



## CITY OF INDIAN WELLS

44-950 Eldorado Drive  
Indian Wells, California 92210  
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### ENVIRONMENTAL INITIAL STUDY

**Project Title:** Tentative Parcel Map No. 38283

**City Project No:** Tentative Parcel Map No. 38283  
Variance Case No. VAR 2022-02  
Environmental Assessment Case No. EA 2022-02

**Lead Agency  
Name and Address:** City of Indian Wells  
44-950 Eldorado Drive  
Indian Wells, California 92210  
Phone: (760) 346-2489 Fax: (760) 346-0407

**Applicant:** Schmid Investments, L.P.  
c/o Richard Schmid  
440 West First Street, Suite 201  
Tustin, CA 92780

**Representative:** Richard Schmid  
Schmid Investments, L.P.  
440 West First Street, Suite 201  
Tustin, CA 92780

**Contact Person:  
And Phone Number:** Jon Berg, Community Development Director  
Phone: (760) 346-2489

**Project Location:** North of Highway 111, west of Village Court  
Assessor's Parcel Number 625-050-064

**General Plan Designation:** Community Commercial

**Zoning Designation:** Community Commercial

### PROJECT DESCRIPTION

The project site occupies approximately 1.42 acres north of Highway 111 and approximately 150 feet west of Village Court in the City of Indian Wells. Currently the project area is developed with two detached commercial buildings, drive aisles, sidewalks, parking spaces, and landscaping. The two buildings are operating as Bank of America and Pacific Western Bank. The site is identified as Assessor's Parcel Number (APN) 625-050-064.

The project proposes to divide the single parcel into two individual lots for future sale. The two parcels will be equal in area, each encompassing 0.71 acres.

The project property lies within the City's Community Commercial land use and zoning designations. Community Commercial designations are intended to include attractively designed retail, office, and shopping areas. Uses may include retail shops, offices, restaurants, personal service shops, grocery stores, movie theaters, hotels and resort complexes, and similar uses.

The project site is located in an urban and developed area within the City. Areas north and east of the project consist of existing commercial buildings, within the City's Community Commercial land use and zoning designations. Lands south of the project, south of Highway 111, also consist of commercial uses, however, these areas are designated Professional Office. Lands west of the project property are not located within the City of Indian Wells' jurisdiction. This area is located within the City of Palm Desert and also includes commercial buildings.

As previously stated, the project proposes to divide a single parcel into two equal and individual lots for future sale. The project applicant will submit a Tentative Parcel Map (TPM No. 38283) and an Application for Variance as part of the entitlement process. Commercial parcels located within the Community Commercial zoning must have a minimum width of 200 feet and minimum depth of 250 feet. The existing developed parcel No. 2 does not meet the minimum depth of 250 feet. A variance was approved when the original TPM was approved in March of 2000. In order to subdivide the parcel further, another variance request must accompany the Parcel Map in order to justify the substandard size parcel. The project proposes to continue operations as commercial buildings and changes to the existing land use and zone is not proposed.

### **City Approval**

- Tentative Parcel Map
- Variance

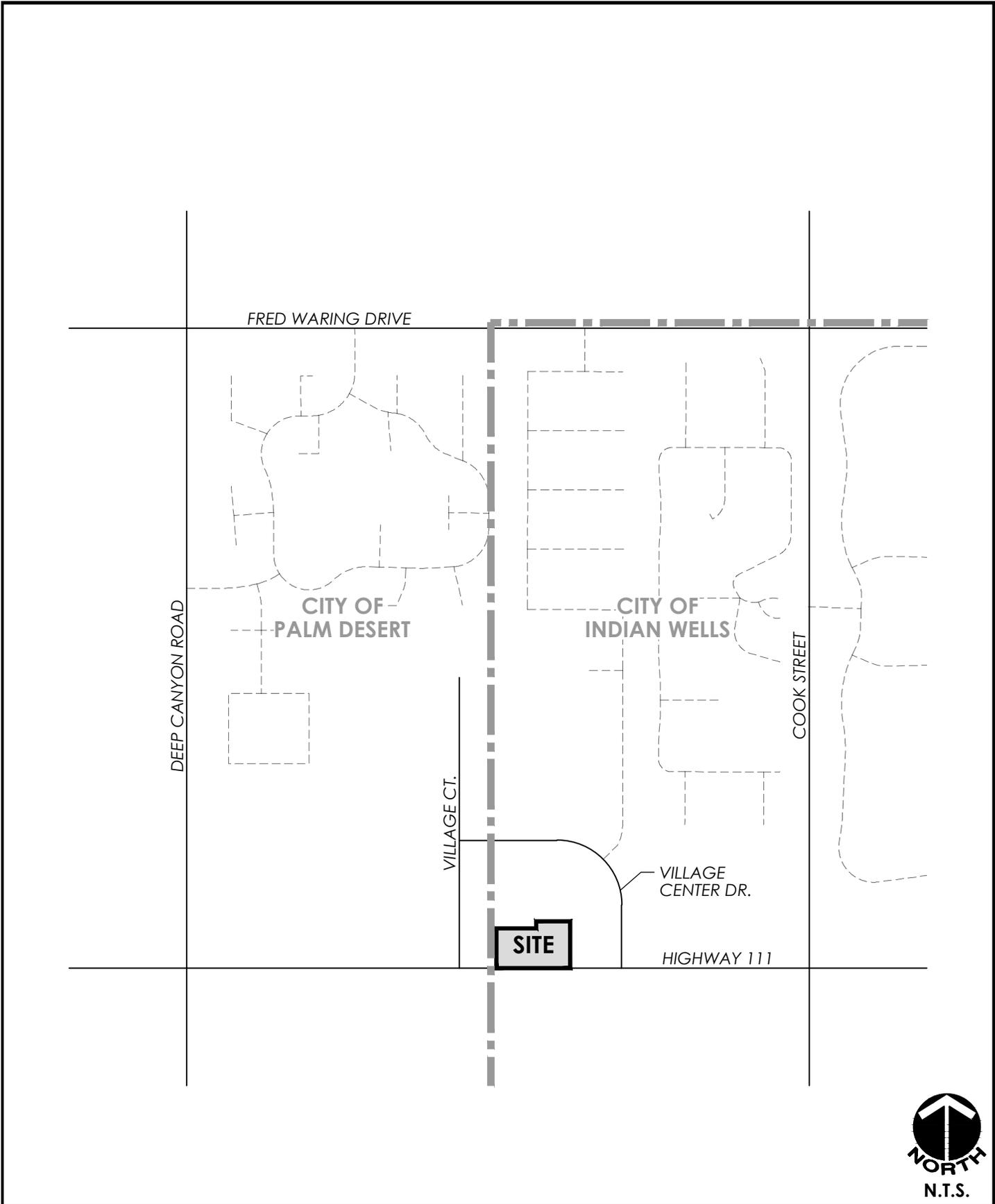
### **Land Use and Setting**

North: Office Buildings Zoned Community Commercial

East: Office Buildings Zoned Community Commercial

West: City of Palm Desert Office Buildings Zoned Planned Commercial

South: Office Buildings Zoned Professional Office



**MSA CONSULTING, INC.**

> PLANNING > CIVIL ENGINEERING > LAND SURVEYING  
 34200 Bob Hope Drive, Rancho Mirage, CA 92270  
 760.320.9811 [msaconsultinginc.com](http://msaconsultinginc.com)



**VICINITY MAP**

**SCHMID INVESTMENTS, L.P.**

NEGATIVE DECLARATION

EXHIBIT

1



**PROJECT SITE**  
APN: 625-050-064

**HIGHWAY 111**



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**AERIAL PHOTOGRAPH**

**SCHMID INVESTMENTS, L.P.**

NEGATIVE DECLARATION

EXHIBIT

2



**EVALUATION OF ENVIRONMENTAL IMPACTS:**

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

**DETERMINATION:** On the basis of this initial evaluation (To be completed by the Lead Agency)

<input checked="" type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	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 have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

 Signature: Jon Berg, Community Development Director City of Indian Wells	03/09/2022 Date:
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**Environmental Checklist and Discussion:**

The following checklist evaluates the proposed project’s potential adverse impacts. For those environmental topics for which a potential adverse impact may exist, a discussion of the existing site environment related to the topic is presented followed by an analysis of the project’s potential adverse impacts. When the project does not have any potential for adverse impacts for an environmental topic, the reasons why there are no potential adverse impacts are described.

1. AESTHETICS -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<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 historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 point). If the project is in an urbanized area, would the project conflict with applicable zoning or other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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 type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** The perception and uniqueness of scenic vistas and visual character can vary according to location and composition of its surrounding context. The subjective value of views is generally affected by the presence and intensity of neighboring man-made improvements, such as structures, overhead utilities, and landscaping, often in relation to the aesthetic quality offered by a natural background that may include open space, mountain ranges, or a natural landmark feature. The proximity and massing of structures, landscaping and other visual barriers interact with the visibility of surrounding environments to restrict or enhance the value of local scenic views. The evaluation of scenic vistas takes into consideration the physical compatibility of proposed projects in relation to land uses, transportation corridors, or other vantage points, where the enjoyment of unique vistas may exist, such as residential areas or scenic roads.

The proposed project site is located north of Highway 111 and is currently developed. In its existing condition, the project property operates as a commercial property with two commercial buildings, drive aisles, parking spaces, sidewalks, and landscaped areas. The two buildings are operating as Bank of America and Pacific Western Bank. The site exhibits a predominantly flat topography with parking stalls, light fixtures, landscaped islands. The islands are landscaped with trees for parking shade. Highway 111 delineates the project’s southern boundary and is developed with curb and gutter improvements, pedestrian sidewalks, and landscaping.

The project property is located within a developed context of the City and is surrounded by existing commercial and office uses. As stated previously, the project’s southern boundary is delineated by Highway 111. Properties north and east of the project includes existing office buildings and associated paved drive aisles, parking spaces, and landscaping. An existing commercial property (restaurant) is located west of the project site, within the jurisdictional boundaries of Palm Desert.

The scenic vistas observed in the City of Indian Wells include the San Jacinto Mountains to the west, the Little San Bernardino Mountains to the east, and the Santa Rosa Mountains to the south. From Highway 111 (south of the project) motorists and pedestrians travelling along these roadways have partially

obstructed views of these mountain ranges due to their distance from the City and the existing developments, landscaping, and infrastructure. However, views of these mountain ranges can be observed by motorists traveling along Highway 111.

The project proposes to divide the project parcel into two individual lots for future sale. The project applicant will submit a Tentative Parcel Map (TPM No. 38283) and a Zoning Code Variance as part of the entitlement process. Commercial parcels located within the Community Commercial zoning must have a minimum width of 200 feet and minimum depth of 250 feet. The existing developed parcel No. 2 does not meet the minimum depth of 250 feet. A variance was approved when the original TPM was approved in March of 2000. In order to subdivide the parcel further, another variance request must accompany the Parcel Map in order to justify the substandard size parcel. The project does not propose the demolition of the existing commercial structure, and physical changes to the site will not occur. Since the project does not propose physical changes (i.e., architectural, structural, etc.) to the site, the project will not result in impacts to scenic vistas. No impacts are anticipated.

**Mitigation:** None

- b) **No Impact.** The purpose of the State Scenic Highway Program is to preserve and protect scenic State highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. State highways can be officially designated as Scenic Highways or be determined to be eligible for designation. The status of a state scenic highway changes from eligible to “officially designated” when a local jurisdiction adopts a scenic corridor protection program, and the California Department of Transportation (Caltrans) approves the designation as a Scenic Highway. Based on the Caltrans status map of scenic highway designations, the closest officially designated State Scenic Highway is State Route 74, located approximately 1.75 miles west of the project. A segment of Highway 111 is also listed by Caltrans as eligible for designation. The segment of Highway 111 is located approximately 1.75 miles west of the project site. The project is not located near a State Scenic Highway, therefore, no impacts to those resources are anticipated.

