vehicle parking spaces. A Special Review of Parking per Ordinance No. 348, Section 18.12.h.1a was allowed per the Planning Director.

**Planning. 5                      0010-Planning-USE - BEER & WINE RESTRICTIONS**

The following development standards shall apply to the concurrent sale of motor vehicle fuels and beer and wine for off-premises consumption:

a. Only beer and wine may be sold.

b. The owner and the management shall educate the public regarding driving under the influence of intoxicating beverages, minimum age for purchase and consumption of alcoholic beverages, driving with open containers and the penalty associated with violation of these laws. In addition, the owner and management shall provide health warnings about the consumption of alcoholic beverages. This



**ADVISORY NOTIFICATION DOCUMENT****Planning****Planning. 8****0010-Planning-USE - COMPLY WITH ORD./CODES (cont.)**

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(s), unless otherwise amended by these conditions of approval.

**Planning. 9****0010-Planning-USE - EXTERIOR NOISE LEVELS**

Exterior noise levels produced by any use allowed under this permit, including, but not limited to, any outdoor public address system, shall not exceed 45 db(A), 10-minute LEQ, between the hours of 10:00 p.m. to 7:00 a.m., and 65 db(A), 10-minute LEQ, at all other times as measured at any residential, hospital, school, library, nursing home or other similar noise sensitive land use. In the event noise exceeds this standard, the permittee or the permittee's successor-in-interest shall take the necessary steps to remedy the situation, which may include discontinued operation of the facilities. The permit holder shall comply with the applicable standards of Ordinance No. 847.

**Planning. 10****0010-Planning-USE - FEES FOR REVIEW**

Any subsequent submittal(s) required by these conditions of approval, including but not limited to grading plan, building plan or mitigation monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

**Planning. 11****0010-Planning-USE - IF HUMAN REMAINS FOUND**

If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5.

**Planning. 12****0010-Planning-USE - LIGHTING HOODED/DIRECTED**

Any outside lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way.

**ADVISORY NOTIFICATION DOCUMENT****Planning****Planning. 13                      0010-Planning-USE - LIMIT ON SIGNAGE**

Signage for this project shall be limited to one (1) monument "Gateway" sign at the corner of Monroe Street and Airport Blvd and two (2) tenant monument signs; one (1) off of Monroe Street and one (1) off of Airport Blvd. No other signage or location of signs has been determined per this project.

Additionally, any on-site building signage will be approved by a separate plot plan project. Any additional signage shall be approved by the Planning Department pursuant to the requirements of Section 18.30 (Planning Department review only) of Ordinance No. 348.

**Planning. 14                      0010-Planning-USE - MT PALOMAR LIGHTING AREA**

Within the Mt. Palomar Special Lighting Area, as defined in Ordinance No. 655, low pressure sodium vapor lighting or overhead high pressure sodium vapor lighting with shields or cutoff luminaires, shall be utilized.

**Planning. 15                      0010-Planning-USE - NO OUTDOOR ADVERTISING**

No outdoor advertising display, sign or billboard (not including on-site advertising or directional signs) shall be constructed or maintained within the property subject to this approval.

**Planning. 16                      0010-Planning-USE - NO SECOND FLOOR**

No tenant improvement permit, or any other building permit, shall be granted for any second story, second floor, mezzanine, or interior balcony (except for the two-story assisted living senior housing facility) unless a plot plan, conditional use permit, public use permit, substantial conformance or a revised permit is approved by the Planning Department pursuant to Section 18.12 of Ordinance No. 348 in order to assure adequate parking remains within the property.

**Planning. 17                      0010-Planning-USE - RECLAIMED WATER**

The permit holder shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.

**Planning. 18                      0020-Planning-USE - EXPIRATION DATE-USE CASE**

This approved permit shall be used within nine (9) years from the approval date; otherwise, the permit shall be null and void. The term used shall mean the beginning of construction pursuant to a validly issued building permit for the use authorized by this approval. Prior to the expiration of the 9 years, the permittee/applicant may request an extension of time to use the permit. The extension of time may be approved by the Assistant TLMA Director upon a determination that a valid reason exists for the permittee not using the permit within the required period. If an extension is approved, the total time allowed for use of the permit shall not exceed ten (10) years.

**ADVISORY NOTIFICATION DOCUMENT****Planning-All****Planning-All. 1****0010-Planning-All-USE - 90 DAYS TO PROTEST**

The project developer has 90 days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of this approval or conditional approval of this project.

**Planning-All. 2****0010-Planning-All-USE - HOLD HARMLESS**

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees (COUNTY) from the following: (a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning the Conditional Use Permit and Tentative Parcel Map; and, (b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning the Conditional Use Permit and Tentative Parcel Map, including, but not limited to, decisions made in response to California Public Records Act requests. The COUNTY shall promptly notify the applicant/permittee of any such claim, action, or proceeding and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such claim, action, or proceeding or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY. The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such claim, action or proceeding, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel. Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the Project, applicant/permittee shall initially deposit with the COUNTY's Planning Department the total amount of Twenty Thousand Dollars (\$20,000). Applicant/permittee shall deposit with COUNTY such additional amounts as COUNTY reasonably and in good faith determines, from time to time, are necessary to cover costs and expenses incurred by the COUNTY, including but not limited to, the Office of County Counsel, Riverside County Planning Department and the Riverside County Clerk of the Board associated with the LITIGATION. To the extent such costs are not recoverable under the California Public Records Act from the records requestor, applicant/permittee agrees that deposits under this section may also be used to cover staff time incurred by the COUNTY to compile, review, and redact records in response to a Public Records Act request made by a petitioner in any legal challenge to the Project when the petitioner is using the Public Records Act request as a means of obtaining the administrative record for LITIGATION purposes. Within ten (10) days of written notice from COUNTY, applicant/permittee shall make such additional deposits.

## ADVISORY NOTIFICATION DOCUMENT

### Planning-CUL

#### Planning-CUL. 1

#### Unanticipated Resources

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit. If during ground disturbance activities, unanticipated cultural resources\* are discovered, the following procedures shall be followed: All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist\*\*, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis. Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished. \* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other. \*\* If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

### Transportation

#### Transportation. 1

#### RCTD - GENERAL CONDITIONS

1. With respect to the conditions of approval for the referenced tentative exhibit, the land divider shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Ordinance 460 and Riverside County Road Improvement Standards (Ordinance 461). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The County of Riverside applicable ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.
2. The Project shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.
3. The Project shall obtain approval of street improvement plans from the Transportation Department. Street Improvement Plans shall comply with Ordinance 460, 461, Riverside County Improvement Plan Check Policies and Guidelines, which can be found online <http://rctlma.org/trans>.
4. A signing and striping plan is required for this project. The Project shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.



**ADVISORY NOTIFICATION DOCUMENT**

**Transportation**

**Transportation. 1 RCTD - GENERAL CONDITIONS (cont.)**

5. Alternations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.

6. If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.

7. The Project shall install street name sign(s) in accordance with County Standard No. 816 and as directed by the Transportation Department.

8. All corner cutbacks shall be applied per Standard 805, Ordinance 461.

9. All centerline intersections shall be at 90 degrees, plus or minus 5 degrees.

10. The project shall comply with the most current ADA requirements. Ramps shall be constructed at all 4 legs of 4 way intersections per draft Standard No. 403, sheets 1 through 7 of Ordinance 461 and as directed by the Director of Transportation.

11. The Project shall obtain approval of street improvement plans from the Transportation Department.

Improvement plans shall be based upon a design profile extending a minimum of 300 feet beyond the project limits.

12. Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: <http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955 6527.

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## 50. Prior To Map Recordation

### Planning

**050 - Planning. 1                      Map - ECS Note-Mt. Palomar Lighting                      Not Satisfied**

The following Environmental Constraint Note shall be placed on the ECS: This property is subject to lighting restrictions as required by Ordinance No. 655, which are intended to reduce the effects of night lighting on the Mount Palomar Observatory. All proposed outdoor lighting systems shall be in conformance with Ordinance No. 655."

**050 - Planning. 2                      Map - ECS Shall be Prepared                      Not Satisfied**

The land divider shall prepare an Environmental Constraints Sheet (ECS) in accordance with Section 2.2. E. & F. of Ordinance No. 460, which shall be submitted as part of the plan check review of the FINAL MAP.

**050 - Planning. 3                      MAP - FEE BALANCE                      Not Satisfied**

Prior to recordation, the Planning Department shall determine if the deposit based fees for the TENTATIVE MAP are in a negative balance. If so, any unpaid fees shall be paid by the land divider and/or the land divider's successor-in-interest.

