

# Draft Initial Study and Negative Declaration

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SPA Case No. 97-55C  
Tentative Tract Map 37124

Applicant:

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Date:

March 2, 2017

Prepared for:

Verano at  
Rio Vista Village Specific Plan



**Cathedral City**

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## **CHAPTER ONE – INTRODUCTION**

### **1.1 Purpose and Authority**

This Initial Study has been prepared to evaluate the environmental effects associated with an amendment to the Rio Vista Village Specific Plan (SP 97-55C) and Tentative Tract Map 37124. The Rio Vista Specific Plan encompasses approximately 303 acres that is partially developed with residential dwelling units, recreation facilities, infrastructure, and storm water control facilities. The proposed Amendment would establish new standards for cluster single family development within the R-2 Zone, and update other sections of the specific plan text that are applicable to the new section. These new standards could be applied to any land within the specific plan. However, the current implementation of the new standards is limited to 7.08 acres contained within Tract 37124.

Land use density and zoning for the 7.06 acre tract map was established under Specific Plan Amendment 97-55B for a maximum of 58 lots within the R-2 Zone. The proposed subdivision features condominium 'air space' residential ownerships, consisting of traditional street frontage and four-unit clusters, served by a common driveway. All streets would be privately maintained and not gated. Three areas are designated for guest parking. There are three common open space areas to link with lands adjoining the subdivision. The subdivision includes a 1.21 acre retention basin and entry feature along the east end, and a .30-acre retention basin at the northwest corner of the subdivision. The site has been rough graded as part of the overall grading of the specific plan.

This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et. seq. The City of Cathedral City will serve as the lead agency for this project pursuant to CEQA.

### **1.2 Determination**

On the basis of the Initial Study and the evaluation of the City of Cathedral City's General Plan and the Environmental Impact Report thereon, it has been determined that the project will not have a significant impact on the environment, and a Mitigated Negative Declaration is proposed for adoption.

## **CHAPTER TWO – PROJECT SUMMARY**

### **2.1 Project Location**

The Rio Vista Village Specific Plan is located south of Interstate 10, west of Landau Blvd., east of Avenida Quintana, and north of Verona Road as further described as located within the north half of the northeast quarter of Section 5, T4S, R5E and as shown in Figure 2-1.

Tentative Tract 37124 is located within the Rio Vista Village Specific Plan. Rio Largo Drive and the Rio Vista Community Center exist along the north boundary, and Verona Rd. along the south boundary. Landau Blvd. exists along the east boundary, and the Rio Vista Elementary School exists along the west boundary, as shown in Figure 2-2.

### **2.2 Project Description**

Specific Plan Amendment 97-55C establishes a new Section 5.8 of the Specific Plan text that outlines building setbacks and separation, common open space requirements, access requirements, guest parking, and landscape requirements.

Land use density and zoning for the 7.06 acre tract map was established under Specific Plan Amendment 97-55B for a maximum of 58 lots within the R-2 Zone. The proposed subdivision features condominium 'air space' residential ownerships, consisting of traditional street frontage and four-unit clusters, served by a common driveway. All streets would be privately maintained and not gated. Three areas are designated for guest parking. There are three common open space areas to link with lands adjoining the subdivision. The subdivision includes a 1.21 acre retention basin and entry feature along the east end, and a .30-acre retention basin at the northwest corner of the subdivision. The site has been rough graded as part of the overall grading of the specific plan. The tentative tract map is shown in Figure 2-3.

Access to the subdivision will be provided from and ungated entry on Rio Largo Drive. A 26-foot private street system will extend from Rio Largo Dr. into a looped system where homes with either front onto the street or be served from a 24-foot common driveway. Three guest parking areas will be provided along the private street. An emergency access gated access will be provided at the southwest corner of the subdivision with access directly to Verona Rd. The streets, common open space, and parking areas will all be privately maintained.

Rio Largo Dr., Verona Road, and Landau Blvd. presently exist. All dry utilities, water and sewer services are provided at the site.

Landscape plans have been submitted and reviewed by staff for consistency with the CVWD Lush and Efficient Gardening in the Coachella Valley guidelines as required under the proposed specific plan amendment. The landscape plan is shown in Figure 2-4.