Additionally, the property does not contain any landmarks such as trees or historic buildings, and based on historical maps, the project property has maintained a developed condition since the 1990s, and as such, is absent of any historic buildings, structures or other former permanent improvements that would hold any aesthetic value. Furthermore, the project is not located within close proximity to any designated scenic highways as identified by Caltrans. Therefore, the proposed project would not result in adverse impacts to scenic resources adjacent to, or in close proximity to state scenic highway or other local transportation corridors. No impacts are expected.

**Mitigation:** None

- c) **No Impact.** The proposed project is located in an urbanized area within the City of Indian Wells. Areas surrounding the project site are developed and consist of commercial structures, including office buildings and restaurant buildings. These developed areas include well-maintained landscaping, building frontages, public and pedestrian areas, and roadways. The existing land uses contribute to the scenic quality of the area.

In its existing condition, the project property operates as a commercial property with two commercial buildings (Pacific Western Bank and Bank of America) located onsite, as well as drive aisles, parking spaces and landscaping. The site exhibits a predominantly flat topography with parking stalls, light fixtures, and landscaped islands. The landscape in the parking area consist of tall trees to provide shade for the parking spaces and pedestrians. Highway 111 delineates the project’s southern boundary and is developed with curb and gutter improvements, pedestrian sidewalks, and landscaping.

The properties north, east, south, and west of the project are also fully developed with commercial buildings. The commercial areas surrounding the project site exhibit similar scenic quality as the project property. They all include well developed, one- to two-story buildings, with landscaping, sidewalks and pedestrian pathways, pave drive aisles, and parking spaces.

As previously stated, the project proposes to divide a parcel into two equal and individual lots for future sale. The project applicant will submit a Tentative Parcel Map (TPM No. 38283) and a Zoning Variance as part of the entitlement process. Commercial parcels located within the Community Commercial zoning must have a minimum width of 200 feet and minimum depth of 250 feet. The existing developed parcel No. 2 does not meet the minimum depth of 250 feet. A variance was approved when the original TPM was approved in March of 2000. In order to subdivide the parcel further, another variance request must accompany the Parcel Map in order to justify the substandard size parcel. The project does not propose the demolition of the existing commercial structures, and physical changes to the site will not occur. The project proposes to continue operations as commercial buildings and changes to the existing land use and zone is not proposed. Since the project does not propose physical changes (i.e., architectural, structural, etc.) to the site, the project will not result in impacts to the scenic quality of the surrounding area. No impacts are anticipated.

**Mitigation:** None

- d) **No Impact.** The project property, located on the north of Highway 111, currently operates as a commercial property with two buildings (Pacific Western Bank and Bank of America). Commercial buildings surround the project property. The project property is located in an urban and developed context within the City of Indian Wells. The developed nature of the project site and surrounding areas largely contributes to the ambient lighting in the area. On the project property, existing downward-oriented, post-mounted and wall mounted light contribute to the ambient light onsite. The post-mounted fixtures are located in the parking area, while low-intensity, wall-mounted fixtures are located at the building entrances, atm locations, and drive-through area to provide nighttime illumination for pedestrians.

Existing offsite sources of light and glare near the project are primarily attributed to the existing offices commercial developments north, east, south, and west of the project. The lighting utilized for surrounding commercial properties typically consists of low-intensity, wall-mounted or post-mounted, downward-oriented fixtures illuminating sidewalks, doorways, outdoor areas, signs, landscaping, and parking lots.

Vehicular traffic on Highway 111 and associated traffic infrastructure also contributes to existing nighttime ambient lighting in the area. The closest intersection with a traffic signal is located approximately 150 feet east of the project, at the Village Center and Highway 111 intersection. Additional lighting includes lighting fixtures along pedestrian pathways, and lighting for existing landscape features. Highway 111 acts as a regional roadway that connects the cities within the Coachella Valley. Highway 111 lies immediately south of the proposed project property and contributes to both daytime and nighttime ambient lighting in the area due to the number of cars that utilize Highway 111. Vehicular traffic along the surrounding roadways also contribute to day-time glare in the area.

The project proposes to divide the project parcel into two individual lots through the submittal of Tentative Parcel Map (TPM) No. 38283 and a variance. The project does not propose the introduction of additional light fixtures in the project area. Therefore, no impacts are anticipated.

**Mitigation:** None

<b>2. AGRICULTURE AND FORESTRY RESOURCES –</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of forest land, timberland, or timberland zoned Timberland Production?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Farmland Mapping and Monitoring Program, California Department of Conservation, accessed December 2021. Indian Wells General Plan.

a-e) **No Impact.** The proposed project will not disturb or convert any designated farmland or other form of agricultural resources. According to the 2016 California Farmland Mapping and Monitoring Program the proposed project is located in a portion of Indian Wells designated as Urban and Built-Up Land. Urban and Built-Up Land is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures. The subject site and the properties on all sides of the project are classified as Urban and Built-Up Land.

The project site is not located in existing zoning for agricultural use or land classified as farmland. The City General Plan designates the subject property with a zoning of Community Commercial, which includes a wide range of facilities, including grocery stores, retail shops and restaurants, resorts, and services.

According to the Williamson Act 2015-16 Status Report, no portion of the land within or near a one-mile radius is recognized as a Williamson Act Contract area. Furthermore, no forest land, timberland, or Timberland Production zone occurs on the project site or in the surrounding areas. The proposed project will not impact or remove land from the City or the County’s agricultural reserve. No impacts are expected.

**Mitigation:** None

3. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: *Final 2016 Air Quality Management Plan (AQMP)*, by SCAQMD, March 2017; *Final 2003 Coachella Valley PM10 State Implementation Plan (CVSIP)*, by SCAQMD, August 2003; *Analysis of the Coachella Valley PM10 Redesignation Request and Maintenance Plan*, by the California Air Resources Board, February 2010; South Coast AQMD Rule Book

a) **No Impact.** The project site of approximately 1.42 acres involves one parcel (APN 625-050-064) with two existing commercial buildings, associated utilities, landscaping, lighting, trash enclosures, and parking facilities with driveway access from Highway 111. The project site is a portion of the existing Village Plaza commercial center. With frontage along Highway 111, the project is located in and generally surrounded by a developed setting within a Community Commercial land use designation that is reflected in the City’s adopted General Plan. For context, existing buildings and facilities associated with the project were initially constructed around 1996, based on Riverside County property records. The site has since operated with multiple tenants (one in each building), including Pacific Western Bank and Bank of America as current occupants.

The project scope involves dividing the existing single parcel into two equally sized individual lots, each including one existing building, for continued operation and future sale. The project would not involve any new development, facility expansion, physical site disturbance, or change in operation differing from the current conditions and allowable uses. The parcel division would not preclude or obstruct the ongoing maintenance, activity restrictions, and other responsibilities necessary to conform with the existing plaza operations and applicable City standards.

The project site and Coachella Valley regional context are situated within the Riverside County portion of the Salton Sea Air Basin (SSAB), under jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the adopted 2016 Air Quality Management Plan (2016 AQMP). The 2016 AQMP serves as a regional blueprint for achieving the federal air quality standards with the most current strategies to effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy. The 2016 AQMP also factors the information and assumptions from the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to support the integration of land use and transportation toward meeting the federal Clean Air Act requirements.

The standard methodology for determining compliance with the applicable air quality plan involves using the adopted California Air Pollution Officers Association (CAPCOA) software to quantify the criteria air pollutant emission levels resulting from new development to compare against the applicable ambient air quality standards. Given that the project does not involve any proposed physical site disturbance and construction-related activities, such as building demolition, earthwork, grading, or new construction, construction-related emissions resulting from the project would be null and therefore would not conflict

with the current growth assumptions, attainment strategies or regulations under the 2016 AQMP. Since the project does not involve any facility expansion or land use changes, the project would therefore not result in any increases in operational intensities or associated emissions capable of interfering or conflicting with the 2016 AQMP. Therefore, pertaining to the obstruction of an applicable air quality plan primarily the 2016 AQMP by SCAQMD, no impact is anticipated.

**Mitigation:** None

- b) **No Impact.** The 2016 AQMP provides guidance for the State Implementation Plans (SIP) for attainment of the applicable ambient air quality standards pertaining to particulate matter (PM10) and Ozone as summarized below.

Particulate Matter (PM10):

The Coachella Valley is currently designated as a serious nonattainment area for PM10 (particulate matter with an aerodynamic diameter of 10 microns or less). In the Coachella Valley, the man-made sources of PM10 are attributed to direct emissions, industrial facilities, and fugitive dust resulting from unpaved roads and construction operations. High-wind natural events are also known contributors of PM10. In response to the nonattainment status, SCAQMD is implementing the Final 2003 Coachella Valley PM10 State Implementation Plan (CVSIP), as approved by the U.S. Environmental Protection Agency (EPA) with updated planning assumptions, fugitive dust source emissions estimates, mobile source emissions estimates, attainment modeling with control strategies, and measure commitments. Some of those measures are reflected in SCAQMD Rules 403 and 403.1, which are enacted to reduce or prevent construction-related man-made fugitive dust sources with their associated PM10 emissions. On February 25, 2010, the ARB approved the *2010 Coachella Valley PM10 Maintenance Plan* and transmitted it to the U.S. EPA for approval. With the recent data being collected at the Coachella Valley monitoring stations, consideration of high-wind exceptional events, and submittal of a PM10 Re-designation Request and Maintenance Plan, a re-designation to attainment status of the PM10 NAAQS is deemed feasible in the near future according to the 2016 AQMP.

Given that the project does not involve any physical ground disturbance or construction-related activities (building demolition, earthwork, grading, or construction), the proposed project scope would result in no construction-related PM10 emissions and therefore would not conflict with the current attainment strategies and regulations under the CVSIP for PM10 and 2016 AQMP. Regarding operations, the project does not have unpaved roads or other exposed soil surfaces that would trigger operational fugitive dust emissions. The existing PM10 emission levels related to mobile sources (vehicular travel to and from the project) will not be modified by the project, but may have foreseeable future reductions in response to stricter statewide emissions standards.

Ozone and Ozone Precursors:

The Coachella Valley portion of the Salton Sea Air Basin (SSAB) is deemed to be in nonattainment for the 1997 8-hour ozone standard. Coachella Valley is unique in its geography due to its location downwind from the South Coast Air Basin (SCAB). As such, when high levels of ozone are formed in the South Coast Air Basin, they are transported to the Coachella Valley. Similarly, when ozone precursors such as nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOCs) are emitted from mobile sources and stationary sources located in the South Coast Air Basin, they are also transported to the Coachella Valley. It is worth noting that SCAQMD deems that local sources of air pollution generated in the Coachella Valley have a limited impact on ozone levels compared to the transport of ozone precursors generated in SCAB. In the 2016 AQMP, the attainment target date for the 1997 8-hour ozone standard was listed as June 15, 2019. However, based on recent data for higher levels of ozone experienced in 2017 and 2018, it was determined that the Coachella Valley region could not practically attain the said standard by the established deadline. Given that additional time is needed to bring the Coachella Valley into attainment of the ozone standard,

SCAQMD submitted a formal request to the United States Environmental Protection Agency (U.S. EPA) to reclassify the Coachella Valley from Severe-15 to Extreme nonattainment, with a new attainment date of June 15, 2024. The reclassification ensures that the Coachella Valley will be given the needed extension to make attainment feasible and prevent the imposition of the non-attainment fees on major stationary sources. This process would also require SCAQMD to develop or update the State Implementation Plan (SIP) documentation to demonstrate how the area will meet the standard on or before June 15, 2024. SCAQMD continues to reduce ozone and improve air quality in the Coachella Valley, in part by providing more than \$50 million in grant funding towards paving dirt roads and parking lots, clean energy projects and cleaner vehicles. Future emission reductions anticipated to occur in the South Coast Air Basin associated with current and planned regulations on mobile and stationary sources are expected to contribute to improvements in ozone air quality in the Coachella Valley and lead to attainment of the standard.