**050 - Planning. 4                      MAP - FINAL MAP PREPARER                      Not Satisfied**

The FINAL MAP shall be prepared by a licensed land surveyor or registered civil engineer.

**050 - Planning. 5                      Prior to Recordation - Reciprocal Access                      Not Satisfied**

The project proponent shall provide reciprocal legal access for Parcels Nos. 1 thru 5 for means of legal ingress/egress within the mixed use development; including parking, access, and trash or by other means as approved by County Survey and Transportation Department under the Tentative Parcel Map (TPM37801).

### Survey

**050 - Survey. 1                      RCTD - FINAL MAP REQMTS                      Not Satisfied**

The final map shall comply with the following requirements, as approved by the Transportation Department, to clear this condition:

1. Any easement not owned by a public utility, public entity or subsidiary, not relocated or eliminated prior to final map approval, shall be delineated on the final map in addition to having the name of the easement holder, and the nature of their interests, shown on the map.

2. Prior to construction, if survey monuments including centerline monuments, tie points, property corners and benchmarks found it shall be located and tied out and corner records filed with the County Surveyor pursuant to Section 8771 of the Business & Professions Code. Survey points destroyed during construction shall be reset, and a second corner record filed for those points prior to completion and acceptance of the improvements.

### Transportation

**050 - Transportation. 1                      RCTD - UTILITY COORDINATION                      Not Satisfied**

All electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground on the Improvement Plans, according to Ordinance 460 for

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## 50. Prior To Map Recordation

### Transportation

**050 - Transportation. 1 RCTD - UTILITY COORDINATION (cont.) Not Satisfied**

subdivisions and/or Ordinance 461 for road improvements. This also applies to all overhead lines below 34 kilovolts along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. The Project shall coordinate with the serving utility companies to complete the final installations. This condition will be cleared after both of the following requirements are met:

- The Street Improvement Plans are approved.
- Transportation Department receives written proof that the Project has filed an application for the relocation of said utilities or said utility companies have initiated their relocation design.

**050 - Transportation. 2 RCTD - ANNEX ALL MAINTENANCE DISTRICTS Not Satisfied**

Prior to map recordation, the Project shall complete all annexation/formation into all of respective maintenance districts, as approved by the County Transportation and County EDA/CSA, with approved improvement plans, and as noted or shown on the approved Maintenance Exhibit.

**050 - Transportation. 3 RCTD - ANNEX CATCH BASIN INSERTS Not Satisfied**

Prior to map recordation, the Project shall complete annexation/formation, with fees, into the applicable maintenance district(s) (e.g. CSA, CFD, or other approved public or quasi-public entity) for maintenance of catch basin inserts, as shown on the approved Maintenance Exhibit, as applicable.

**050 - Transportation. 4 RCTD - ANNEX LANDSCAPING MAINTENANCE Not Satisfied**

Prior to map recordation, the Project shall complete annexation/formation for landscaping, graffiti maintenance, fencing, and trails, with approved improvement plans and fees, into the applicable maintenance district(s) (e.g. CSA, CFD, or other approved entity) for landscaping maintenance, as shown on the approved Maintenance Exhibit, as applicable.

**050 - Transportation. 5 RCTD - ANNEX ST SWEEPING MAINTENANCE Not Satisfied**

Prior to map recordation, the Project shall complete street sweeping annexation/formation, with fees, into the applicable maintenance district(s) (e.g. CSA 152, or other approved entity) for street sweeping maintenance, as noted on the approved Maintenance Exhibit, as applicable.

**050 - Transportation. 6 RCTD - ANNEX STREETLIGHT MAINTENANCE Not Satisfied**

Prior to map recordation, the Project shall complete streetlight annexation/formation, with approved improvement plans and fees, into the applicable maintenance district(s) (e.g. CSA, CFD, or other approved entity) for streetlight maintenance, as noted on the approved Maintenance Exhibit, as applicable.

**050 - Transportation. 7 RCTD - ANNEX WQMP MAINTENANCE Not Satisfied**

Prior to map recordation, the Project shall file an application for annexation/formation, with the approved WQMP and fees, into the applicable maintenance district(s) (e.g. CFD, CSA 152, or other approved entity) for WQMP maintenance outside of public right of way, as shown on the approved Maintenance Exhibit, as applicable.

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## 50. Prior To Map Recordation

### Transportation

**050 - Transportation. 8 RCTD - APPROVED MAINTENANCE EXHIBIT (ME) Not Satisfied**

The Project shall submit a Maintenance Exhibit (ME) for approval, on two 11x17 inches hard copies and two CD copies to County EDA/CSA. The ME shall show, with applicable quantities (i.e. square footage, or lengths), potable and recycled water meters, irrigated landscaped areas, non-irrigated landscaping, open space, trails and pedestrian pathways, WQMP related BMPs, basin bottoms, fence and walls, graffiti, weed abatement, traffic signals, and any other feature that may require permanent maintenance (e.g. storm drains, low flow drains, community buildings, restrooms, parking lots, block walls, and fencing) with the entities proposed to provide maintenance. All right-of-way areas shall be separately delineated. The ME shall have the engineer certification for square footage calculations and note the proposed maintenance entity responsible for all maintenance activities, including those that cannot be depicted on the exhibit (e.g. street sweeping, etc.).

The Transportation Department will clear this condition after the ME is approved by the County EDA/CSA and/or other associated public/quasi-public maintenance entities. The approved ME shall be provided to the Transportation Department (three 11x 17 inches hardcopies and one fully signed PDF copy on CD).

Note: Landscaping within the private road easement shall be maintained by HOA and/or as approved by the Transportation Department, Landscape Section. To ensure water quality compliance, the County discourages the use of HOAs for maintaining WQMP related BMPs. County Policy B-12 limits the total tax burden. Tax burden includes Community Facility Districts (CFDs), Assessment District, ad valorem taxes, any other assessments, taxes, and fees. The local water purveyor may require the use of reclaimed water for landscaping, prior to approving water improvement plans. ME shall be approved prior to submitting CC&Rs, and submitting water improvement plans.

**050 - Transportation. 9 RCTD - COORDINATION WITH OTHERS Not Satisfied**

Approval of the Street Improvement plans by the Transportation Department will clear this condition.

1. The Project shall coordinate with CUP190030.
2. The project shall coordinate with the City of La Quinta.

**050 - Transportation. 10 RCTD - IMPROVEMENT Not Satisfied**

Approval of the Street Improvement plans by the Transportation Department will clear this condition. The Project shall provide the following improvements:

Monroe Street (from Airport Boulevard to the northern boundary of Phase 4) along project boundary is designated as ARTERIAL HIGHWAY and shall be improved with 43-56 foot half-width AC pavement, 8-inch concrete curb and gutter, concrete sidewalk, and d.g. trail (project side) and MUST match up asphalt concrete paving; reconstruction; or resurfacing of existing paving as determine by the Director of Transportation within the 69-82 foot half-width dedicated right-of-way in accordance with County Standard No. 92, page (1 of 2) and page (2 of 2) and Standard 405, Ordinance 461 and with coordination of 'Vista Santa Rosa Design Guidelines'.

Note:

1. A 5 foot concrete sidewalks shall be improved within the 26 foot parkway.

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## 50. Prior To Map Recordation

### Transportation

#### 050 - Transportation. 10 RCTD - IMPROVEMENT (cont.)

Not Satisfied

2. Driveways shall be constructed in accordance with County Standard No. 207(A), Ordinance 461.
3. The northerly driveway is a right in and right out access only and proper channelization shall be constructed to restrict a left out and left in movements as directed by the Director of Transportation.
4. An 8-inch raised curbed landscape median for Phase-I (from Airport Boulevard to the middle driveway) shall be constructed at the centerline per Standard No. 113, Ordinance 461.
5. The middle driveway is serving as an interim full-access for Phase 1 & Phase 2, however, in the event Phase 3 or Phase 4 is constructed the middle driveway is restricted to right in/right out access only and raised media shall be extended to the south boundary of Phase 2 as directed by the Director of Transportation.
6. Construct a transition AC pavement tapering lane from the Phase-II (Building No. 5) southern project boundary southerly for the design speed limit of 60 mph or as directed by the Director of Transportation.
7. A 10 foot d.g. multipurpose trail shall be improved within the 26 foot parkway per Standard No. 405, page (1 of 2) and (2 of 2), Ordinance 461 and as directed by the Planning Department and Director of Transportation.
8. Median at the entry driveway shall be constructed 35 feet radial from the adjacent street flowline.