**Figure 2-1  
Project Vicinity Map**



**Figure 2-2  
Project Site**





Figure 2-4  
Landscape Plan



## 2.3 Mitigation Measures

### Air Quality

AQ-1 During all phases of project construction, grading and earthmoving activities shall be limited to a maximum of five acres per day.

AQ-2 The project will be required to adhere to all established air quality standards and regulations including the following:

SCAQMD Rule 403 (403.1 specific to the Coachella Valley): A dust control plan is required to be prepared and implemented during all construction activities. The City of Cathedral City requires implementation of Rule 403.1 for all projects. A fugitive dust control plan consistent with Rule 403.1 is required to be submitted to and approved by the City before issuance of a grading permit.

AQ-3 The methods or techniques that may be applied to various operations or equipment when appropriate to mitigate estimated emissions from particulate matter to achieve a 70 to 85 percent reduction in PM10 and PM2.5 construction emissions are shown in Table 7.

AQ-4 SCAQMD Rule 402: The project shall adhere to nuisance odor requirements.

AQ-5 SCAQMD Rule 1113: The project shall use low VOC content architectural coatings, and paints per the requirements of this rule.

AQ-6 To reduce particulate matter and NOX emissions, construction equipment should utilize aqueous diesel fuels, diesel particulate filters, and diesel oxidation catalyst during all construction activities.

AQ-7 All construction equipment should be properly serviced and maintained in optimal operating condition.

AQ-8 Construction equipment should not be left idling for more than five minutes.

AQ-9 As feasible, construction waste should be recycled to divert waste from landfills, and minimize the project's contribution to landfills.

AQ-10 The contractor shall notify the City's Building Official of the start and end of grading and construction activities in conformance with, and within time frames established in the 2003 PM10 State Implementation Plan.

AQ-11 Construction staging and management plans shall be reviewed and conditioned to require the application of all reasonably available methods and technologies to assure the minimal emission of pollutants from the project development. The City Engineer shall review the grading plan applications to ensure compliance with the mitigation measures set forth in this document and as otherwise conditioned by the City.

AQ-12 Construction equipment and materials shall be sited as far away from residential uses as practicable.

AQ-13 All grading permits must include a blow sand/erosion prevention plan.

#### Cultural Resources

CR-1 Before ground disturbing activities begin please contact the Tribal Historic Preservation Office to arrange cultural monitoring. The phone number for monitoring services is 760-699-6981.

CR-2 The presence of an approved Native American Cultural Resource Monitor(s) during and ground disturbing activities (including archaeological testing and surveys). Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer and the Agua Caliente Tribal Historic Preservation Office.

CR-3 Copies of any cultural resource documentation (report and site records) generated in connection with this project shall be provided to the Agua Caliente Band of Cahuilla Indians.

CR-4 If a paleontological resource is accidentally uncovered during demolition or construction activities for the proposed project, the project applicant/developer shall be required to notify the City of Cathedral city Planner immediately and all excavation work within ten feet of the find shall cease immediately. A qualified paleontologist or archaeologist shall be consulted to determine the necessity for monitoring any excavation and to evaluate any paleontological resource exposed during construction. Construction activity shall resume upon consultation with the City of Cathedral City and upon implementation of the recommendations of the paleontologist or archaeologist.

CR-5 If human remains are uncovered during excavation or grading activities on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

A) The Riverside County Coroner has been contacted and determined that no investigation of the cause of death is required, and

B) If the coroner determines the remains to be Native American:

The coroner shall contact the Native American Heritage Commission (NAHC), or the Agua Caliente Tribal Historic Preservation Office (THPO) within 24 hours. The NAHC or THPO shall identify the person or persons it believes to be the most likely descended from the deceased Native American. The most likely descendent may make recommendations to the landowner or person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Sec. 5097.98.

#### Noise

N-1. Construction equipment and construction-related traffic shall enter and leave the site from the Date Palm Drive entrance whenever possible.

N-2. During construction of the project, the construction contractor shall limit all construction-related activities to the following hours, in accordance with the Construction Noise Standards set forth in Chapter 11.96 (Noise Control) of the City of Cathedral City Municipal Code:

October 1 through April 30:

- 7:00 a.m. to 5:30 p.m. on Monday through Friday
- 8:30 a.m. to 5:00 p.m. on Saturday
- Construction prohibited at any time on Sunday or a state holiday.