Being absent of any proposed physical site disturbance and construction-related activities, the proposed project scope would result in no ozone precursor emissions (NO<sub>x</sub> and VOCs), such as those generated from construction traffic and equipment. The project would also result in no incremental increases to ozone precursors, since no facility or operational changes are proposed. Therefore, the project is not expected to result in any short-term construction emission levels or increases to the existing operational emissions in a manner that would be deemed cumulatively considerable for criteria pollutants for which the region is in non-attainment (PM<sub>10</sub> and Ozone). No impacts are anticipated.

**Mitigation:** None

- c) **No Impact.** A sensitive receptor is a member or group of the population with more susceptibility than the population at large to health effects due to exposure to air contaminants, such as localized sources of carbon monoxide, toxic air contaminants, or odors. Residences, long-term health care facilities, schools, rehabilitation centers, playgrounds, convalescent centers, childcare centers, retirement homes, and athletic facilities are generally considered sensitive receptors. The standard methodology for determining localized impacts to sensitive receptors involves quantifying project related emissions (construction and operational) resulting from new development activities to compare against the applicable ambient air quality standards. Since the project will not result in physical site disturbance, soil movement, or construction activities, no quantification is necessary to conclude that the project will not generate any emissions associated with those activity categories. Moreover, since the project does not involve any increases to the facility dimensions or operational capacities, the proposed lot division will also not result in changes to the existing operational emissions taking place within a commercial plaza. Therefore, no impacts are expected pertaining to the exposure of sensitive receptors to substantial project-related pollutant concentrations.

**Mitigation:** None

- d) **No Impact.** As previously analyzed and disclosed, the project would not involve construction activities or modifications to the existing facilities currently in operation in the context of a commercial plaza. The existing facility operators are bank institutions. It has been determined in the preceding discussions that the project would not generate construction-related emissions or incremental increases to the existing operational emissions, such that no localized or regional thresholds would be reached or exceeded. The continued operation of banks or other future tenants will not involve the types of facilities or activities commonly known to generate odors, such as wastewater treatment plants, sanitary landfills, composting/green waste facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting/coating operations, rendering plants, or food packaging facilities. Therefore, the project is not expected to result in odor or other emissions adversely affecting nearby neighbors or a substantial number of people. No impacts are expected.

**Mitigation:** None

4. <b>BIOLOGICAL RESOURCES</b> -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) 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. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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 Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The project site is located in the Village Plaza, a developed commercial center and is currently operating as a Bank of America and Pacific Western Bank. The site is surrounded by additional commercial and office space. The site is also adjacent to Highway 111, a high-volume roadway. As a result of the sites surroundings, the project site does not provide the conditions that would support sensitive species of plants or animals given special status by government agencies. The property is within the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), which outlines policies for conservation of habitats and natural communities. The project site is not located within a CVMSHCP Conservation Area and there are no known significant biological resources on the project site. Therefore, the project would not have a substantial adverse impact on candidate, sensitive, or special status species. No impacts are expected to 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 (CDFW) or the United States Fish and Wildlife Service (USFWS.)

**Mitigation:** None

b) **No Impact.** As discussed throughout this document, the project site is fully developed, and the property does not contain nor is it adjacent to any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or the USFWS. No blue-line stream corridors or desert washes are found within the project boundaries. Therefore, no impacts are expected.

**Mitigation:** None

- c) **No Impact.** The project site is developed and does not contain federally protected wetlands, marshes, or other drainage features. As a result, implementation of the project would not result in the direct removal, filling, or other hydrological interruption to any of these resources. The project is designed with an on-site underground stormwater retention system that during the life of the project will comply with the City's drainage requirements by preventing the discharge and transport of untreated runoff associated with the project. A project Specific Water Quality Management Plan (WQMP) is expected to be prepared to ensure that the project does not contribute pollutants of concern in any project storm runoff. No impacts are expected.

**Mitigation:** None

- d) **No Impact.** Given the project sites current use within an existing commercial center and its proximity to other existing development, the project site would not be expected to be a part of or contain migratory wildlife corridors or native wildlife nursery sites. The project site is not located near any existing drainages that would support wildlife corridors nor is it located in a known wildlife corridor. Therefore, the proposed project will not interfere with movement of any native resident or migratory fish or wildlife species and no impacts are expected.

**Mitigation:** None

- e) **No Impact.** As mentioned previously, the project site is comprised of two existing and operating commercial buildings. Project implementation would not result in demolition or tree removal. The proposed project will be consistent with the Goals and Policies set forth in the City of Indian Wells General Plan. There are no other unique local policies or ordinances protecting biological resources that would cause a conflict nor does the site support high value biological resources that could be affected. Therefore, no impacts are expected.

**Mitigation:** None

- f) **No Impact.** As previously mentioned, the project lies within the boundary of the CVMSHCP, which outlines policies for conservation of habitats and natural communities and is implemented by the City of Indian Wells. The project site is not located within a Conservation Area under the plan. The CVMSHCP implements a habitat mitigation fee for new development to support the acquisition of conservation lands, to be paid to the City. However, the site is already developed, and no new development is proposed, and any required mitigation fees were paid with the original development of the project. No impacts are anticipated

**Mitigation:** None

5. CULTURAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The project site has been cleared and graded and developed since the late 1990's. The proposed project site is located in the Village Plaza and currently operates as a Bank of America and Pacific Western Bank. No known historically or culturally significant resources, structures, buildings, or objects are located on the project site. Therefore, the project site is not expected to cause a substantial adverse change in the significance of a historical resource as defined by CEQA §15064.5 (b) and no impacts are expected.

**Mitigation:** None

b) **No Impact.** The proposed project site is fully developed in an urbanized area of the City and is not near the more culturally sensitive areas of the mountains and foothills. No known archaeological sites are found within the project site. The site has already been cleared, graded, and significantly disturbed from the construction of the existing development. Construction is not proposed as part of this project. The subdivision is only for the future sale of the two existing buildings. Therefore, no impacts are anticipated.

**Mitigation:** None

c) **No Impact.** The site was previously disturbed during the construction of the Village Plaza and the existing commercial buildings. There are no known past cemeteries or burials within the project area and no construction is proposed for the project. Therefore, no additional site disturbance will occur and no impacts to human remains are expected.

**Mitigation:** None

6. ENERGY -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Indian Wells General Plan.

a-b) **No Impact.** The approximately 1.42-acre project is currently developed with two detached commercial buildings that operate as banks and bank offices. Associated improvements onsite include paved drive aisles, parking spaces, pedestrian sidewalk, and landscaped areas. The project is currently located on one parcel (Assessor’s Parcel Number 625-050-064). The project proposes to divide the single parcel into two equal parcels with the submittal of Tentative Parcel Map (TPM) No. 38283 and a Zoning Variance. The project does not propose demolition or construction of the project property, and operations will remain the same.

The project site consumes energy in the form of electricity, natural gas, and petroleum. Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity (provided by Imperial Irrigation District) and natural gas (provided by Southern California Gas Company).

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 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.). Energy consumption in support of or related to project operations would also include 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).

As previously stated, the project site is currently developed. Demolition or construction activities are not proposed as part of the project, and the operation of the project will not change. The project is just proposing to divide the single parcel that encompasses the site into two equal parcels with the submittal of a TPM and Variance. Since the project operation will not change and construction will not occur, the project will not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Additionally, the project will not conflict with or obstruct a state or local plan for renewable energy efficiency, since the project operations will not change. No impact is anticipated.

**Mitigation:** None

7. GEOLOGY AND SOILS -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) 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? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating direct or indirect substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the 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"/>
f) Directly or indirectly destroy a unique paleontological resource of site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: The Alquist-Priolo Earthquake Fault Zoning (AP) Act, California Department of Conservation; Indian Wells General Plan; Riverside County General Plan, Safety Element, 2016; Riverside County General Plan Geotechnical Report 2000.

- a) i. **Less than Significant Impact.** The City of Indian Wells, similar to most of Southern California, is susceptible to earthquakes due to the active faults that traverse the region. According to the Riverside County General Plan, earthquake risk is very high due to the presence of two of California’s most active faults, the San Andreas and San Jacinto Faults. Classifying an active fault helps gauge the surface rupture potential of a fault and prevents development from being sited directly on an active fault. Additionally, the ability to identify and locate faults makes ground rupture the easiest seismic hazard to avoid.

In order to reduce the losses from surface fault rupture on a statewide basis, the Alquist-Priolo (AP) Earthquake Fault Zone Act was passed in 1972 after the San Fernando earthquake a year prior. The AP Earthquake Fault Zone Act is intended to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. After consulting the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist, it can be determined that the closest AP Earthquake Fault Zone to the project site is at the San Andreas Fault, approximately 6.9 miles northeast. Therefore, due to the distance of the fault zone, it can be concluded that risks associated with primary surface ground rupture are low.

Per the AP Earthquake Fault Zone Map, rupture from an earthquake fault is not anticipated on the project property and no known active faults traverse through or are found near the project site, although seismically induced ground shaking is expected in the City of Indian Wells. The project site is not located in an AP Earthquake Fault Zone; therefore, impacts are less than significant.

**Mitigation:** None

- ii. **Less than Significant Impact.** Seismically induced ground shaking is anticipated in the entire Coachella Valley, due to the multiple northwest-southeast trending faults in the region. Although these faults produced the unique topography in the Coachella Valley (high mountain ranges and a low valley floor), the major faults, such as the San Andreas Fault, have the potential to produce strong shaking during a seismic event. The strength of ground shaking is accredited to the distance from the fault; where the intensity of the seismic shaking decreases the further it is from the causative fault. The Safety Element of the Riverside County General Plan states that earthquake risk is very high in the Coachella Valley.

The approximately 1.42-acre project property proposes to divide the project parcel into two individual lots through the submittal of Tentative Tract Map (TTM) No. 38283 and a Variance. The project does not propose the demolition of the existing commercial structures or development of new structures. Since the project does not propose changes to the site, other than the division of the parcel, the project will not result in significant impacts from ground shaking. Less than significant impacts are anticipated.

**Mitigation:** None

- iii. **Less than Significant Impact.** Per the Riverside County General Plan, liquefaction is a potentially destructive secondary effect of strong seismic shaking. Liquefaction occurs primarily in saturated, loose strength and behave like a liquid. Excess water pressure is vented upward through fissures and soil cracks and can result in a water-soil slurry flowing onto the ground surface. This occurs in areas where the ground water table is within 50 feet of the ground surface and when seismic events occur that generate a Modified Mercalli Intensity value of VII or greater. The loss of soil strength as a result of liquefaction can cause a building to sink, tilt and suffer structural damage. Other effects of liquefied soils include a loss of bearing strength, ground oscillations, lateral spreading, and ground lurching and slumping.