Airport Boulevard along project boundary is designated as ARTERIAL HIGHWAY and shall be improved with 66-79 foot (43- 56 feet project side and 23 feet on the other side of the centerline) part-width AC pavement, 8-inch concrete curb and gutter, 8-inch concrete raised median, concrete sidewalk, and d.g. trail (project side) and MUST match up asphalt concrete paving; reconstruction; or resurfacing of existing paving as determine by the Director of Transportation within the 90-103 foot ( 64-77 feet project side and 26 feet on the other side of the centerline), minimum, dedicated right-of-way in accordance with County Standard No. 92, Page (1 of 2) and (Page (2 of 2) and Standard No. 405, Ordinance 461 and with coordination of 'Vista Santa Rosa Design Guidelines'.

#### Note:

1. A 5 foot concrete sidewalks (project side) shall be improved within the 26 foot parkway.
2. A 5 foot concrete sidewalk shall be extended to join existing 'Westside School' sidewalks as directed by the Director of Transportation.
3. Driveways shall be constructed in accordance with County Standard No. 207(A), Ordinance 461.
4. The westerly driveway along Airport Boulevard is a right in and right out access only and proper channelization shall be constructed to restrict a left out and left in movements as directed by the Director of Transportation.
5. An 8-inch raised curbed landscape median (project boundary) shall be constructed at the centerline per Standard No. 113, Ordinance 461.

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### 50. Prior To Map Recordation

#### Transportation

**050 - Transportation. 10 RCTD - IMPROVEMENT (cont.) Not Satisfied**

6. A 14 foot two way center turn-lane shall be improved from the easterly project boundary to 100 feet east of school's eastern property line and the center turn lane shall be taper back as directed by the Director of Transportation.

7. A 10 foot d.g. multipurpose trail shall be improved within the 26 foot parkway per Standard No. 405, page (1 of 2) and (2 of 2), Ordinance 461 and as directed by the Planning Department and Director of Transportation.

8. Median at the entry driveway shall be constructed 35 feet radial from the adjacent street flowline.

**050 - Transportation. 11 RCTD - LIGHTING PLAN Not Satisfied**

A separate street light plan shall be approved by the Transportation Department. Street lighting shall be designed in accordance with County Ordinance 460 and Streetlight Specification Chart found in Specification Section 22 of Ordinance 461. For projects within SCE boundaries use County of Riverside Ordinance 461, Standard No. 1000 or No. 1001. For projects within Imperial Irrigation District (IID) use IID's pole standard.

**050 - Transportation. 12 RCTD - SUBMIT APPLICATION-MAINTENANCE DISTRICTS Not Satisfied**

Prior to map recordation, the Project shall file an application with County EDA/CSA for annexation/formation into all of respective maintenance districts, with a proposed Maintenance Exhibit and applicable fees.

### 60. Prior To Grading Permit Issuance

#### BS-Grade

**060 - BS-Grade. 1 EASEMENTS/PERMISSION Not Satisfied**

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed. A notarized letter of permission and/or recorded easement from the affected property owners or easement holders shall be provided in instances where off site grading is proposed as part of the grading plan. In instances where the grading plan proposes drainage facilities on adjacent off site property, the owner/applicant shall provide a copy of the recorded drainage easement or copy of Final Map.

**060 - BS-Grade. 2 IF WQMP IS REQUIRED Not Satisfied**

If a Water Quality Management Plan (WQMP) is required, the owner / applicant shall submit to the Building & Safety Department, the Final Water Quality Management Plan (WQMP) site plan for comparison to the grading plan.

**060 - BS-Grade. 3 IMPROVEMENT SECURITIES Not Satisfied**

Prior to issuance of a Grading Permit, the applicant may be required to post a Grading and/or Erosion Control Security. Please contact the Riverside County Transportation Department for additional information and requirements.

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## 60. Prior To Grading Permit Issuance

### BS-Grade

**060 - BS-Grade. 4                      NO PRECISE GRADING                      Not Satisfied**

A PRECISE GRADING PERMIT WILL NOT BE ISSUED , BY THE BUILDING AND SAFETY DEPARTMENT, FOR ANY PARCEL (S) OF THIS SUBDIVISION – UNLESS AN APPROPRIATE LAND USE PERMIT HAS ALSO BEEN ISSUED AND APPROVED, BY THE PLANNING DEPARTMENT, FOR THAT SAME PARCEL (S).

### Planning-CUL

**060 - Planning-CUL. 1                      Cultural Resources Monitoring Program (CRMP)                      Not Satisfied**

Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A CRMP shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. This document shall be provided to the County Archaeologist for review and approval prior to issuance of the grading permit. The CRMP shall contain at a minimum the following: Archaeological Monitor An adequate number of qualified archaeological monitors shall be onsite to ensure all earth moving activities are observed for areas being monitored. This includes all grubbing, grading and trenching onsite and for all offsite improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined and directed by the Project Archaeologist. Cultural Sensitivity Training - The Project Archaeologist and if required, a representative designated by the Tribe shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; the areas to be avoided during grading activities; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event unanticipated cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the project site. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report. Unanticipated Resources - In the event that previously unidentified potentially significant cultural resources are discovered, the Archaeological and/or Tribal Monitor(s) shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. The Project Archaeologist, in consultation with the Tribal monitor, shall determine the significance of the discovered resources. The County Archaeologist must concur with the evaluation before construction activities will be allowed to resume in the affected area. Further, before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The Project Archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Isolates and clearly non-significant deposits shall be minimally documented in the field and the monitored grading can proceed. Artifact Disposition- the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous

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## 60. Prior To Grading Permit Issuance

### Planning-CUL

**060 - Planning-CUL. 1 Cultural Resources Monitoring Program (CRMP) (cont.) Not Satisfied**  
investigations and/or Phase III data recovery. The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring

**060 - Planning-CUL. 2 Native American Monitor Not Satisfied**

Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor. The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

### Planning-EPD

**060 - Planning-EPD. 1 MBTA Nesting Bird Survey - EPD Not Satisfied**

Birds and their nests are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Codes. Since the project supports suitable nesting bird habitat, removal of vegetation or any other potential nesting bird habitat disturbances shall be conducted outside of the avian nesting season (February 1st through August 31st). If habitat must be cleared during the nesting season, a preconstruction nesting bird survey shall be conducted. The preconstruction nesting bird survey must be conducted by a biologist who holds a current MOU with the County of Riverside. If nesting activity is observed, appropriate avoidance measures shall be adopted to avoid any potential impacts to nesting birds. The nesting bird survey must be completed no more than 3 days prior to any ground disturbance. If ground disturbance does not begin within 3 days of the survey date a second survey must be conducted.

Prior to issuance of a permit for rough grading, the project's consulting biologist shall prepare and submit a report, documenting the results of the survey, to EPD for review. In some cases EPD may also require a Monitoring and Avoidance Plan prior to the issuance of a rough grading permit.

When the requested documents/studies are completed and ready for EPD review, please upload them to our Secure File Transfer server to ensure prompt response and review. If you are unfamiliar with the process for uploading biological documents to the FTP site, please contact Matthew Poonamallee at [mpoonama@rivco.org](mailto:mpoonama@rivco.org) and Melissa Manzo at [melmanzo@rivco.org](mailto:melmanzo@rivco.org) for instructions. Biological reports not uploaded to the FTP site may result in delayed review and approval.

### Transportation

**060 - Transportation. 1 RCTD - APPROVED MAINT EXHIBIT (ME) Not Satisfied**

In the event that the project requires a grading permit prior to map recordation, the Project shall submit a Maintenance Exhibit (ME) for approval, on two 11x17 inch hard copies and two CD copies to County EDA/CSA. The ME shall have the engineer's certification for square footage calculations for all



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## 60. Prior To Grading Permit Issuance

### Transportation

**060 - Transportation. 1 RCTD - APPROVED MAINT EXHIBIT (ME) (cont.) Not Satisfied**  
facilities requiring maintenance, and note the proposed maintenance entity responsible for all maintenance activities, including those that cannot be depicted on the exhibit (e.g. street sweeping, etc.). The Transportation Department will clear this condition after the ME is approved by the County EDA/CSA and/or other associated public/quasi-public maintenance entities. The approved ME shall be provided to the Transportation Department (three 11x 17 inch hardcopies and one fully signed PDF copy on CD).

**060 - Transportation. 2 RCTD - MAINT DISTRICTS - SUBMIT APPLICATION Not Satisfied**

In the event that the project requires a grading permit prior to map recordation, the Project shall file an application with County EDA/CSA for annexation/formation into all of respective maintenance districts, with a proposed Maintenance Exhibit and applicable fees.