May 1 through September 30:

- 6:00 a.m. to 7:00 p.m. on Monday through Friday
- 8:00 a.m. to 5:00 p.m. on Saturday
- Construction prohibited at any time on Sunday or a state holiday.
- 

N-3. Construction equipment will use available noise suppression devices and properly maintained mufflers. Construction noise shall be reduced by using quiet or “new technology”, equipment, particularly the quieting of exhaust noises by use of improved mufflers where feasible. All internal combustion engines used at the project site will be equipped with the type of muffler recommended by the vehicle manufacturer. In addition, all equipment will be maintained in good mechanical condition so as to minimize noise created by faulty or poorly maintained engine, drive-train and other components.

N-4. During all site preparation, grading and construction, contractors shall minimize the staging of construction equipment and unnecessary idling of equipment in the vicinity of residential land uses.

N-5. The equipment staging area will be situated so as to provide the greatest distance separation between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

N-6. Stationary noise sources shall be located as far from sensitive receptors as possible, and shall be muffled and enclosed within temporary sheds, or insulation barriers or other measures shall be incorporated to the extent feasible.

N-7. Temporary walls/barriers/enclosures will be erected around stationary construction equipment when such equipment will be operated for an extended period of time and where there are noise sensitive receptors substantially affected. Noise barriers and enclosures will consist of absorptive material in order to prevent impacts upon other land uses due to noise reflection. In addition, complete enclosure structures will close or secure any openings where pipes, hoses or cables penetrate the enclosure structure.

N-8 Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

N-9 The following uses are prohibited:

- (a) Any use which would direct a steady light or flashing light of red, blue, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach

toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect the safe air navigation within the area. (Such uses include landscape utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, recycling centers containing putrescible wastes, and construction demolition and debris facilities.

(d) Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

N-10 A "Notice of Airport in Vicinity", provided by ALUC staff, shall be given to all potential purchasers of the property.

## CHAPTER THREE – ENVIRONMENTAL CHECKLIST

1. **Project Name:** Specific Plan Amendment No. 97-55C and Tentative Tract Map 37124
2. **Lead Agency Name and Address:** City of Cathedral City Planning Department, 68-700 Avenida Lalo Guerrero, Cathedral City, CA 92234
3. **Contact Person and Phone Number:** David Leonard (951) 782-9868
4. **Project Location:** The Specific Plan area is located south of Interstate 10, west of Landau Blvd., east of Avenida Quintana, and north of Verona Road within the Rio Vista Village Specific Plan.

Tentative Tract 37124 is located within the Rio Vista Village Specific Plan. Rio Largo Drive and the Rio Vista Community Center exist along the north boundary, and Verona Rd. along the south boundary. Landau Blvd. exists along the east boundary, and the Rio Vista Elementary School exists along the west boundary.

5. **Project Applicants' Name and Address:**  
Verano Recovery LLC  
Mr. Mohamad Younes  
6430 W. Sunset Blvd. Suite 460  
Los Angeles, CA 90028
6. **General Plan Designation:**  
RL Rio Vista Village Specific Plan: R-2
7. **Zoning Designation:**  
R-2
8. **Description of Project:**  
Specific Plan Amendment 97-55C establishes a new Section 5.8 of the Specific Plan text that outlines building setbacks and separation, common open space requirements, access requirements, guest parking, and landscape requirements.  
  
Land use density and zoning for the 7.06 acre tract map was established under Specific Plan Amendment 97-55B for a maximum of 58 lots within the R-2 Zone. Tentative Tract 37124 would implement the provisions of Section 5.8 of the Rio Vista Village Specific Plan. The tract features 58 condominium 'air space' residential ownerships, consisting of traditional home layouts fronting a street and four-unit clusters, served by a common driveway. All streets would be privately maintained and not gated. Three areas are designated for guest parking. There are three common open space areas to link with lands adjoining the subdivision. The subdivision includes

a 1.21 acre retention basin and entry feature along the east end, and a .30-acre retention basin at the northwest corner of the subdivision. The site has been rough graded as part of the overall grading of the specific plan.