Three conditions must be met in order for liquefaction to occur. There must be (1) a relatively long duration of strong ground shaking, (2) the presence of unconsolidated sediments consisting primarily of silty sand and sand, and (3) the presence of groundwater within 50 feet of the ground surface. According to the Liquefaction Zones map (Figure 2) of the Riverside County General Plan, and the Indian Wells General Plan, there are no areas of potential liquefaction in the City of Indian Wells. This is likely due to the lack of shallow groundwater.

As previously stated, the project site does not propose the demolition of the existing commercial structures, or the development of new structures. The project proposes to divide a parcel into two individual parcels by submitting a Tentative Tract Map (TTM) No. 38283 and a variance. The project will not be introducing new structures to the site, therefore, impacts of liquefaction to the site will be less than significant.

**Mitigation:** None

- iv. **No Impact.** As discussed throughout this Geology and Soils Section, the City of Indian Wells, like most of Southern California, is susceptible to seismic ground shaking due to the multiple faults in the region. As a result of seismic ground shaking, slope failure, such as rockfalls and landslides, may occur, especially throughout elevated areas in the City.

According to the Indian Wells General Plan, landslides are not likely to occur in Indian Wells since the areas of steep slopes, located in the southern part of the City, are primarily composed of strong bedrock. However, rockfall hazards can occur in the mountains and foothills during a strong earthquake.

The project site and surrounding area is located on relatively flat topography and is not located near mountain slopes. The closest slope includes the Santa Rosa Mountains located approximately one mile south of the project. Therefore, impacts associated with landslides and rockfalls are not anticipated in the project area. No impact.

**Mitigation:** None

- b) **No Impact.** According to the Indian Wells General Plan, the combination of high winds and sandy, sparsely vegetated soils characteristic of desert areas can create blowsand hazards. Disturbance of soil crust through human activities such as grading and alteration of drainage patterns can contribute to an increase in blowsand hazards. Blowsand hazards impact human health by creating high levels of airborne particulate matter. Blowsand also reduces visibility and can increase the incidence of vehicular accidents. Property damage occurs when blowsand erodes painted surfaces and glass.

The Indian Wells General Plan states that the extreme northern portions of the City, north of Fred Waring Drive, are the areas of highest wind hazards. However, all areas of the City could be affected by blowsand dependent on the level of activity in the surrounding area (i.e., development, grading, or clearing of vegetation), or weather conditions.

The project is currently located within a developed context in the City of Indian Wells. The project site and surrounding areas are developed with commercial structures, paved drive aisles, and landscaped areas. The developed areas reduce the likelihood of blowsand impacts. The project does not propose the demolition of the existing commercial structures and paved areas. Therefore, the project would not contribute to erosion or blowsand hazards. No impacts relative to erosion are anticipated since the site and the surrounding area is developed.

**Mitigation:** None

- c) **Less than Significant Impact.** The approximately 1.42-acre project proposes to divide a parcel into two individual lots. The project is currently developed and does not propose demolition of the existing buildings or paved area, or the development of new structures. The project site was analyzed for the likelihood of potential hazards such as landslides, liquefaction, and subsidence. The findings are discussed as follows:

As identified in portion a) iii. of this Geology and Soils Section, liquefaction occurs when loose, unconsolidated, saturated, sandy soils are subjected to ground vibrations during a seismic event. This occurs in areas where the ground water table is within 50 feet of the ground surface and when seismic events occur the sudden increase in water pressure in the pores between soil particles and the loss of cohesion with the soils causes them to act like a liquid. Per the City General Plan, the City is not susceptible to liquefaction.

Lateral spreading is the lateral displacement of gently sloping ground as a result of pore pressure build-up or liquefaction in a shallow underlying deposit during an earthquake. As discussed in a) iii, there are no areas of potential liquefaction in the City; therefore, the potential for lateral spreading is low. Impacts are anticipated to be less than significant.

As discussed in portion a) iv. of this Geology and Soils Section, the City of Indian Wells indicates that the project is located in an area of low susceptibility of being impacted by rock falls and landslides. The existing project site is characterized by relatively flat topography, with existing development in the form of a

commercial property with paved drive aisles, parking areas, and various landscaped areas throughout the site. Due to the absence of steep slopes near the project site, impacts of landslides are not expected.

The Indian Wells General Plan states that subsidence of the ground surface is generally caused by the withdrawal of groundwater from an area. Several regions of subsidence have been documented in Riverside County, all of them in deep, alluvium-filled valleys. Subsidence can be caused by both human activities and natural causes, such as earthquakes. In most cases, the cause of ground subsidence in the Coachella Valley is typically due to declining groundwater levels. Figure S-7, in the Riverside County General Plan, indicates that the subject site is situated in an area susceptible for ground subsidence due to withdrawal of fluids. The recognition that ground subsidence is an environmental restraint has forced agencies, such as the U.S Geological Survey and the Coachella Valley Water District, to devote resources to the study and mitigation of this potential hazard. However, per the General Plan, the City of Indian Wells is not identified to be in an area of potential subsidence.

Hydroconsolidation, or soil collapse typically occurs in recently deposited, Holocene (less than 10,000 years old) soils that were deposited in an arid or semi-arid environment. Soils prone to collapse are commonly associated with human-made fill, wind-laid sands and silts, and alluvial fan and mudflow sediments deposited during flash floods. When saturated, collapsible soils undergo a rearrangement of their grains, and the water removes the cohesive (or cementing) material. Rapid, substantial sediment results. The project site is currently developed, therefore, grading and soil compaction has occurred on the site to assure that suitable subsurface soils are able to withstand the foundation of the project structures. It is likely that the subsurface soils were evaluated prior to the City's approval of the project, as a part of the previous review process. Therefore, it is unlikely that soils prone to collapse underlay the project property.

Overall, the project site is currently developed and includes two commercial buildings and associated improvements (i.e., paved drive aisles and parking spaces, landscaped areas). The project does not propose the demolition of the existing property, or the addition of new buildings or structures. The project proposes the division of one parcel into two individual lots. The project will not result in liquefaction, lateral spreading, landslides or rockfalls, subsidence, or collapse, due to the developed character of the site. Therefore, no impacts are anticipated.

**Mitigation:** None.

- d) **No Impact.** Expansive soils, as defined in the Riverside County General Plan, have a significant amount of clay particles which can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils, which is why they are a potential hazard. These soils can also be widely dispersed, occurring in both hillside areas and low-lying alluvial basins.

The site has already been cleared, graded, and significantly disturbed from the construction of the existing development. Problems caused by expansive soils can be alleviated by engineering designs, such as including the use of reinforcing steel foundations, drainage control devices, over-excavation and backfilling with non-expansive soil. The project site is currently developed and operates as a commercial property with two buildings, paved drive aisles and parking lot. During development of the site, expansive soils were likely removed to ensure proper foundation design for the parking lot. Therefore, it is unlikely that expansive soils occur at the project site. No impacts are anticipated.

**Mitigation:** None

- e) **No Impact.** The project property is located north of Highway 111 near the western edge of the City of Indian Wells. The project site is surrounded by developed land on all sides of the property. The properties north, east, south, and west of the project consists of commercial and office land uses.

The project site is currently developed with operational commercial buildings (Pacific Western Bank and Bank of America). Sewer services are currently provided to the existing commercial buildings onsite and will continue to be provided to the site. Therefore, the project will not utilize septic systems or alternative wastewater disposal systems. No impacts are expected.

**Mitigation:** None

- f) **No Impact.** Paleontological resources are the remains or traces of prehistoric plant and animal life exclusive of man. Fossil remains are found in the geologic deposits within which they were originally buried. Since there is a direct relationship between fossils and the types of rock formations where they can be found, knowledge of the geology of an area can help in predicting the likelihood of the existence of fossils. Paleontological resources are limited and nonrenewable.

The Western Coachella Valley has yielded a variety of fossils in the past, but are mainly found in the sedimentary formations typical of lower upland areas. The valley floors in the City are underlain by deep alluvial, fluvial and aeolian deposits, mainly sand, silt and gravel, which in some areas are hundreds of feet thick. These deposits have a low potential for yielding fossils.

The project site is currently developed as a commercial property with paved drive aisles and parking lot, and landscaping. The site is not recognized as a unique paleontological or a unique geologic feature. Additionally, the project property lies in an urbanized context within the City, surrounded by office and commercial buildings.

The project site does not propose demolition of the site, or the addition of new structures. Therefore, no impacts are anticipated.

**Mitigation:** None

8. GREENHOUSE GAS EMISSIONS -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: *Final 2016 Air Quality Management Plan (AQMP)*, by SCAQMD, March 2017; *Final 2003 Coachella Valley PM10 State Implementation Plan (CVSIP)*, by SCAQMD, August 2003; *Analysis of the Coachella Valley PM10 Redesignation Request and Maintenance Plan*, by the California Air Resources Board, February 2010; California Greenhouse Gas Emissions for 2000 to 2017, Trends of Emissions and Other Indicators, 2019 Edition, California Air Resources Board; Release No. 18-37 & 19-35, California Air Resources Board Press Release, July 2018 and August 2019.

a) **Less than Significant Impact.** Greenhouse gases (GHG) are a group of gases that trap solar energy in the Earth’s atmosphere, preventing. Common greenhouse gases in the Earth’s atmosphere include water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), ozone, and chlorofluorocarbons to a lesser extent. Carbon dioxide is the main GHG thought to contribute to climate change. Human activities (such as burning carbon-based fossil fuels) create water vapor and CO<sub>2</sub> as byproducts, thereby impacting the levels of GHG in the atmosphere. Carbon dioxide equivalent (CO<sub>2</sub>e) is a metric used to compare emissions of various greenhouse gases.

To address the long-term adverse impacts associated with global climate change, California’s Global Warming Solutions Act of 2006 (AB 32) requires California Air Resource Board (CARB) to reduce statewide emissions of greenhouse gases to 1990 levels by 2020. In 2016, Governor Jerry Brown signed Senate Bill 32 (SB32) that requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. With the passage of the California Global Warming Solutions Act of 2006 (Assembly Bill 32) in California, environmental documents for projects pursuant to CEQA are required to analyze greenhouse gases and assess the potential significance and impacts of GHG emissions.

On July 11, 2018, CARB announced in a press release (No. 18-37) that greenhouse gas pollution in California fell below 1990 levels for the first time since emissions peaked in 2004, an achievement roughly equal to taking 12 million cars off the road or saving 6 billion gallons of gasoline a year. Moreover, according to the CARB report on California Greenhouse Gas Emissions for 2000 to 2017 (published in 2019), which tracks the trends of GHG emissions, California’s GHG emissions have followed a declining trend between 2007 and 2017. In 2017, emissions from GHG emitting activities statewide were 424 million metric tons of CO<sub>2</sub> equivalent (MMTCO<sub>2</sub>e), 5 MMTCO<sub>2</sub>e lower than 2016 levels and 7 MMTCO<sub>2</sub>e below the 2020 GHG Limit of 431 MMTCO<sub>2</sub>e. The largest reductions are attributed to the electricity sector, which continues to see decreases as a result of the state’s climate policies. The transportation sector remains the largest source of GHG emissions in the state, but saw a 1 percent increase in emissions in 2017, the lowest growth rate over the previous 4 years.

On August 12, 2019, California Governor Gavin Newsom announced in a press release (No. 19-35) that GHG emissions in California continued to fall ahead of schedule in 2017 as the state’s economy grew ahead of the national average, according to the California Air Resources Board’s latest state inventory of climate-changing emissions. The data also shows that for the first time since California started to track GHG emissions, the state power grid used more energy from zero-GHG sources like solar and wind power than from electrical generation powered by fossil fuels.