## 70. Prior To Grading Final Inspection

### Planning-CUL

**070 - Planning-CUL. 1 Artifact Disposition Not Satisfied**

Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery. Historic Resources- all historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines Prehistoric Resources- One of the following treatments shall be applied. a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request. b. If reburial is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains.

**070 - Planning-CUL. 2 Phase IV Monitoring Report Not Satisfied**

Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow

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## 70. Prior To Grading Final Inspection

### Planning-CUL

**070 - Planning-CUL. 2 Phase IV Monitoring Report (cont.) Not Satisfied**

the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.

## 80. Prior To Building Permit Issuance

### BS-Grade

**080 - BS-Grade. 1 NO BUILDING PERMITS W/O LAND USE PERMIT Not Satisfied**

NO BUILDING PERMITS TO BE ISSUED , BY THE BUILDING AND SAFETY DEPARTMENT, FOR ANY PARCEL(S) OF THIS SUBDIVISION - UNLESS AN APPROPRIATE LAND USE PERMIT HAS ALSO BEEN ISSUED AND APPROVED, BY THE PLANNING DEPARTMENT, FOR THAT SAME PARCEL(S).

### E Health

**080 - E Health. 1 Sewer Will Serve Not Satisfied**

A "Will Serve" letter is required from the sewer agency serving the project.

**080 - E Health. 2 Water Will Serve Not Satisfied**

A "Will-Serve" letter is required from the appropriate water agency.

### Transportation

**080 - Transportation. 1 RCTD - ANNEX ALL MAINTENANCE DISTRICTS Not Satisfied**

Prior to issuance of a building permit, the Project shall complete all annexation/formation into all of respective maintenance districts, as approved by the County Transportation and County EDA/CSA, with approved improvement plans, and as noted or shown on the approved Maintenance Exhibit.

**080 - Transportation. 2 RCTD - PAYMENT OF TRANSPORTATION FEES Not Satisfied**

Prior to the issuance of a building permit, the project proponent 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.

## 90. Prior to Building Final Inspection

### BS-Grade

**090 - BS-Grade. 1 NO PRECISE GRADE APPROVAL Not Satisfied**

A PRECISE GRADING INSPECTION WILL NOT BE PERFORMED, BY THE BUILDING AND SAFETY DEPARTMENT, FOR ANY PARCEL(S) OF THIS SUBDIVISION - ALL PRECISE GRADE INSPECTIONS TO BE PERFORMED UNDER THE PRECISE GRADE PERMIT ISSUED UNDER THE APPROPRIATE LAND USE PERMIT, FOR THAT SAME PARCEL(S).

Plan: TPM37801

Parcel: 764070001

## 90. Prior to Building Final Inspection

### Transportation

**090 - Transportation. 1 RCTD - 80% COMPLETION Not Satisfied**

Occupancy releases will not be issued to Building and Safety for any lot exceeding 80% of the total recorded residential lots within any map or phase of map prior to completion of the following improvements:

- a. Primary and Alternate (secondary) access roads shall be completed and paved to finish grade according to the limits indicated in the improvement plans and as noted elsewhere in these conditions.
- b. Interior roads shall be completed and paved to finish grade according to the limits indicated in the improvement plans and as noted elsewhere in these conditions. All curbs, gutters, sidewalks and driveway approaches shall be installed. The final lift of Asphalt Concrete on interior streets shall be placed prior to the release of the final 20% of homes or the production models or at any time when construction of new homes within the development has stopped. The Project shall be required to cap pave in front of occupied homes up to the nearest capped street within the tract boundary. The subdivision will remain responsible for the maintenance of these facilities until all improvements within the tract boundary shall be completed and accepted into the County maintained system.
- c. Storm drains and flood control facilities shall be completed according to the improvement plans and as noted elsewhere in these conditions. Written confirmation of acceptance for use by the Flood Control District, if applicable, is required.
- d. Water system, including fire hydrants, shall be installed and operational, according to the improvement plans and as noted elsewhere in these conditions. All water valves shall be raised to pavement finished grade. Written confirmation of acceptance from water purveyor is required.
- e. Sewer system shall be installed and operational, according to the improvement plans and as noted elsewhere in these conditions. All sewer manholes shall be raised to pavement finished grade.
- f. Written confirmation of acceptance from sewer purveyor is required.
- g. Landscaping and irrigation, water and electrical systems shall be installed and operational in accordance with County Ordinance 461 and 859.

**090 - Transportation. 2 RCTD - LANDSCAPING Not Satisfied**

The project proponent shall comply in accordance with landscaping requirements within the streets associated with the project in accordance with Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859.

Landscaping shall be improved within the streets associated along the project.

**090 - Transportation. 3 RCTD - UTILITY INSTALL Not Satisfied**

Electrical power, telephone, communication, street lighting, and cable television lines shall be installed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. This also applies to all overhead lines below 34 kilovolts along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion for clearance.

12/09/20  
09:50

Riverside County PLUS  
CONDITIONS OF APPROVAL

Page 11

Plan: TPM37801

Parcel: 764070001

**90. Prior to Building Final Inspection**

**Transportation**

**090 - Transportation. 3 RCTD - UTILITY INSTALL (cont.)**

**Not Satisfied**

In addition, the Project shall ensure that streetlights are energized and operational along the streets of those lots where the Project is seeking Building Final Inspection (Occupancy).



**COUNTY OF RIVERSIDE  
TRANSPORTATION AND LAND MANAGEMENT AGENCY**



Charissa Leach  
Interim Agency Director

12/09/20, 3:42 pm

CUP190030

**ADVISORY NOTIFICATION DOCUMENT**

The following notifications are included as part of the recommendation of approval for CUP190030. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

**Advisory Notification**

**Advisory Notification. 1 AND - Preamble**

This Advisory Notification Document is included as part of the justification for the recommendation of approval of these Plans (CUP190030) and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

**Advisory Notification. 2 AND - Project Description & Operational Limits**

General Plan Amendment No. 190012 is a proposal to change the existing General Plan Foundation Component and Land Use Designation from Agriculture: Agriculture (AG) to Community Development: Mixed Use Planning Area (CD: MUA).

Change of Zone No. 190034 is a proposal to change the existing Zoning Classifications for the project site from Light Agriculture – 20-Acre Minimum (A-1-20) and Rural Commercial (C-R) to Mixed Use (MU).

Conditional Use Permit No. 190030 is a proposal to construct a 7,550-square-foot multi-tenant retail building, a 5,800-square-foot gas station with a convenience store, 8 fueling pump stations with a canopy (which offers 16 fueling positions), a 15,800-square-foot pharmacy retail building, a 2,400-square-foot fast food restaurant with a drive-thru, and a 158,800-square-foot two-story assisted living facility with 128 units. Furthermore, the project would remodel an existing restaurant building located on Assessor's Parcel Number 764-080-004. Parking for the project would consist of 322 parking spaces; including 13 electric vehicle and 14 disabled person parking spaces. Additionally, the project would also provide a school bus lane for the neighboring elementary school (Westside Elementary School).

The Project site is within the Eastern Coachella Valley Area Plan, and is located north of 58th Avenue, south of Airport Boulevard, east of Monroe Street, and west of Jackson Street.

\*This project is associated with - Tentative Parcel Map No. 37801 is a proposal for a Schedule "E" subdivision and would create seven parcels ranging from 1.13 acres to 6.48 acres\*

**Advisory Notification. 3 AND - Exhibits**

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(S) Exhibit A (Title Sheet and Site Plan ), dated October 13

## ADVISORY NOTIFICATION DOCUMENT

### Advisory Notification

#### **Advisory Notification. 3 AND - Exhibits (cont.)**

Exhibit B (Project Site Elevations), dated October 13 2020.  
 Exhibit C (Project Site Floor Plans), dated October 13 2020.  
 Exhibit D Detail Plans trash/fence/wall ), dated October 13 2020  
 Exhibit G (Conceptual Grading Plan), dated September 3, 2020.  
 Exhibit L (Conceptual Landscaping and Irrigation Plans), dated October 15 2020.  
 Exhibit P (Project Phasing Plan), dated September 3, 2020.  
 Exhibit (Photometric, Lighting, Signage), dated October 13, 2020

#### **Advisory Notification. 4 AND - Federal, State & Local Regulation Compliance**

1. Compliance with applicable Federal Regulations, including, but not limited to:
  - National Pollutant Discharge Elimination System (NPDES)
  - Clean Water Act
  - Migratory Bird Treaty Act (MBTA)
  