9. **Surrounding Land Uses and Setting:** Land uses surrounding Specific Plan Area consist of the Union Pacific Railroad to the north, single family homes to the south, and vacant land to the east and west.

Land uses surrounding Planning Area Tentative Tract Map 37124 consist of single family homes and a recreation center to the north, single family homes to the south, a detention basin to the east, and the Rio Vista Elementary school to the west.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):** CVWD for water and sewer. An agreement between CVWD and the developer is already in place.

**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 Resources    | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources          | <input type="checkbox"/> Cultural Resources       | <input type="checkbox"/> Geology /Soils                     |
| <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"/> Utilities/Service Systems     | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Mandatory Findings of Significance |

**DETERMINATION: (To be completed by the Lead Agency)**

On the basis of this initial evaluation:

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

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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.

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.

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Lead Agency Signature  
Planner

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Date

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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**I. AESTHETICS** -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

**Response to I a):** Scenic views are oriented to the San Jacinto Mountains to the west and the Santa Rosa Mountains to the south. View to the north are blocked by an earthen berm. The proposed specific plan amendment and subdivision will maintain the height provisions that are already in place. The most prominent scenic vista is the Indio Hills to the north. By maintaining the height limits, views of the Indio Hills will not be impeded. No mitigation is required. (Source: Rio Vista Village Specific Plan Amendment text, field review)

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

**Response to I b):** The specific plan area has been developed or rough graded. The site for Tract 37124 will be surrounded by a masonry wall that is designed to conform to the overall specific plan design guidelines. There are no trees or rock outcrops on the site and it is miles away from a scenic highway. A cultural resource survey concluded there are no surface cultural resources on the site. No impact has been identified and no mitigation is required (Field review, aerial photo, Cultural Resources Report, E. Gary Stickle, Nov. 10, 2016 )

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

**Response to I c):** The overall specific plan has been rough graded or developed. The site for Tract 37124 has been graded and future residential development will comply with the provisions of the amended specific plan. The proposed development represents infill development that will not alter the visual character or quality of life on the surrounding area. No impact is identified and no mitigation is required. (Source: Rio Vista Village Specific Plan, field review, Tract 37124)

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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**Response to I d):** The proposed development will maintain the lighting standards set forth on the Specific Plan and will not introduce substantial new light or glare sources within the development. No mitigation is required. (Source: Rio Vista Village Specific Plan, Tract 37124)

**II. AGRICULTURE RESOURCES:** 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. Would the project:

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?

**Response to II a):** The project sites are designated on the General Plan and zoned for residential land use. Therefore, the proposed subdivision will not cause the conversion of any farmland to non-agricultural use. No mitigation is required. (Source: Rio Vista Village Specific Plan)

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

**Response to II b):** The overall specific plan and Tract 37124 project site are not within a Williamson Act contract or zoned for agricultural use. Therefore, the proposed development will not cause a conflict with agricultural land or lands under a Williamson Act contract. No mitigation is required. (Source: Rio Vista Village Specific Plan)

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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**Response to II d):** The proposed development involves lands designated on the General Plan, zoned for residential use, and prepared for residential use by rough grading and infrastructure improvements. Therefore the proposed project will not result in the conversion of farmland for non- agricultural use. No mitigation is required. (Source: Rio Vista Village Specific Plan)

**III. AIR QUALITY** -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

**Response to III a):** The project site is located within the Salton Sea Air Basin (SSAB). Air quality conditions within the SSAB are monitored by the South Coast Air Quality Management District (SCAQMD). SCAQMD is responsible for development of the regional AQMP and efforts to regulate pollutant emissions from a variety of sources.

Cathedral City is located within the Coachella Valley region. This region is impacted by the transport of pollutants, primarily ozone, from coastal air basins to the west and locally generated PM 10 (course particulate matter less than 10 micrometers in size). The Coachella Valley is surrounded by Mountains that create strong winds conditions periodically that suspend and transport large quantities of sand and dust, which constitutes a significant health threat.