The standard methodology for determining greenhouse gas emission levels and their potential impact on the environment involves using the adopted California Air Pollution Officers Association (CAPCOA)

software to quantify the specific emissions resulting from new development to compare against the numeric and qualitative thresholds established at the State or regional level. Given that the project does not involve any proposed physical site disturbance and construction-related activities, such as building demolition, earthwork, grading, or new construction, construction-related GHG emissions resulting from the project would be null and therefore not conflict with the current reduction strategies and targets. Since the project does not involve any facility expansion or land use changes, the project would incur any increases in operational intensities and associated GHG emissions that would interfere with the State's targets or with the region's compliance ability. The existing mobile, energy and other sources of GHG emissions associated with the existing buildings and facilities will remain unchanged, or be reduced in response to stricter vehicular emissions, energy efficiency, and water efficiency standards being implemented. Therefore, less than significant impacts are anticipated pertaining to greenhouse gas emission levels.

**Mitigation:** None

- b) **No Impact.** As previously discussed, the proposed project will not introduce new development or land use changes that would represent new or additional sources of GHG emissions and therefore would not conflict with the applicable GHG reduction targets, strategies, and related regulations. It is assumed that as with the passage of time, existing mobile GHG sources related to vehicular travel to and from the site will be reduced in response to stricter statewide emissions standards. Moreover, future upgrades by the operators will represent an opportunity to incorporate improved equipment, light fixtures, water fixtures and related practices with higher energy efficiency, thus lower GHG levels. Pertaining conflicts with GHG reduction plans, policies, or regulations no impacts are anticipated.

**Mitigation:** None

9. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) 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:** Enforcement and Compliance Fault Zoning Act, California Department of Conservation; Enforcement and Compliance History Online, EPA, 2021; EnviroStor, Department of Toxic Substances Control, 2021; GeoTracker, State Water Resources Control Board, 2021

a-b) **Less than Significant Impact.** The Code of Federal Regulations (CFR Title 40, Part 261) defines hazardous materials based on ignitability, reactivity, corrosivity, and/or toxicity properties. The State of California defines hazardous materials as substances that are toxic, ignitable, or flammable, reactive and/or corrosive, which have the capacity of causing harm or a health hazard during normal exposure or an accidental release. As a result, the use and management of hazardous or potentially hazardous substances is regulated under existing federal, state and local laws. Hazardous wastes require special handling and disposal methods to reduce their potential to damage public health and the environment. Manufacturer’s specifications dictate the proper use, handling, and disposal methods for the specific substances. In most cases, it is a violation of federal or state law to improperly store, apply, transport, or dispose of hazardous materials and waste.

The project site is developed with two commercial buildings (bank facilities), and associated improvements (i.e., paved drive aisles, parking lot, landscaping). The site currently occupies a single parcel (Assessor’s Parcel Number 625-050-064); however, the project proposes to divide the parcel in half to create two individual parcels. Demolition or construction of the site is not proposed. Therefore, the transportation, application, storage, or disposal of construction-related hazardous materials and waste is not applicable to the site.

The project property will continue to operate as bank facilities. The operation of banks do not typically involve the routine transport, use, or disposal of hazardous materials in quantities or a manner that would

pose a threat to the project and surroundings. Typical operational uses would involve the handling and application of cleaning agents, building maintenance products, paints and solvents, and similar items would be stored on-site. These potentially hazardous materials would not be present in significant quantities to pose a significant hazard to public health and safety or the environment. Therefore, less than significant impacts are expected.

**Mitigation:** None

- c) **No Impact.** The project site is not located within ¼ mile of an existing or proposed school. The nearest school to the project site is Palm Desert High School, located approximately 0.60 miles north of the project. Additionally, the project site is currently developed, does not propose demolition or construction on the project site. Existing operations will remain the same. Therefore, the project is not expected to emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

**Mitigation:** None

- d) **Less than Significant Impact.** The project site is currently developed with commercial operations. The project proposes to divide the existing parcel into two individual parcels, equal in size. The operation of the site will not change. In order to comply with Government Code 65962.5 and its subsections, record searches on the project property were performed within multiple database platforms. The resources consulted included GeoTracker, EnviroStor and the EPA Enforcement and Compliance History Online (ECHO).

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

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

Moreover, the ECHO database focuses on inspection, violation, and enforcement data for the Clean Air Act (CAA), Clean Water Act (CWA) and Resource Conservation and Recovery Act (RCRA) and also includes Safe Drinking Water Act (SDWA) and Toxics Release Inventory (TRI) data.

In December 2021, a search was performed on all three database platforms. The GeoTracker, EnviroStor, and ECHO database results did not identify any Leaking Underground Storage Tank (LUST) Cleanup Sites, Land Disposal Sites, Military Sites, DTSC Hazardous Waste Permits, DTSC Cleanup Sites, or Permitted Underground Storage Tanks on or in connection with the project property.

The EnviroStor and GeoTracker databases did not identify registered facilities on the project site or within a 0.5-mile radius of the site. However, the ECHO database listed 3 facilities within a 0.5-mile radius of the project site. The facilities are listed as follows:

- Ralphs Grocery #179 at 74895 Highway 111, approximately 230 feet south of the project. This facility is listed by the RCRA as an active large quantity generator (LQG). This facility is permanently closed and no longer operates as a Ralphs facility.

- Value Cleaners at 74903 Highway 111, approximately 500 feet south of the project. This facility is listed by the RCRA as an inactive “Other”.
- CVS Pharmacy No. 9779 at 74955 Highway 111, approximately 700 feet southeast of the project. This facility is listed by the RCRA as an active LQG.

The registered facilities do not currently have any violations (as indicated on the ECHO database) and are not anticipated to impact the project property.

Per the records search pursuant of Government Code 65962.5, the project site was not registered as having any Leaking Underground Storage Tank (LUST) Cleanup Sites, Land Disposal Sites, Military Sites, DTSC Hazardous Waste Permits, DTSC Cleanup Sites, or Permitted Underground Storage Tanks onsite. Less than significant impacts are anticipated.

**Mitigation:** None

- e) **No Impact.** The project is not located within an airport land use plan or private airstrip. The Palm Springs International Airport is located approximately 10.20 miles northwest of the project site. The Bermuda Dunes Airport is located approximately 4.80 miles northeast of the project. As a result, the project is located outside both of the airport facilities’ influence and planning area. Flights approaching and departing the Palm Springs International Airport and the Bermuda Dunes Airport may fly over the City and the project site with an intermittent frequency, however, no impacts are anticipated.

**Mitigation:** None

- f) **Less than Significant Impact.** The Community Safety Element of the City’s General Plan identifies safety hazards relevant to the City of Indian Wells, and emergency preparedness in the City. The City also adopted a Local Hazard Mitigation Plan, which is continually updated, addresses the planned response to extraordinary emergency situations associated with natural or human caused disasters. Based on these resources, the two main evacuation routes in the City include Highway 111, Washington Street, Fred Waring Drive, and Cook Street. The project site is currently developed and physical changes to the site is not proposed. Therefore, roadways and emergency evacuation routes will not be altered or reconfigured. Operation of the site will remain the same, therefore, impacts to fire service demand will not change. Less than significant impacts are anticipated.

**Mitigation:** None

- g) **No Impact.** The project property is located north of Highway 111, in the City of Indian Wells. The project site is surrounded by developed land on all sides of the property. The land north, east, south, and west of the project consists of commercial and office properties. The project site currently operates as a commercial property with developed bank facilities.

The proposed site lies within the Community Commercial land use and zoning designation in the City. The project property is identified as having no fuel (no hazard). Areas identified as having high or very high fire threats are located south of the City. Per CalFire’s Very High Fire Hazard Severity Zones (VHFHSZ) map, VHFHSZ areas are located in the southern portion of the site, at the Santa Rosa Mountains. Consult the Wildfires Section of this environmental document for further discussion. Conclusively, the project site is located in an area with no fire threat to the City; therefore, impacts regarding wildland fires are not expected.

**Mitigation:** None

10. <b>HYDROLOGY AND WATER QUALITY --</b> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would result in substantial erosion or siltation on- or off-site?				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) 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; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Flood Insurance Rate Map # 06065C2226H, Federal Emergency Management Agency, Effective 4/19/2017; *Water Quality Control Plan for the Colorado River Basin Region*, January 2019; *2020 Coachella Valley Regional Urban Water Management Plan*, June 2021;

- a) **No Impact.** The project site includes a fully developed and operating setting with two existing buildings, full utilities, and parking areas as part of the existing Village Plaza commercial center. The site is known to have been constructed and operated since 1996 based on Riverside County property records. The project site and the larger extent of Village Plaza are served by an on-site storm drain system with graded parking lot and hardscape surfaces for sheet flow conveyance, barrier curbs, and concrete gutters directed to multiple inlets. A west portion of the project parcel includes a storm drain easement (Toro Peak Storm Drain) related to the stormwater management infrastructure.

The project scope involves dividing the existing single parcel into two equally sized individual lots without incurring any new development, facility expansions, site disturbance, or a change in operation differing from the current conditions and allowable uses. The parcel division would not preclude or obstruct the ongoing maintenance, activity restrictions, and other responsibilities necessary to conform with the existing plaza operations, including those associated with the existing on-site storm drain system. Given that the scope of the project does not involve any physical ground disturbance, the project is exempt from various hydrology and stormwater management permits compared to the applicable requirements for new development and land disturbance activities under the Clean Water Act framework and National Pollutant Discharge Elimination System programs.

Since the project does not involve a construction phase or physical ground disturbance, coverage under the State's most current NPDES Construction General Permit (CGP), Order No. 2009-0009-DWQ, as amended

by 2010-0014-DWQ and 2012-006-DWQ, is not applicable. The threshold for CGP permit coverage is prompted by land disturbance equal to or greater than one acre. Since the project scope is limited to a lot division, construction-related stormwater permit coverage, as described above, is not applicable.

Moreover, given that the project site involves fully developed and operating facilities with an existing storm drain system, the project scope does not rise to the category of *new priority development* that would trigger the preparation of a Water Quality Management Plan (WQMP) to comply with the most current standards of the *Whitewater River Region Water Quality Management Plan for Urban Runoff* and the *Whitewater River Watershed Municipal Separate Storm Sewer System Permit (MS4 Permit)*. The WQMP requirement is typically prompted by new development meeting certain size criteria to ensure that the stormwater management in such development complies with the MS4 Permit. The WQMP threshold and associated requirements are not applicable since the project will not involve new development. It is understood that the existing storm drain system found in the parking lot areas, including surface sheet flows, barrier curbs, concrete swales, and storm drain inlets will continue to be maintained in their current operations.

The nature of the project scope and existing site conditions with bank institutions as occupants does not involve industrial or other activities of higher intensity capable of producing waste discharge or runoff pollution in concentrations that would violate the pertinent NPDES and MS4 standards for water quality, or result in a degradation of surface or ground water quality. Therefore, no impacts are anticipated.

**Mitigation:** None

- b) **No Impact.** The project site and entire City of Indian Wells are located within the domestic water service area of Coachella Valley Water District (CVWD), which covers approximately 1,000 square miles, serving approximately 110,000 homes and businesses. As a developed site, domestic water service is currently provided to the site for indoor and outdoor uses. Indoor water uses for the existing bank tenants are understood to be similar to office uses, including restroom facilities. Outdoor uses include landscape irrigation.