2. Compliance with applicable State Regulations, including, but not limited to:
  - The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)
  - Government Code Section 66020 (90 Days to Protest)
  - Government Code Section 66499.37 (Hold Harmless)
  - State Subdivision Map Act
  - Native American Cultural Resources, and Human Remains (Inadvertent Find)
  - School District Impact Compliance
  - Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Native Americans: CEQA)
  - Current California Building Code (CBC)
  - California Alcoholic Beverage Control License
  
3. Compliance with applicable County Regulations, including, but not limited to:
  - Ord. No. 348 (Land Use Planning and Zoning Regulations)
  - Ord. No. 413 (Regulating Vehicle Parking)
  - Ord. No. 421 (Excavation Covering & Swimming Pool Safety)
  - Ord. No. 457 (Building Requirements)
  - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
  - Ord. No. 460 (Division of Land)
  - Ord. No. 461 (Road Improvement Standards)
  - Ord. No. 484 (Control of Blowing Sand)
  - Ord. No. 655 (Regulating Light Pollution)
  - Ord. No. 671 (Consolidated Fees)
  - Ord. No. 742 (Fugitive Dust/PM10 Emissions in Coachella Valley)
  - Ord. No. 787 (Fire Code)
  - Ord. No. 847 (Regulating Noise)
  - Ord. No. 857 (Business Licensing)
  - Ord. No. 859 (Water Efficient Landscape Requirements)
  - Ord. No. 915 (Regulating Outdoor Lighting)

**ADVISORY NOTIFICATION DOCUMENT****Advisory Notification****Advisory Notification. 4 AND - Federal, State & Local Regulation Compliance (cont.)****4. Mitigation Fee Ordinances**

- Ord. No. 659 Development Impact Fees (DIF)
- Ord. No. 673 Coachella Valley Transportation Uniform Mitigation Fee (CV/ETUMF)
- Ord. No. 875 Coachella Valley Multiple Species Habitat Conservation Plan (CV MSHCP)

**Advisory Notification. 4 AND - Federal, State & Local Regulation Compliance**

1. **Fire Hydrants and Fire Flow:** Prior to the issuance of building permits, plans for the water system shall be submitted to the fire department for review and approval. The water system shall be capable of delivering the required fire flow. Fire hydrant(s) location and spacing shall comply with the fire code. An approved water supply for fire protection during construction shall be made available prior to the arrival of combustible materials on site. Reference 2016 California Fire Code (CFC) 507.5.1, 3312, Appendices B and C.
2. **Fire Department Access:** Prior to building permit issuance, provide a fire access site plan. Access roads shall be provided to within 150 feet to all portions of the exterior building walls and shall have an unobstructed width of not less than 24 feet. The construction of the access roads shall be all weather and capable of sustaining 40,000 lbs. over two axles for areas of residential development and 60,000 lbs. over two axles for commercial developments. Approved vehicle access, either permanent or temporary, shall be provided during construction Ref. CFC 503.1.1, 3310.1 and 503.2.1
3. **Requests for installation of traffic calming designs/devices on fire apparatus access roads** shall be submitted and approved by the Office of the Fire Marshal. Ref. CFC 503.4.1
4. **Construction Permits Fire Department Review:** Submittal of construction plans to the Office of the Fire Marshal for development, construction, installation and operational use permitting will be required. Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews these plans.
5. **Phased Construction Access:** If construction is phased, each phase shall provide approved access for fire protection prior to any construction. Ref. CFC 503.1
6. **Fire Sprinkler System:** All new commercial structures 3,600 square feet or larger will be required to install a fire sprinkler system. Ref CFC 903.2 as amended by the County of Riverside.
7. **Fire Alarm and Detection System:** A water flow monitoring system and/or fire alarm system will be required and determined at time of building plan review. Ref. CFC 903.4, CFC 907.2 and NFPA 72
8. **Knox Box and Gate Access:** Buildings shall be provided with a Knox Box. The Knox Box shall be installed in an accessible location approved by the Office of the Fire Marshal. All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. Ref. CFC 506.1

**ADVISORY NOTIFICATION DOCUMENT**

**Advisory Notification**

**Advisory Notification. 4 AND - Federal, State & Local Regulation Compliance (cont.)**

9. Addressing: All commercial buildings shall display street numbers in a prominent location on the address side and additional locations as required. Ref. CFC 505.1 and County of Riverside Office of the Fire Marshal Standard #07-01

10. Emergency Responder Radio Coverage Systems: Projects that do not meet the exceptions set forth by the Riverside County Office of the Fire Marshal shall provide plans for an emergency responder radio coverage system. Ref. CFC 510.1 and Riverside County Office of the Fire Marshal Technical Policy #TP19-002

11. Strategic Planning Review: This planning case will also be reviewed by Riverside County Fire Department Strategic Planning for the cumulative impact on the Fire Department's ability to provide an acceptable level of service. Additional requirements may be conditioned by Strategic Planning to mitigate these impacts. Questions for Strategic Planning can be addressed to RRUStrategicPlanningBureau@fire.ca.gov.

**E Health**

**E Health. 1 DEH ECP COMMENTS**

Based on the information provided in the environmental assessment documents submitted for this project and with the provision that the information was accurate and representative of site conditions, RCDEH-ECP (Riverside County Department of Environmental Health – Environmental Cleanup Program) concludes no further environmental assessment is required for this project.

If previously unidentified contamination or the presence of a naturally occurring hazardous material is discovered at the site, assessment, investigation, and/or cleanup may be required. Contact Riverside County Environmental Health - Environmental Cleanup Programs at (951) 955-8980, for further information.

**Planning**

**Planning. 1 0010 - Planning - One Parcel, One Structure**

This condition of approval requires that the construction of more than one structure on a single legally divided parcel shall, in addition to all other requirements, be subject to a condition which prohibits the sale of any existing or subsequently constructed structures on the parcel until the parcel is divided and a final map recorded in accordance with Ordinance No. 460 in such a manner that each building is located on a separate legally divided parcel. Furthermore, the proposed project consists of seven (7) development parcels with one single structure on each parcel as proposed under the project entitlement's conditional use permit (CUP190030). The proposed tentative parcel map (TPM37801) has been conditioned for this subject site and project.

**Planning. 2 0010-Planning-USE - MAINTAIN LICENSING**

At all times during the conduct of the permitted use the permittee shall maintain and keep in effect valid





**ADVISORY NOTIFICATION DOCUMENT**

**Planning**

**Planning. 5**

**0010-Planning-USE - BUSINESS LICENSING**

Every person conducting a business within the unincorporated area of Riverside County, as defined in Riverside County Ordinance No. 857, shall obtain a business license. For more information regarding business registration, contact the Business Registration and License Program Office at [www.rctlma.org.buslic](http://www.rctlma.org.buslic).

**Planning. 6**

**0010-Planning-USE - CAUSES FOR REVOCATION**

In the event the use hereby permitted under this permit, a) is found to be in violation of the terms and conditions of this permit, b) is found to have been obtained by fraud or perjured testimony, or c) is found to be detrimental to the public health, safety or general welfare, or is a public nuisance, this permit shall be subject to the revocation procedures.

**Planning. 7**

**0010-Planning-USE - COLORS & MATERIALS**

Building color materials and renderings shall be in substantial conformance with those shown on APPROVED EXHIBIT(s).

**Planning. 8**

**0010-Planning-USE - COMPLY WITH ORD./CODES**

The development of these premises shall comply with the standards of Ordinance No. 348 and all other applicable Riverside County ordinances and State and Federal codes.

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(s), unless otherwise amended by these conditions of approval.

The development of the premises (under the CUP) shall not be in effect until the General Plan Amendment (GPA190012) and Change of Zone (CZ1900034) received final approval by the Board.

**Planning. 9**

**0010-Planning-USE - EXTERIOR NOISE LEVELS**

Exterior noise levels produced by any use allowed under this permit, including, but not limited to, any outdoor public address system, shall not exceed 45 db(A), 10-minute LEQ, between the hours of 10:00 p.m. to 7:00 a.m., and 65 db(A), 10-minute LEQ, at all other times as measured at any residential, hospital, school, library, nursing home or other similar noise sensitive land use. In



**ADVISORY NOTIFICATION DOCUMENT**

**Planning**

**Planning. 14                      0010-Planning-USE - LIMIT ON SIGNAGE (cont.)**

signage shall be approved by the Planning Department pursuant to the requirements of Section 18.30 (Planning Department review only) of Ordinance No. 348.