For purposes of analyzing consistency with the AQMP, if a proposed project would have a development density and vehicle trip generation that is substantially greater than what was anticipated in the General Plan, then the proposed project would conflict with the AQMP. On the other hand, if a project's density is consistent with the General Plan, its emissions would be consistent with the assumptions in the AQMP, and the project would not conflict with SCAQMD's attainment plans. In addition, the SCAQMD considers projects consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

The SCAQMD CEQA Handbook identifies two key measures of consistency:

1. Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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2. Whether the project will exceed the assumptions in the AQMP in 2012 or increments based on the year of project buildout and phase.

Criterion 1 – Increase in the frequency or severity of violations:

Based on the air quality modeling analysis contained in the air analysis, short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. The air analysis performed for the project also found that long-term operational impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance. Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

Criterion 2 – Exceed Assumptions in the AQMP:

Consistency with the AQMP is determined by performing an analysis of the proposed project with assumptions in the AQMP. The purpose of this criterion is to ensure that the analysis for the proposed project is based on the same forecasts as the AQMP. The “2012-2035 Regional Transportation/Sustainable Communities Strategy” prepared by SCAG in 2012 consists of three sections: Core Chapters, Ancillary Chapters, and Bridge Chapters. The Growth Management, Regional Mobility, Air Quality, Water Quality, and Hazardous Waste Management chapters constitute the core chapters of the document. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City of Cathedral City’s General Plan Land Use Plan defines the assumptions that are represented in the AQMP.

The project site will be a part of the Rio Vista Village Specific Plan. The proposed cluster development would be consistent with the zoning amendment. Since the proposed project will be consistent with the current land use designation in the City’s General Plan and the Rio Vista Village Specific Plan the proposed cluster development is not anticipated to exceed the AQMP’s assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above analysis, the proposed project will not result in an inconsistency with the SCAQMD AQMP and will result in a less than significant impact from a conflict with or obstruction of the implementation of the applicable air quality plan. (Source: TTM 37124 Cluster Development Air Quality and Greenhouse Gas Assessment. Entech Consulting Group, January 10, 2017)

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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**Response to III b):** Coachella Valley Dust Control Ordinance adopted by Cathedral City in 2003 requires a Fugitive Dust Control Plan for projects requiring a grading permit be submitted and approved by the City before a grading permit can be issued.

**Criteria Pollutants and Ambient Air Quality Standards**

Criteria pollutants are those for which the U.S. Environmental Protection Agency (EPA) and

California Air Resources Board (CARB) have established air quality standards. Criteria Pollutants include ozone, nitrogen dioxide, carbon monoxide, sulfur dioxide, lead and particulate matter. These pollutants are designated as “criteria” air pollutants due to their harmful effects on public health and the environment. The EPA sets National Ambient Air Quality Standards for the six criteria pollutants. Although the Federal Clean Air Act (CAA) requires the EPA to set outdoor air quality standards for the nation, the CAA permits states to adopt additional or more protective standards. California has set standards for certain pollutants such as particulate matter and ozone that are stricter than the federal standards and has also set standards for some pollutants not addressed by the federal standards. The air quality standards are levels of contaminants that represent safe levels that avoid specific adverse health effects associated with each pollutant. Areas that meet ambient air quality standards are classified as attainment areas.

Table 1 includes a description of the criteria pollutants, state and federal air quality standards and health effects and attainment status for the Salton Sea Air Basin (SSAB).

As shown in Table 2, air quality in the SSAB exceeds state and federal standards for fugitive dust (PM10), and ozone (O3), and is in attainment/unclassified for PM2.5. Ambient air quality in the SSAB, including the project site, does not exceed state and federal standards for carbon monoxide, nitrogen dioxides, sulfur dioxide, lead, sulfates, hydrogen sulfide, or vinyl chloride.

Potentially Significant Impact      Less Than Significant with Mitigation Incorporation      Less Than Significant Impact      No Impact