The Coachella Valley Groundwater Basin is the primary groundwater source for the project region's domestic water purveyors, including CVWD. Based on the California Department of Water Resources (DWR), the Coachella Valley Groundwater Basin has an approximate storage capacity of 39.2 million acre-feet (AF) of water within the upper 1,000 feet and is divided into four subbasins: Indio, Mission Creek, Desert Hot Springs, and San Geronio. The project site is specifically underlain by the Indio Subbasin, which is also known as the Whitewater River Subbasin. DWR has estimated that the Indio Subbasin contains approximately 29.8 million AF of water in the first 1,000 feet below the ground surface, representing approximately 76 percent of the total groundwater in the Coachella Valley Groundwater Basin.

Local groundwater management is currently taking place under the framework of the 2020 Coachella Valley Regional Urban Water Management Plan (2020 RUWMP), the preparation of which involved the collaboration of the six urban water suppliers in the Coachella Valley, including CVWD. The 2020 RUWMP describes the region's water supplies and anticipated demands through 2045, along with each agency's programs to encourage efficient water use.

As previously discussed, the project scope does not involve any new development that would incur a new or increase in demand for water resources. Compared to new development, project implementation would not involve any construction activities and the associated water uses or would involve the operation of new or expanded facilities. The existing domestic water facilities would continue serving the site. As an existing rate payer for the existing facilities, the project operator will continue to contribute fees to CVWD proportionate to water demand, including any districtwide surcharges toward regional groundwater recharge efforts. Therefore, no impacts are expected pertaining to groundwater supplies, recharge, or sustainable groundwater management.

**Mitigation:** None

- c) i) **No Impact.** The fully developed project site and Village Plaza commercial center are served by operating storm drain facilities understood to be constructed with the initial site construction. The observable system includes graded parking lot and hardscape surfaces for sheet flow conveyance, barrier curbs, and concrete gutters directed to multiple inlets. All ground surfaces of the site are stabilized with buildings, hardscape, parking lot pavement, and maintained landscaping, such that there are no known sources of erosion. A west portion of the project parcel includes a storm drain system easement (Toro Peak Storm Drain) associated with the stormwater infrastructure. The developed site is absent of any slopes, areas of exposed soils, or naturally occurring drainage patterns, such as washes, streams, or rivers. All site vegetation is part of a landscape design incorporated into the parking lot and building areas. As a result, the project will not involve an alteration of any existing drainage pattern that would result in substantial erosion or siltation on- or off-site. Project implementation will not preclude the current storm drain system from continuing to operate or be maintained under the current responsibilities. No impacts are anticipated.

**Mitigation:** None

- ii) **No Impact.** Project implementation will not involve any new development or facility additions resulting in changes to the existing surface composition (impervious/pervious coverage). Therefore, the project will not incur any changes or increases to the rate or quantity of stormwater runoff generated at the site, or any associated flooding conditions on- or off-site. The existing storm drain system effectiveness, including upkeep of the conveyances, inlets, and receiving lines providing stormwater management and flood protection, will continue to be a function of the site operations and maintenance activities under the property owner responsibilities. Therefore, no impacts to surface runoff are anticipated with regard to flooding, on- or off-site.

**Mitigation:** None

- iii) **No Impact.** As previously discussed, the project scope does not involve any new development or physical modifications to the developed site that would otherwise alter the existing storm drainage system serving the site and Village Plaza. Therefore, no additional runoff production or associated pollutants will result from the project to the existing storm drainage system. Moreover, the project will not impede or invalidate the existing storm drainage easements on the property from continuing to serve their purpose. No impacts are anticipated.

**Mitigation:** None

- iv) **No Impact.** The project site is fully developed and therefore absent of any naturally occurring drainage features or flood flows. According to the Federal Emergency Management Agency (FEMA) FIRM Panel Number 06065C2226H, effective April 19, 2017, the entire project is covered by Zone X, an “area with reduced flood risk due to levee” and therefore deemed to have minimal flood hazard. The project site is not considered to be in a floodplain or a special flood hazard area (SFHA), where any impediments or redirection of flood flows could occur. No impacts are anticipated.

**Mitigation:** None

- d) **No Impact.** As discussed above, the project site is located in a FEMA Zone X designation, as an “area with reduced flood risk due to levee” and not in a flood plain or a special flood hazard area (SFHA). Moreover, the project is not located near any coastal areas and therefore is not prone to tsunami hazards. The project is not located near any body of water and therefore is not prone to seismic seiche hazards. The project is

not considered flood prone or capable of resulting in a release of pollutants due to project inundation. Therefore, no impacts are anticipated.

**Mitigation:** None

- e) **No Impact.** The project scope involving a fully developed site of 1.42 acres does not entail new development or facility modifications that would result in increases in stormwater runoff, increases in water demand, or conflicts with the regional water quality control plans or groundwater management efforts. No impacts are anticipated.

**Mitigation:** None

11. LAND USE AND PLANNING - Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Indian Wells General Plan; Indian Wells Municipal Code.

- a) **No Impact.** The project site occupies approximately 1.42 acres of developed commercial land north of Highway 111. The project property currently consists of two commercial (bank) buildings, with paved drive aisles, parking areas, and landscaping. Areas north, east, south, and west of the project site are also developed and operate as commercial and office properties. Highway 111 delineates the project’s southern boundary. Due to the developed character of the project and surrounding area, the project will not divide an established community. Additionally, no physical changes to the site are proposed. Therefore, no impacts are expected.

**Mitigation:** None

- b) **Less than Significant Impact.** As previously stated, the project site, and surrounding area, is developed with commercial buildings. The project has two structures onsite, where the western building operates as Pacific Western Bank, and the eastern property operates as Bank of America. The project does not propose onsite demolition or construction activities. Operations will remain the same.

The project is located within the Community Commercial land use and zoning designations within Indian Wells. The project does not propose a General Plan amendment or a zone change. The project is proposing to divide the existing 1.42-acre parcel into two equal and individual lots for future sale. The project applicant will submit a Tentative Parcel Map (TPM No. 38283) and a Zoning V variance as part of the entitlement process. Commercial parcels located within the Community Commercial zoning must have a minimum width of 200 feet and minimum depth of 250 feet. The existing developed parcel No. 2 does not meet the minimum depth of 250 feet. A variance was approved when the original TPM was approved in March of 2000. In order to subdivide the parcel further, another variance request must accompany the Parcel Map in order to justify the substandard size parcel. The project proposes to continue operations as commercial buildings and changes to the existing land use and zone is not proposed.

The approval of the TPM and variance will establish two individual, 0.71-acre parcels. Less than significant impacts are anticipated.

**Mitigation:** None

12. MINERAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and 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"/>

Source: Mineral Land Classification Map, Riverside County, 2007; Indian Wells General Plan.

a,b) **No Impact.** The mineral resources that are attributed to the Coachella Valley desert floor primarily consists of sand, gravel (aggregate) and other important mineral deposits that have eroded from the surrounding mountains and hills. To ensure the protection of important mineral resources, the Surface Mining and Reclamation Act of 1975 (SMARA) developed Mineral Land Classification Maps and reports to identify the presence or absence of suitable sources of aggregate (sand, gravel or stone deposits) into Mineral Resource Zones. According to this Classification Map, the project site is located within the Mineral Resource Zone 1 (MRZ-1). This specific zone identifies areas where adequate information indicates that there are no significant mineral deposits present or where it is judged that there is little likelihood for their presence.

Moreover, the project site, and surrounding area, is developed and operates as commercial land uses. Mining activities do not occur at the project site or in close proximity to the project site. Due to the project's developed condition, no impacts to mineral resources are anticipated.

**Mitigation:** None

13. NOISE -- Would the project result in:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Indian Wells General Plan.

a) **No Impact.** According to the Indian Wells General Plan, noise is any disagreeable or undesired sound. Community noise levels vary with time and location and are usually evaluated in terms of hourly or daily averages. Commonly used measures of average noise level include the equivalent continuous noise level, day-night level, and the Community Noise Equivalent Level. Leq is the level of a constant sound pressure which has the same sound energy as the actual time-varying sound pressure for a specific time interval. Ldn is a 24-hour average A-weighted sound level obtained after addition of 10 dB to sound levels occurring between 10:00 p.m. and 7:00 a.m. CNEL is the 24-hour average A-weighted sound level obtained after the addition of 5 dB to sound levels occurring between 7:00 p.m. and 10:00 p.m. and 10 dB to sound levels occurring between 10:00 p.m. and 7:00 a.m. The addition of 5 dB and 10 dB to the evening and nighttime hours, respectively, “weights” the average sound level to account for the increased adverse response to noise during these time periods.

The project site is located in the City of Indian Well’s Community Commercial land use and zoning designation. The project property is completely developed with two detached commercial structures currently operating as bank facilities. Associated improvements on the project site includes paved drive aisles, parking spaces, pedestrian sidewalk, and landscaped areas. The area surrounding the project includes commercial buildings to the west, north, and south. Highway 111 delineates the project’s southern boundary, and additional commercial buildings lie south of Highway 111.

The project is currently located on one parcel (Assessor’s Parcel Number 625-050-064). The project proposes to divide the single parcel into two equal parcels with the submittal of Tentative Parcel Map (TPM) No. 38283 and a Variance. The project does not propose demolition or construction of the project property, and operations will remain the same. Therefore, noise levels at the site will not change and the project will not generate a substantial temporary (construction) or permanent (operational) increase in ambient noise levels. No impacts to noise will occur.

**Mitigation:** None

b) **No Impact.** Ground-borne vibration can be described as perceptible rumbling, movement, shaking or rattling of structures and items within a structure. Ground-borne vibration can generate a heightened disturbance in areas with sensitive receptors (i.e., residential communities, schools, senior living facilities, etc.). These vibrations can disturb structures and items while creating difficulty for activities such as reading

in a residential home. Ground-borne vibration is sometimes perceptible in an outdoor environment, it is more noticeable inside of a building.

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 operation of trains, buses, large trucks and construction activities that include pile driving, blasting, earth moving, and heavy vehicle operation commonly cause these vibrations. Other factors that influence the propagation or attenuation of ground-borne vibration include distance to source, foundation materials, perimeter controls, soil, and surface types.

The 1.42-acre project site is developed and operates as a commercial property with two separate commercial buildings. The project site is located within the Community Commercial land use and zoning district within the City of Indian Wells. Properties surrounding the project are also characterized by developed commercial buildings. The existing source of ground-borne vibration is attributed to the circulation of vehicles and trucks along Highway 111, south of the project.

The project proposes to divide the existing project parcel into two individual parcels (equal in size) with the submittal of Tentative Parcel Map (TPM) No. 38283 and a Variance. The project does not propose the demolition of existing buildings or the construction of new structures. Operation of the project will not change. Therefore, the project will not generate excessive groundborne vibration or groundborne noise levels. No impacts are anticipated.

**Mitigation:** None

- c) **No Impact.** The project is not located within an airport land use plan or private airstrip. The project is located approximately 4.80 miles from the closest airport, the Bermuda Dunes Airport. The project is also located outside of the 70, 65 and 60 CNEL noise contours associated with this facility. Furthermore, the Bermuda Dunes Airport Land Use Plan does not identify the project as being located within its planning area. No impacts are expected.

**Mitigation:** None

14. <b>POPULATION AND HOUSING –</b> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The 1.42-acre project site is developed and operates as a commercial property with two separate commercial buildings. The project site is located within the Community Commercial land use and zoning district within the City of Indian Wells. Properties surrounding the project are also characterized by developed commercial and office buildings.