**Planning. 15                      0010-Planning-USE - MT PALOMAR LIGHTING AREA**

Within the Mt. Palomar Special Lighting Area, as defined in Ordinance No. 655, low pressure sodium vapor lighting or overhead high pressure sodium vapor lighting with shields or cutoff luminaries, shall be utilized.

**Planning. 16                      0010-Planning-USE - NO OUTDOOR ADVERTISING**

No outdoor advertising display, sign or billboard (not including on-site advertising or directional signs) shall be constructed or maintained within the property subject to this approval.

**Planning. 17                      0010-Planning-USE - NO RESIDENT OCCUPANCY**

No permanent occupancy shall be permitted within the property approved under this tentative parcel map or conditional use permit as a principal place of residence (except for the assisted living senior housing facility).

**Planning. 18                      0010-Planning-USE - NO SECOND FLOOR**

No tenant improvement permit, or any other building permit, shall be granted for any second story, second floor, mezzanine, or interior balcony (except for the two-story assisted living senior housing facility) unless a plot plan, conditional use permit, public use permit, substantial conformance or a revised permit is approved by the Planning Department pursuant to Section 18.12 of Ordinance No. 348 in order to assure adequate parking remains within the property.

**Planning. 19                      0010-Planning-USE - RECLAIMED WATER**

The permit holder shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.

**Planning. 20                      0010-Planning-USE -NO DIESEL TRUCK FUELING PUMPS/CANOPY**

No diesel truck fueling pumps or canopies are proposed or would be approved for this project site. No diesel truck parking (i.e. Truck Stop) is permitted on the project site.

**Planning. 21                      0020-Planning-USE - EXPIRATION DATE-USE CASE**

This approved permit shall be used within nine (9) years from the approval date; otherwise, the permit shall be null and void. The term used shall mean the beginning of construction pursuant to a validly issued

**ADVISORY NOTIFICATION DOCUMENT****Planning****Planning. 21****0020-Planning-USE - EXPIRATION DATE-USE CASE (cont.)**

building permit for the use authorized by this approval. Prior to the expiration of the 9 years, the permittee/applicant may request an extension of time to use the permit. The extension of time may be approved by the Assistant TLMA Director upon a determination that a valid reason exists for the permittee not using the permit within the required period. If an extension is approved, the total time allowed for use of the permit shall not exceed ten (10) years.

**Planning. 22****15 - PLANNING - Landscape Requirement****Landscape Requirement**

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall: 1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS; 2) Ensure all landscaping is provided with California Friendly landscaping and a weather-based irrigation controller(s) as defined by County Ordinance No. 859; 3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and, 4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

To ensure ongoing maintenance, the developer/ permit holder or any successor-in-interest shall: 1) Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available. 2) Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859. 3) Ensure that all landscaping is healthy, free of weeds, disease and pests.

**Planning. 23****Air Quality - Mitigation Measures**

Compliance with SCAQMD Rules during short-term construction and long-term operation as listed below. No additional mitigation measures are required. SCAQMD Rule Description 402 Prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance. 403 Governs emissions of fugitive dust during construction and operation activities. 403.1 Supplemental to Rule 403 requirements and shall apply only to fugitive dust sources in the Coachella Valley 445 Prohibits permanently installed wood burning devices into any new development. 481 Applies to all spray painting and spray coating operations and equipment. The rule states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met: 108 Governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC)

**ADVISORY NOTIFICATION DOCUMENT****Planning****Planning. 23****Air Quality - Mitigation Measures (cont.)**

content in asphalt used in the South Coast Air Basin. 1113 Governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. 1143 Governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. 1186 Limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district. 1303 Governs the permitting of re-located or new major emission sources, requiring Best Available Control Measures and setting significance limits for PM10 among other pollutants. 1401 New Source Review of Toxic Air Contaminants. 1403 Specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). 2202 Provides employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety

**Planning-All****Planning-All. 1****0010-Planning-All-USE - 90 DAYS TO PROTEST**

The project developer has 90 days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of this approval or conditional approval of this project.

**Planning-All. 2****0010-Planning-All-USE - HOLD HARMLESS**

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees (COUNTY) from the following: (a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning the Conditional Use Permit and Tentative Parcel Map; and, (b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning the Conditional Use Permit and Tentative Parcel Map, including, but not limited to, decisions made in response to California Public Records Act requests. The COUNTY shall promptly notify the applicant/permittee of any such claim, action, or proceeding and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such claim, action, or proceeding or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY. The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such claim, action or proceeding, whether it incurs such expenses directly, whether it is ordered by a court to

**ADVISORY NOTIFICATION DOCUMENT****Planning-AII****Planning-AII. 2                      0010-Planning-AII-USE - HOLD HARMLESS (cont.)**

pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel. Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the Project, applicant/permittee shall initially deposit with the COUNTY's Planning Department the total amount of Twenty Thousand Dollars (\$20,000). Applicant/permittee shall deposit with COUNTY such additional amounts as COUNTY reasonably and in good faith determines, from time to time, are necessary to cover costs and expenses incurred by the COUNTY, including but not limited to, the Office of County Counsel, Riverside County Planning Department and the Riverside County Clerk of the Board associated with the LITIGATION. To the extent such costs are not recoverable under the California Public Records Act from the records requestor, applicant/permittee agrees that deposits under this section may also be used to cover staff time incurred by the COUNTY to compile, review, and redact records in response to a Public Records Act request made by a petitioner in any legal challenge to the Project when the petitioner is using the Public Records Act request as a means of obtaining the administrative record for LITIGATION purposes. Within ten (10) days of written notice from COUNTY, applicant/permittee shall make such additional deposits.

**Planning-CUL****Planning-CUL. 1                      Human Remains**

CUL-2. If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5.

**Planning-CUL. 2                      PDA No. 7001, 7010 and 8029 accepted**

County Archaeological Report (PDA) No. 7001, 7010 and 8029 submitted for this project (CUP1900030) was prepared by CRM Tech. These documents are herein incorporated as a part of the record for project.

**Planning-CUL. 3                      Unanticipated Resources**

CUL-1. The developer/permit holder or any successor in interest shall comply with the following for the life of this permit. If during ground disturbance activities, unanticipated cultural resources\* are discovered, the following procedures shall be followed: All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist\*\*, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis. Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

## ADVISORY NOTIFICATION DOCUMENT

### Planning-CUL

#### Planning-CUL. 3                      Unanticipated Resources (cont.)

\* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other. \*\* If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

### Planning-GEO

#### Planning-GEO. 1                      GEO200036 ACCEPTED

County Geologic Report GEO No. 200036, submitted for the project CUP190030, was prepared by Petra Geosciences, Inc., and is titled; "Revised Design-Phase Geotechnical Evaluation, Proposed Vista Santa Rosa Gateway Village Project, Monroe Street, Southeast of Intersection with Airport Boulevard, Assessor Parcel Numbers 764-070-001 thru 004, 764-080-001 thru 009, 011 and 012, Thermal Area, Riverside County, California," dated March 22, 2019. In addition, Petra has submitted the following report for the project: "Updated Design-Phase Geotechnical Evaluation to Comply with the 2019 California Building Code, Proposed Vista Santa Rosa Gateway Village Project, Monroe Street, Southeast of Intersection with Airport Boulevard, Assessor Parcel Numbers 764-070-001 thru 004, 764-080-001 thru 009, 011 and 012, Thermal Area, Riverside County, California," dated October 8, 2020. GEO200036 concluded: 1. Based on our review of the referenced geologic maps and literature, no active faults are known to project through the property. Furthermore, the site does not lie within the boundaries of an "Earthquake Fault Zone" as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act. 2. Base on the results of our site exploration and in corroboration with information from Riverside County, this site is considered to be highly susceptible to seismically induced liquefaction. 3. Based on the analysis results provided above, the estimated amount of unweighted free field dynamic differential settlement is less than approximately 2 ¼ inches (less than 2/3 of total settlement) over a horizontal span of approximately 40 feet. This can be expressed as an angular distortion ratio of 1:215. 4.

Based on the method outlined by Ishihara (1985) and considering both the historic high groundwater elevation and the depth of the liquefiable layer identified by the results of our exploratory drilling, the thickness of the non-liquefiable layers above the liquefiable zone is not likely to be sufficient to prevent surface manifestation of liquefaction (such as sand boils, ground fissures, etc.). 5. Theoretically, lateral ground displacements of a few feet are estimated using the historical high groundwater depth; however, in practice the lateral movement of ground in any one direction at the site does not appear to be conceivable. 6. Since the site lies a considerable distance inland from the Pacific Ocean, and since it does not lie in close proximity to an enclosed body of water, the probability of flooding from a tsunami or seiche is considered to be low. In addition, the site is not located within a designated tsunami inundation area as identified on published tsunami inundation maps. 7. The potential for seismically-induced flooding at the site from a reservoir or dam is very low as there are not such facilities located immediately upstream of the subject site. 8. Development plans should account for the potential effects of wind-blown sand. 9. It is Petra's opinion that regional subsidence is not a design consideration. 10. The probability of the site being affected by landslides is considered very low.