The project proposes to divide the existing project parcel into two individual parcels (equal in size) with the submittal of Tentative Parcel Map (TPM) No. 38283 and a variance. The project does not propose the demolition of existing buildings or the construction of new structures. Operation of the project will not change. Therefore, the project will not induce substantial unplanned indirect or direct population growth in the area. No impacts are anticipated.

**Mitigation:** None

b) **No Impact.** The proposed site is currently developed and operates as two separate bank buildings. The proposed action will not displace existing housing or people. No impacts are expected.

**Mitigation:** None

15. PUBLIC SERVICES –	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a)

**Fire**

**No Impact.** Fire services for the City of Indian Wells are provided through a cooperative agreement with Cal-Fire/Riverside County Fire Department (RCFD). RCFD provides a full range of fire protection and emergency medical services to the City, 24-hours a day and 7-days a week. The regional cooperative agreement benefits the City by providing resources from other nearby station, ensuring that peak loads and major incidents are handled promptly. Fire Station 55 is located at 44900 El Dorado Drive and is strategically located in the City. This station is equipped with a Fire Engine and Paramedic Ambulance and is approximately 1.5 miles from the project site.

The project site is comprised of two existing financial institutions and is in an urban and developed commercial area of the City. Fire services are already being provided to the project site and the proposed subdivision would not result in an increase for fire services. Therefore, the project would not necessitate the construction or alternation of a fire station to continue to serve the site at its current level, nor would it impact the current response times.

The City enacts a development fee on all new development within the City to finance public facilities which goes towards the funding of fire services. At the time the project was developed, the project would have been required to comply with Development Impact Fees in place at the time of construction. Payment of these fees helps offset impacts by providing sufficient revenue for necessary improvements to ensure acceptable fire facilities, response times, equipment and personnel are maintained. No impacts to fire services are anticipated with project implementation.

**Mitigation:** None

**Police**

**Less than Significant Impact.** Law enforcement services are provided to the City of Indian Wells through a contractual agreement with Riverside County Sheriff’s Department. The Sheriff’s department provides 24-hour municipal police services and patrol staffing is 30 hour per day, 7-days a week. Deputies assigned to work in Indian Wells operate out of the Palm Desert station located at 73-705 Gerald Ford Drive, approximately 6 miles from the project site.

As previously discussed, the project site is comprised of two existing financial institutions and is in an urban and developed commercial area of the City. No new construction is proposed as part of the project. Police services are already provided to the project site and the proposed subdivision would not result in an increase of these services. Therefore, the project would not necessitate the construction or alternation of a new police station and service to the site would continue at its current level, and response times would not change.

The City enacts a development fee on all new development within the City to finance public facilities which goes towards the funding of fire services. At the time the project was developed, the project would have been required to comply with Development Impact Fees in place at the time of construction. Payment of these fees helps offset impacts by providing sufficient revenue for necessary improvements to ensure acceptable police facilities, response times, equipment and personnel are maintained. No impacts to police services are anticipated with project implementation.

**Mitigation:** None

#### **Schools**

**Less than Significant Impact.** The project site is within the boundary of the Desert Sands Unified School District (DSUSD). Development of the project would not create a direct demand on school services. The project site is comprised of two existing and operating commercial buildings. The applicant is proposing to subdivide the buildings to make them available for future sale. No construction is proposed as part of this entitlement effort. No impacts are anticipated.

**Mitigation:** None

#### **Parks**

**No Impact.** The City of Indian Wells provides both public and private parks, open space and multi-city recreational facilities with various amenities. As discussed below in the Recreation Section of this document, the proposed project would not create additional demand for public park facilities, nor result in the need to modify existing or construct new park facilities. Therefore, no impacts are expected.

**Mitigation:** None

#### **Other Public Facilities**

**No Impact.** No increase in demand for government services or other public facilities is expected beyond those discussed in this section.

**Mitigation:** None

16. RECREATION –	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) **Less than Significant Impact.** The 1.42-acre project site is developed and operates as a commercial property with two separate commercial buildings. The project site is located within the Community Commercial land use and zoning district within the City of Indian Wells. Properties surrounding the project are also characterized by developed commercial buildings.

The project proposes to divide the existing project parcel into two individual parcels (equal in size) with the submittal of Tentative Parcel Map (TPM) No. 38283 and a Variance. The project does not propose the demolition of existing buildings or the construction of new structures. Operation of the project will not change. Therefore, the project will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Additionally, the project will not include recreational facilities or construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. No impacts are anticipated.

**Mitigation:** None

17. <b>TRANSPORTATION</b> – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project site occupies approximately 1.42 acres north of Highway 111 and approximately 150 feet west of Village Court in the City of Indian Wells. Currently the project area is developed with two detached commercial buildings, drive aisles, sidewalks, parking spaces, and landscaping. The two buildings are operating as Bank of America and Pacific Western Bank. The site is identified as Assessor’s Parcel Number (APN) 625-050-064.

The project site is located in the City of Indian Well’s Community Commercial land use and zoning designation. The project property is completely developed with two detached commercial structures currently operating as bank facilities. Associated improvements on the project site includes paved drive aisles, parking spaces, pedestrian sidewalk, and landscaped areas. The area surrounding the project includes commercial buildings to the west, north, and south. Highway 111 delineates the project’s southern boundary, and additional commercial buildings lie south of Highway 111. Access to the project is found at multiple points on HWY 111. Full access to the shopping center is found on Village Center Drive. A right in/right out access point is located adjacent to the project.

Project Summary

The project proposes to divide a single parcel into two individual lots for future sale. The two parcels will be equal in area, each encompassing 0.71 acres. The project applicant will submit a Tentative Parcel Map (TPM No. 38283) and an Application for Variance as part of the entitlement process. Commercial parcels located within the Community Commercial zoning must have a minimum width of 200 feet and minimum depth of 250 feet. The existing developed parcel No. 2 does not meet the minimum depth of 250 feet. A variance was approved with the original TPM in March of 2000. In order to subdivide the parcel further, another variance request must accompany the Parcel Map in order to justify the substandard size parcel. The project proposes to continue operations as commercial buildings and changes to the existing land use and zone are not proposed. The project does not propose demolition or construction on the project property, and operations will remain the same.

Level of Service Standard (LOS)

As required by SB 743, Vehicle Miles Traveled (VMT) replaced the former metric used to analyze traffic impacts which was LOS. With the implementation of SB 743, intersection LOS is not calculated to determine transportation impacts, however it provides information regarding intersection capacity and general plan consistency for the City. VMT is discussed following this LOS discussion.

Level of Service (LOS) is a measure of transportation system performance based upon the ratio of traffic volume relative to the capacity of the roadway or intersection. The volume-to-capacity ratio (V/C) indicates the overall performance of the roadway segment or intersection and corresponds to a rating of A through F identifying its level

of capacity utilization and relative level of congestion. LOS A represents free-flow traffic with little or no delay whereas LOS F represents a breakdown of traffic flow and a high incidence of delay.

**Table XVII-1 Level of Service  
 Description Mid-Link and Uninterrupted Flow**

Level of Service	Volume/Capacity Ratio
A	0.00 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	Not Meaningful
Source: Highway Capacity Manual, Transportation Research Board – Special Report 209, National Academy of Science, Washington, D.C. 2000.	

For roadway segment travel LOS is a measure of the flow of traffic, while for intersections, the LOS is based on the number of seconds the vehicle is delayed in passing through the intersection. Although accepting a lower level of service (LOS E or even F) at certain intersections and segments during peak season may result in periodic congestion, once familiar with network constraints, travelers will seek alternative paths and traffic will be distributed to those parts of the network with surplus capacity. The City of Indian Wells has established LOS D as the minimum level of service for its street segments.

Transportation Uniform Mitigation Fee (TUMF)

The Transportation Uniform Mitigation Fees (TUMF) program identifies network backbone and local roadways that are needed to accommodate growth. The regional program was put into place to ensure that developments pay their fair share, and that funding is in place for the construction of facilities needed to maintain an acceptable level of service for the transportation system. The TUMF is a regional mitigation fee program and is imposed and implemented in every jurisdiction in Western Riverside County.

Alternative Transportation

The City of Indian Wells is served by the SunLine Transit Agency.

SunDial is a valley wide, origin-to-destination paratransit service designed to meet the requirements of the Americans with Disabilities Act (ADA). The purpose is to provide next day public transportation service for persons who are unable to use regular SunLine service. SunDial service is available within 3/4 of a mile on either side of any local SunLine route (not including Commuter Link 220 & Line 95).

Transit service is reviewed and updated by SunLine periodically to addresses issues such as budget, ridership and community demand. Changes in land use can affect these periodic changes, which could lead to enhanced service where appropriate.

Vehicle Miles Traveled (VMT)

The current recommended metric in the CEQA guidelines for transportation impacts is VMT per capita per SB 743. The legislative intent of SB 743 is to balance the needs of congestion management with statewide goals for infill development, promotion of public health through active transportation and reduction of greenhouse gas emissions.

Vehicle Miles Travelled is a measure of the amount of travel for all vehicles in a geographic region over a given period of time, typically a one-year period. The analysis of Vehicle Miles Traveled (VMT) (SB743) attributable to a project in CEQA went into full effect statewide on July 1, 2020. According to the Governor’s office of Planning

and Research (OPR) proposed CEQA Guideline Implementing SB 743, projects that decrease vehicle miles traveled in a project area compared to existing conditions should be considered to have a less than significant transportation impact. The California Air Pollution Control Officers Association (CAPCOA) publishes a resource for Local Government to assess emission reductions from Greenhouse Gas Mitigation Measures. The CAPCOA report recognizes that land use planning provides the best opportunity to influence GHG emissions through a reduction in overall VMT.

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

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

#### Existing Transportation Conditions Summary

Regional access to the project site is provided by Highway 111 immediately south of the project site and Interstate 10 approximately 4.5 miles to the north. Local east/west circulation is provided by Highway 111. Cook Street, located approximately 500 feet to the east provides the nearest north/south circulation.

**Highway 111** is a six (6) lane divided roadway trending in an east/west direction in the project vicinity. From its origin at the junction with Interstate 8 in Calexico to its terminus at the junction with Interstate 10 near Palm Springs, Highway 111 provides regional access through Imperial County and the Coachella Valley. Highway 111 is classified as a Major Arterial roadway in the City of Indian Wells General Plan. On-street parking is prohibited in the project vicinity; a Class III Bike Lane is designated along this roadway. A sidewalk is currently provided along the project frontage. Highway 111 is designated as a Riverside County CMP roadway

#### a) **No Impact.**

##### Future Traffic Conditions

The project is not proposing demolition, construction or a change in operations. Trip generation is not anticipated to change with the approval of the Tentative Map and Zoning Variance.

##### Congestion Management Plan

The County Congestion Management Plan (CMP) requires a LOS E or better for regional roadways. The generation, distribution, and management of project traffic is not expected to conflict with the CMP; no CMP roadways occur in the vicinity of the project. The project and background traffic will not exceed City level of service standards or travel demand measures, or other standards established by the City or Riverside County Transportation Commission (RCTC) for designated roads or highways.

The Transportation Uniform Mitigation Fees (TUMF) program identifies network backbone and local roadways that are needed to accommodate growth.

Prior to the original project construction, the project proponent of the 1990's project would have been required to contribute development impact fees (e.g., traffic signal mitigation fees) and would have participated in the Traffic Uniform Mitigation Fee (TUMF) program. The project is not proposing demolition, construction, or changes to operations. No impacts are anticipated.