## ADVISORY NOTIFICATION DOCUMENT

## Planning-GEO

## Planning-GEO. 1 GEO200036 ACCEPTED (cont.)

11. Onsite soils are generally classified as non-expansive. 12. The site lies within relatively flat topography and it is not located near hillside that could generate significant erosional debris during heavy rainfall. Therefore, the site should not be affected by debris flows. 13. The results indicated a collapse potential of less than or equal to 1 percent for the majority of the samples and near 2 percent for two samples at a depth of 10 below ground surface. This level of potential for collapse typically is not deemed critical for the proposed structures. The recommended remedial grading is expected to reduce the potential for shallow collapsible soils to affect the planned development of the site. GEO200036 recommended: 1. Prior to commencement of remedial grading within the site, all existing stockpiled soil, landscape cuttings, household wastes and other debris should be hauled offsite. 2. Remnant underground structures such as building foundations, utility pipelines, existing onsite septic tanks and seepage pits, leach lines or other structures that may also be found below current grades should be removed in their entirety within the project limits and disposed of offsite. 3. In an effort to limit the potential total and differential settlement to construction tolerances, it is recommended that the near-surface soils within the site be over-excavated to a minimum depth of at least 5 feet below existing ground, or 3 feet below the bottom of building footings (whichever is deeper) in proposed building pad areas. 4.

In areas of proposed paved streets and sidewalks, the existing ground should also be overexcavated to a minimum depth of 5 feet below existing grades, or 3 feet below proposed subgrade elevations (whichever is deeper). 5. In the event that undocumented fill or low-density native materials are exposed below the recommended overexcavation depth, somewhat deeper removals may be required. 6. Low-density native soils are those where the in-situ dry density is less than the equivalent density that could be achieved at 85 percent of the maximum laboratory density at optimum moisture conditions. 7. In order to avoid disturbance to existing masonry walls, fencing or other sensitive improvements located along the project boundaries, it is recommended that the horizontal limits of remedial grading be initially maintained at a distance of approximately two foot from the property boundaries, and that the temporary excavation backcuts along the property boundaries be maintained at a gradient of 1.5:1 (horizontal:vertical) or flatter until competent ground is exposed. 8. A total static settlement of approximately 1 inch, and a differential settlement of approximately of  $\frac{3}{4}$  an inch over a distance of 40 feet are estimated. In addition, based on our analysis, an estimated  $3\frac{1}{4}$  inches of seismically-induced (dynamic) total settlement, with a corresponding differential settlement of approximately  $2\frac{1}{4}$  inches for the free-field condition, should be anticipated after remedial grading. 9. Any planned larger or heavier structures (those generally more than 2 stories in height) may require further evaluation, and additional recommendations for ground improvement or deep foundations.

GEO No. 200036 satisfies the requirement for an updated geologic/geotechnical study for Planning/CEQA purposes. GEO No. 200036 is hereby accepted for planning purposes. Engineering and other Building Code parameters were not included as a part of this review or approval. This approval is not intended and should not be misconstrued as approval for grading permit. Engineering and other building code parameters should be reviewed and additional comments and/or conditions may be imposed by the County upon application for grading and/or building permits.

**ADVISORY NOTIFICATION DOCUMENT****Transportation****Transportation. 1 RCTD - GENERAL CONDITIONS**

1. With respect to the conditions of approval for the referenced tentative exhibit, the land divider shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Ordinance 460 and Riverside County Road Improvement Standards (Ordinance 461). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The County of Riverside applicable ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.
2. The Project shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.
3. A signing and striping plan is required for this project. The Project shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.
4. Alternations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.
5. If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.
6. The Project shall install street name sign(s) in accordance with County Standard No. 816 and as directed by the Transportation Department.
7. All corner cutbacks shall be applied per Standard 805, Ordinance 461.
8. All centerline intersections shall be at 90 degrees, plus or minus 5 degrees.
9. The project shall comply with the most current ADA requirements. Ramps shall be constructed at all 4 legs of 4 way intersections per draft Standard No. 403, sheets 1 through 7 of Ordinance 461 and as directed by the Director of Transportation.
10. Median at the entry driveway shall be constructed 35' radial from the adjacent street flowline.
11. The Project shall obtain approval of street improvement plans from the Transportation Department.  
Improvement plans shall be based upon a design profile extending a minimum of 300 feet beyond the project limits.
12. Additional information, standards, ordinances, policies, and design guidelines can be obtained from

**ADVISORY NOTIFICATION DOCUMENT****Transportation****Transportation. 1 RCTD - GENERAL CONDITIONS (cont.)**

the Transportation Department Web site: <http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955 6527.

**Transportation. 2 Transportation - Mitigation Measures**

Monitoring: Monitored through the project's Mitigation Monitoring and Reporting Program (MMRP): TIA-1 The applicant shall pay a fair share of the improvement cost and project cost shares at the Existing Plus Ambient Plus Project Buildout (2026) Plus Cumulative study intersection improvement locations as shown in TIA Table 12. The project's fair share percentages of identified impacted intersections are approximately 4.1 percent to 24.9 percent. The fair share calculations are intended only for the discussion purposes of this traffic impact analysis, and do not imply any legal responsibility or formula for contributions or mitigation. TIA-2 All roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project shall be constructed in accordance with applicable engineering standards and to the satisfaction of the County of Riverside. TIA-3 Site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the County of Riverside. TIA-4 On-site traffic signing and striping plans shall be submitted for County of Riverside approval in conjunction with detailed construction plans for the project. TIA-5 The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met in accordance with applicable County of Riverside/California Department of Transportation sight distance standards. TIA-6 As is the case for any roadway design, the County of Riverside should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory. TIA-7 Prior to commencement of construction in each phase, the Applicant or his/her designee shall prepare and submit for County of Riverside Approval, a Construction Traffic Management Plan.

**Waste Resources****Waste Resources. 1 Waste - General**

Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division. AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:

- Source separate recyclable and/or compostable material from solid waste and donate or self-haul the

**ADVISORY NOTIFICATION DOCUMENT**

**Waste Resources**

**Waste Resources. 1                      Waste - General (cont.)**

material to recycling facilities.

- Subscribe to a recycling service with their waste hauler.
- Provide recycling service to their tenants (if commercial or multi-family complex).
- Demonstrate compliance with the requirements of California Code of Regulations Title 14. For more information, please visit:

[www.rivcowm.org/opencms/recycling/recycling\\_and\\_compost\\_business.html#mandatory](http://www.rivcowm.org/opencms/recycling/recycling_and_compost_business.html#mandatory) Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project. The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility. AB 1826 requires businesses and multifamily complexes to arrange for organic waste recycling services. Those subject to AB 1826 shall take at least one of the following actions in order to divert organic waste from disposal: -Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility. -Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet the requirements of AB 1826.

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## 60. Prior To Grading Permit Issuance

### BS-Grade

**060 - BS-Grade. 1                    DRAINAGE GRADES                    Not Satisfied**

Minimum surface grades are .35% for concrete and 1% for all other surface types.

**060 - BS-Grade. 2                    EASEMENTS/PERMISSION                    Not Satisfied**

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed. A notarized letter of permission and/or recorded easement from the affected property owners or easement holders shall be provided in instances where off site grading is proposed as part of the grading plan. In instances where the grading plan proposes drainage facilities on adjacent off site property, the owner/applicant shall provide a copy of the recorded drainage easement or copy of Final Map.

**060 - BS-Grade. 3                    IF WQMP IS REQUIRED                    Not Satisfied**

If a Water Quality Management Plan (WQMP) is required, the owner / applicant shall submit to the Building & Safety Department, the Final Water Quality Management Plan (WQMP) site plan for comparison to the grading plan.

**060 - BS-Grade. 4                    IMPROVEMENT SECURITIES                    Not Satisfied**

Prior to issuance of a Grading Permit, the applicant may be required to post a Grading and/or Erosion Control Security. Please contact the Riverside County Transportation Department for additional information and requirements.