##### Alternative Transportation

SunLine Transit Agency buses are wheelchair accessible and include bicycle racks accommodating two or three bicycles. The nearest bus stop is located approximately 200 feet east of the project. The project is not proposing any elements that will change existing operations. The continued use of local bus services by project customers or employees is not expected to conflict with or substantially increase the demand for this transit service. Project implementation is not anticipated to interfere with the existing service or performance at bus stop facilities. The proposed project would not impact pedestrian or bicycle mobility.

The project is not anticipated to conflict with an applicable plan, ordinance or Policy establishing measures of effectiveness for the performance of the circulation system. No impacts are expected.

**Mitigation:** None

b) **No Impact.**

Vehicle Miles Travelled (VMT)

The California Environmental Quality Act (CEQA) procedures for determination of transportation impacts have recently changed to an evaluation of Vehicle Miles Traveled (VMT) rather than vehicle delay or LOS, due to Senate Bill 743 (SB 743). Vehicle delay and level of service are still used in Indian Wells traffic studies when required.

Methodology

The City of Indian Wells sets forth screening criteria under which projects are not required to submit detailed VMT analysis. This guidance for determination of non-significant VMT impact is primarily intended to avoid unnecessary analysis and findings that would be inconsistent with the intent of SB 743. VMT screening criteria for development projects include the following:

- **Small Projects** with low trip generation based on the County Greenhouse Gas Emissions Screening Tables resulting in a 3,000 metric tons of Carbon Dioxide Equivalent per year screening level threshold. Project trip generation is less than 110 trips per day per the ITE Manual or other acceptable source determined by Riverside County.
- **Map Based Screening** within an area of development under threshold as shown on screening map allowed by the Engineering Department.
- **Local Essential Service** includes day care, park, medical/dental office building under 50,000 square feet, police or fire facility, and government offices which are considered local-serving facilities that shorten non-discretionary trips by putting those services closer to residents, resulting in an overall reduction in VMT.

Project Screening

The project does not propose demolition, construction, or changes in operations. The project has been reviewed for VMT screening based on the criteria mentioned above and no further VMT analysis is needed.

Conclusions

The project is not anticipated to increase trip generation/parking, so it is considered a small project. Therefore, the project will not conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b). No impacts are anticipated.

**Mitigation:** None

c) **No Impact.** The project does not propose demolition, construction or changes to operations and will not create a substantial increase in hazards due to a design feature. The project's access points will not be altered. Project-generated traffic will not change and is consistent with existing traffic in the area. The

internal circulation system will continue to provide adequate fire department access. Sharp curves are avoided by design guidelines.

Approval of the Tentative Map and Zoning Variance are not anticipated to increase hazards due to geometric design feature or incompatible uses. Therefore, no project related impacts are anticipated.

**Mitigation:** None

- d) **No Impact.** Emergency Access: Regional access to the project site will continue to be provided via primary arterials, secondary arterials and a variety of local roads.

Primary project access and emergency access will continue to be provided at the existing locations on Highway 111.

Approval of the Tentative Map and Zoning Variance is not anticipated to result in inadequate emergency access. Therefore, no impacts are anticipated relative to inadequate emergency access.

**Mitigation:** None

18. TRIBAL CULTURAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project cause a substantial Adverse change in the significance of a Tribal cultural resource, defined in Public Resource Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local Register of historical resources as defined in Public Resource Code Section 5020.1(k), or;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) i. **No Impact.** As previously discussed, the site is located in an existing shopping center and currently operating as financial institutions in an urbanized and developed area of the City. There are no known historical structures or features located on the project site and the site is not identified in the City of Indian Wells General Plan as having Historic Resource Sensitivity. Therefore, the project site is not expected to cause a substantial adverse change in the significance of a Tribal cultural resource as defined by Public Resource Code §21074 and no impacts are expected.

**Mitigation Measure:** None

b) ii. **Less than Significant Impact.** Public Resource Code 21074 identifies “Tribal Cultural Resources” as “sites, features, places, cultural landscapes, sacred places, and objects with culture value to California Native American Tribe” and that are either included or determined to be eligible for inclusion on the national, state, or local register of historic resources or that are determined by the lead agency, in its discretion, to be significant when taking into consideration the significance of the resource to a California Native American Tribe.

Assembly Bill 52 (AB 52) requires lead agencies to notify their local tribes about development projects. It also mandates lead agencies consult with Tribes if requested and sets the principals for conducting and concluding the required consultation process. As previously discussed throughout this document, the project is proposing the subdivision of two existing and developed parcels for future sale. No construction is proposed as part of the entitlement request. Pursuant to AB 52 consultation requirements, the City of Indian Wells initiated a 30-day review period from February 8, 2022, to March 8, 2022. During this period, no written comments or requests for consultation were received. Therefore, no impacts to Tribal Cultural Resources are expected.

**Mitigation Measure:** None

19. UTILITIES AND SERVICE SYSTEMS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonable foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by wastewater treatment provider which serves or may serve 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The project site is in an urban setting currently served by existing utilities. As previously discussed, the project proposes to subdivide two existing parcels comprised of two commercial buildings for continued operation and future sale. The project would not involve any new development, facility expansion, physical site disturbance, or change in operation differing from the current conditions and allowable uses. The subdivision of the two parcels would not change the utility services currently provided to the site. Domestic water and wastewater services are provided to the site by the Coachella Valley Water District (CVWD). Southern California Edison would continue provide electric power to the site and SoCal Gas will provide natural gas, telecommunication connections are provided by Spectrum, all connections these utilities are located within the project’s boundary. The project has been previously designed with a on-site storm drain system that complies with the City’s drainage requirements by preventing site discharge and transport of untreated runoff. No new construction of public water, wastewater, electric power, natural gas, or telecommunications facilities will need to be constructed or relocated. No impacts are expected.

**Mitigation:** None

b) **No Impact.** Groundwater is the primary source of domestic water supply in the Coachella Valley. The Coachella Valley Water District (CVWD) is the largest provider of potable water in the valley and currently provides potable water to the project site. As previously discussed, the project scope does not involve any new development that would incur a new or increase in demand for water resources. Compared to new development, project implementation would not involve any construction activities that would impact the existing water uses or would it involve the operation of new or expanded facilities. The existing domestic water facilities would continue serving the site. As an existing rate payer for the existing facilities, the project operator will continue to contribute fees to CVWD proportionate to water demand, including any districtwide surcharges toward regional groundwater recharge efforts. Therefore, no impacts are expected pertaining to the available water supply.

**Mitigation:** None

- c) **No Impact.** CVWD operates 6 water reclamation plants and maintains more than 1,000 miles of sewer pipelines and more than 30 lift stations that transport wastewater to the nearest treatment facility and nearly 6.3 billion gallons of wastewater is treated yearly. As previously discussed, the project scope does not involve any new development that would incur a new or increase in demand for wastewater resources. Compared to new development, project implementation would not involve any construction activities that would impact the existing wastewater uses or would involve the operation of new or expanded facilities. The existing sewer facilities would continue serving the site. Therefore, no impacts relative to wastewater capacity are expected.

**Mitigation:** None

- d) **No Impact.** Solid waste disposal and recycling services for the City of Indian Wells is provided by Burrtec. Solid waste and recycling services are already provided to the site. Waste and recycling collected from the site is be hauled to the Edom Hill Transfer Station. Waste from this transfer station is then sent to a permitted landfill or recycling facility outside of the Coachella Valley. These include Badlands Disposal Site, El Sobrante Sanitary Landfill and Lamb Canyon Disposal Site. Cal-Recycle data indicates the Bandlands Disposal site has 15,748,799 cubic yards of remaining capacity, the El Sobrante Landfill has a remaining capacity of 143,977,170 tons of solid waste, and Lamb Canyon Disposal has a remaining solid waste capacity of 19,242,950 cubic yards.

As part of its long-range planning and management activities, the Riverside County Waste Management Department (RCWMD) ensures that Riverside County has a minimum of 15 years of capacity, at any time, for future landfill disposal. The 15-year projection of disposal capacity is prepared each year by as part of the annual reporting requirements for the Countywide Integrated Waste Management Plan. The most recent 15-year projection by the RCWMD indicates that no additional capacity is needed to dispose of countywide waste through 2024, with a remaining disposal capacity of 28,561,626 tons in the year 2024 (County of Riverside 2015b). No new construction or expanded facilities are proposed as part of this project and the existing waste and recycling services would continue to serve the site. Therefore, no impacts relative to solid waste is expected.

- e) **No Impact.** The project will continue to comply with all applicable solid waste statutes and guidelines. All development is required to comply with the mandatory commercial and multi-family recycling requirements of Assembly Bill 341. No impacts are expected relative to applicable solid waste statues and regulations.

**Mitigation:** None

20. <b>WILDFIRE</b> – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, 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 type="checkbox"/>	<input checked="" 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"/>

Source: Indian Wells General Plan Update; CAL FIRE High Fire Severity Zone Maps.

- a-d) **No Impact.** The project site currently resides in an urban and developed area within the City of Indian Wells. The project site has been graded and developed for a number of years with two commercial buildings onsite. The project site is surrounded by similar commercial uses to the north, east, south, and west.

According to CAL FIRE’s Fire Hazard Severity Zones (FHSZ) in State Responsibility Areas (SRA) Map, the project site is not located in an SRA or located in an area classified as very high fire hazard severity zone. Per CAL FIRE’s map, the project property is located in a (incorporated) Local Responsibility Area (LRA). The project is not located in or near state responsibility areas or lands classified as very high, high or moderate fire hazard severity zones, therefore, no impacts are anticipated.

Wildfire risk is related to a number of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents), and topography (degree of slope). Steep slopes contribute to fire hazards by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. According to the Riverside County General Plan, wildfire susceptibility is moderate to low in the valley and desert regions on the western and eastern sides of the Salton Sea. Methods in which developments address wildland fires hazards includes establishing setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, use of low fuel landscaping, and use of fire-resistant building techniques.

As previously stated, the project property is located in a developed area of the City. Thick vegetation, which acts as wildfire fuel, does not occur in areas adjacent to the project. Additionally, the project is not located adjacent to steep slopes. Therefore, a wildfire is not expected to occur in the City and at the project site. As a result, the project site is not expected to expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

The project site connects to an existing network of streets. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project is not expected to require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others affect the potential for landslides. One of the most common causes of landslides is construction activity that is associated with road building. The site is located on flat ground, therefore, risks associated with slope instability are not significant. As a result, the project is not expected to expose people or structures to significant risks including downslope or downstream flooding or landslides, due to runoff, post-fire slope instability, or drainage changes. No impact is expected to result from the project.

**Mitigation:** None

21. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that 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, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** As concluded in the Biological and Cultural Resources sections of this document, the proposed project would result in no impacts to these resources. The project is an existing compatible use with the City of Indian Wells General Plan and Zoning and its surroundings. The project will not significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a wildlife species, case a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare of endangered plant or animal or eliminate important examples of the major periods or California history or prehistory. Based upon the information provided within this Initial Study, approval and implementation of the project is not expected to substantially alter or degrade the quality of the environment, including biological, cultural or historical resources. No impacts are expected.

**Mitigation:** None

b) **No Impact.** The proposed project and its location is found to be adequate and consistent with existing federal, state and local policies and is a consistent land use with the City of Indian Wells General Plan and Zoning. Approval and implementation of the proposed project will result in no impacts related to cumulatively considerable impacts.

**Mitigation:** None

c) **No Impact.** The proposed project will not result in impacts related to environmental effects that will cause substantial adverse effects on human beings. The project is already developed and has been designed to comply with established design guidelines and building standards. The City's review process of the Tentative Parcel Map will ensure that applicable guidelines are being followed. Based upon the findings provided in this document, no impacts are expected.

**Mitigation:** None

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