### Planning-CUL

**060 - Planning-CUL. 1                    Cultural Resources Monitoring Program (CRMP)                    Not Satisfied**

CUL-3. Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A CRMP shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. This document shall be provided to the County Archaeologist for review and approval prior to issuance of the grading permit. The CRMP shall contain at a minimum the following: Archaeological Monitor An adequate number of qualified archaeological monitors shall be onsite to ensure all earth moving activities are observed for areas being monitored. This includes all grubbing, grading and trenching onsite and for all offsite improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined and directed by the Project Archaeologist. Cultural Sensitivity Training - The Project Archaeologist and a representative designated by the Tribe shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; the areas to be avoided during grading activities; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event unanticipated cultural resources are identified, including who to

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## 60. Prior To Grading Permit Issuance

### Planning-CUL

**060 - Planning-CUL. 1 Cultural Resources Monitoring Program (CRMP) (cont.) Not Satisfied**  
contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the project site. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report. Unanticipated Resources - In the event that previously unidentified potentially significant cultural resources are discovered, the Archaeological and/or Tribal Monitor(s) shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. The Project Archaeologist, in consultation with the Tribal monitor, shall determine the significance of the discovered resources. The County Archaeologist must concur with the evaluation before construction activities will be allowed to resume in the affected area. Further, before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The Project Archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Isolates and clearly non-significant deposits shall be minimally documented in the field and the monitored grading can proceed. Artifact Disposition- the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery. The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring

**060 - Planning-CUL. 2 Native American Monitor Not Satisfied**

TCR-1. Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor. The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

### Planning-EPD

**060 - Planning-EPD. 1 MBTA Nesting Bird Survey - EPD Not Satisfied**

Birds and their nests are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Codes. Since the project supports suitable nesting bird habitat, removal of vegetation or any other potential nesting bird habitat disturbances shall be conducted outside of the avian nesting season (February 1st through August 31st). If habitat must be cleared during the nesting season, a preconstruction nesting bird survey shall be conducted. The preconstruction nesting bird survey must be conducted by a biologist who holds a current MOU with the County of Riverside. If nesting activity is observed, appropriate avoidance measures shall be adopted to avoid any potential impacts to nesting birds. The nesting bird survey must be completed no more than 3 days prior to any ground disturbance. If ground disturbance does not begin within 3 days of the survey date a second survey must be conducted.

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## 60. Prior To Grading Permit Issuance

### Planning-PAL

060 - Planning-PAL. 1

PRIMP

Not Satisfied

This site is mapped in the County's General Plan as having a High potential for paleontological resources (fossils). Proposed project site grading/earthmoving activities could potentially impact this resource. HENCE:

PRIOR TO ISSUANCE OF GRADING PERMITS: 1. The applicant shall retain a qualified paleontologist approved by the County to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist). 2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a Grading Permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows: 1. A corresponding County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be reviewed. 2. Description of the proposed site and planned grading operations. 3. Description of the level of monitoring required for all earth-moving activities in the project area. 4. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring. 5. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens. 6. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery. 7. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays. 8. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. 9. Procedures and protocol for collecting and processing of samples and specimens. 10. Fossil identification and curation procedures to be employed. 11. Identification of the permanent repository to receive any recovered fossil material. \*Pursuant the County "SABER Policy", paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading. 12. All pertinent exhibits, maps and references. 13. Procedures for reporting of findings. 14. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution. 15. All reports shall be signed by the project paleontologist and all other professionals responsible for

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## 60. Prior To Grading Permit Issuance

### Planning-PAL

**060 - Planning-PAL. 1 PRIMP (cont.) Not Satisfied**

the report's content (eg. PG), as appropriate. One original signed copy of the report(s) shall be submitted to the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

Safeguard Artifacts Being Excavated In Riverside County (SABER)

### Transportation

**060 - Transportation. 1 RCTD - FILE L&LMD APPLICATION Not Satisfied**

File an application with the Transportation Department, L&LMD Section, 8th Floor, 4080 Lemon Street, Riverside, CA, for required annexation.

If you have any questions or for the processing fee amount, please call the L&LMD Section at (951) 955-6748.

**060 - Transportation. 2 RCTD - SUBMIT GRADING PLANS Not Satisfied**

The project proponent shall submit two sets of grading plans (24x36 inches) to the Transportation Department for review and approval. If road right-of-way improvements are required, the project proponent shall submit street improvement plans for review and approval, open an IP account, and pay for all associated fees in order to clear this condition. The Standard plan check turnaround time is 10 working days. Approval is required prior to issuance of a grading permit.

**060 - Transportation. 3 RCTD-MAP-WQ - Whitewater Region - FINAL WQMP Not Satisfied**

The project is located in the Whitewater watershed. An approved Water Quality Management Plan (WQMP) is required prior to recordation of a final map or issuance of a grading permit. The project shall submit a single PDF on two CD/DVD copies, in accordance with the latest version of the WQMP manual, found at <https://rctilma.org/trans/Land-Development/WQMP>. In addition, the project proponent shall ensure that the effects of increased peak flowrate for the 1, 3, 6, 24-hour storm events for the 2, 5, 10, and 100-year return periods from the project are mitigated or in Bermuda Dunes area these flows shall be fully retained. All details necessary to build BMPs per the WQMP shall be included on the grading plans.

**060 - Transportation. 4 RCTD-USE – CVWD Letter Not Satisfied**

Approval of the Street Improvement plans by the Transportation Department will clear this condition. The Project shall comply with recommendations from Coachella Valley Water District letter dated December 12, 2019.

**060 - Transportation. 5 RCTD-USE – CVWD Letter Not Satisfied**

Approval of the Street Improvement plans by the Transportation Department will clear this condition. The Project shall comply with recommendations from Coachella Valley Water District letter dated December 12, 2019.



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## 70. Prior To Grading Final Inspection

### Planning-CUL

**070 - Planning-CUL. 1      Artifact Disposition      Not Satisfied**

CUL-4. Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery. Historic Resources- all historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines Prehistoric Resources- One of the following treatments shall be applied. a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request. b. If reburial is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains.

**070 - Planning-CUL. 2      Phase IV Monitoring Report      Not Satisfied**

CUL-5. Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.

## 80. Prior To Building Permit Issuance

### BS-Grade

**080 - BS-Grade. 1      No Building Permit W/O Grading Permit      Not Satisfied**

Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the Building and Safety Department.

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### 80. Prior To Building Permit Issuance

#### BS-Grade

**080 - BS-Grade. 2                      Rough Grade Approval                      Not Satisfied**

Prior to the issuance of any building permit, the applicant shall obtain rough grade approval and/or approval to construct from the Building and Safety Department. The Building and Safety Department must approve the completed grading of your project before a building permit can be issued. Rough Grade approval can be accomplished by complying with the following: 1. Submitting a "Wet Signed" copy of the Grading Report containing substantiating data from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for his/her certification of the project. 2. Submitting a "Wet Signed" copy of the Rough Grade certification from a Registered Civil Engineer certifying that the grading was completed in conformance with the approved grading plan. 3. Requesting a Rough Grade Inspection and obtaining rough grade approval from a Riverside County inspector. 4. Rough Grade Only Permits: In addition to obtaining all required inspections and approval of all final reports, all sites permitted for rough grade only shall provide 100 percent vegetative coverage or other means of site stabilization as approved by the County Inspector prior to receiving a rough grade permit final. Prior to release for building permit, the applicant shall have met all rough grade requirements to obtain Building and Safety Department clearance.

#### E Health

**080 - E Health. 1                      E Health Clearance                      Not Satisfied**

Prior to issuance of the building permit, clearance must be obtained from the Department of Environmental Health.

**080 - E Health. 2                      Food Plans                      Not Satisfied**

A total of three complete set of plans for each food establishment are needed including a fixture schedule, a finish schedule, and a plumbing schedule in order to ensure compliance with applicable California Health and Safety Code.

**080 - E Health. 3                      Hazmat Clearance                      Not Satisfied**

Obtain clearance from the Hazardous Materials Management Division.

**080 - E Health. 4                      Hazmat Tanks                      Not Satisfied**

Construction plans must be reviewed and approved by the Hazardous Materials Division prior to the installation of the underground storage tank (UST) system. There is a construction fee based on the number of UST's installed. Permits from the Hazardous Materials Division must be obtained for the operation of the UST's prior to occupancy.

**080 - E Health. 5                      Sewer Will Serve                      Not Satisfied**

A "Will Serve" letter is required from the sewer agency serving the project.

**080 - E Health. 6                      Water Will Serve                      Not Satisfied**

A "Will-Serve" letter is required from the appropriate water agency.