**Table 1- State and Federal Air Quality Standards<sup>1</sup>**

<b>Ambient Air Quality Standards</b>							
Pollutant	Averaging Time	California Standards <sup>1</sup>		National Standards <sup>2</sup>			
		Concentration <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3,5</sup>	Secondary <sup>3,6</sup>	Method <sup>7</sup>	
Ozone (O <sub>3</sub> ) <sup>8</sup>	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry	
	8 Hour	0.070 ppm (137 µg/m <sup>3</sup> )		0.070 ppm (137 µg/m <sup>3</sup> )			
Respirable Particulate Matter (PM <sub>10</sub> ) <sup>3</sup>	24 Hour	50 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	150 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>		—			
Fine Particulate Matter (PM <sub>2.5</sub> ) <sup>9</sup>	24 Hour	—	—	35 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	12.0 µg/m <sup>3</sup>			15 µg/m <sup>3</sup>
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m <sup>3</sup> )	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m <sup>3</sup> )	—	Non-Dispersive Infrared Photometry (NDIR)	
	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )		9 ppm (10 mg/m <sup>3</sup> )			
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )		—			
Nitrogen Dioxide (NO <sub>2</sub> ) <sup>10</sup>	1 Hour	0.18 ppm (339 µg/m <sup>3</sup> )	Gas Phase Chemiluminescence	100 ppb (188 µg/m <sup>3</sup> )	—	Gas Phase Chemiluminescence	
	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )		0.053 ppm (100 µg/m <sup>3</sup> )			Same as Primary Standard
Sulfur Dioxide (SO <sub>2</sub> ) <sup>11</sup>	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )	Ultraviolet Fluorescence	75 ppb (196 µg/m <sup>3</sup> )	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)	
	3 Hour	—		—			0.5 ppm (1300 µg/m <sup>3</sup> )
	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )		0.14 ppm (for certain areas) <sup>11</sup>			—
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) <sup>11</sup>			—
Lead <sup>12,13</sup>	30 Day Average	1.5 µg/m <sup>3</sup>	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption	
	Calendar Quarter	—		1.5 µg/m <sup>3</sup> (for certain areas) <sup>12</sup>			Same as Primary Standard
	Rolling 3-Month Average	—		0.15 µg/m <sup>3</sup>			
Visibility Reducing Particles <sup>14</sup>	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	<b>No National Standards</b>			
Sulfates	24 Hour	25 µg/m <sup>3</sup>	Ion Chromatography				
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Ultraviolet Fluorescence				
Vinyl Chloride <sup>12</sup>	24 Hour	0.01 ppm (26 µg/m <sup>3</sup> )	Gas Chromatography				

Potentially Significant Impact      Less Than Significant with Mitigation Incorporation      Less Than Significant Impact      No Impact

**Table 2. Salton Sea Air Basin Attainment Status**

<b>Criteria Pollutants</b>	<b>Federal Designation</b>	<b>State Designation</b>
Ozone – 8 hour standard	Nonattainment	Nonattainment
Ozone – 1 hour standard	N/A	Nonattainment
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
PM10	Nonattainment	Nonattainment
PM2.5	Attainment/Unclassified	Attainment/Unclassified
Lead	Attainment	Attainment
Sulfates	No standard	Attainment
Hydrogen Sulfide	No standard	Unclassified
Vinyl Chloride	No standard	No sufficient Data

Source: CARB Air Quality Planning Branch, June 2013. US EPA Green Book last updated October 2015

*Regional Air Quality*

Many air quality impacts that derive from dispersed mobile sources, the dominant pollution generators in the SSAB, often occur hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. Since the incremental air quality impact of a single project is usually very small and difficult to measure, the SCAQMD developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality. The SCAQMD CEQA Handbook states that any project in the SCAB with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. For purposes of this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds for the Coachella Valley identified in Table 3.

*Local Air Quality*

Project-related construction air emissions may have the potential to exceed state and federal air quality standards in the immediate vicinity of the project. As such, the SCAQMD developed Localized Significance Thresholds (LSTs) to assess localized air quality impacts from the project-related emissions on local air quality based on daily emissions of CO, NOx, PM10, and PM2.5. The SCAQMD also developed mass rate look-up tables by source receptor area (SRA) that can be used by public agencies to determine whether a project may generate significant adverse localized air quality impacts. The SCAQMD has provided Final Localized Significant Threshold Methodology (LST Methodology) in June 2003. If the calculated emissions for the project during construction or operation are below LST emission levels found on the look-up tables, then the project would not be considered as having the potential to have a significant impact on localized air quality.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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*Toxic Air Contaminants*

In addition to criteria pollutants, toxic air contaminants (TACs) are another group of pollutants of concern that are known to cause cancer and other serious health effects. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs differ in that there is generally assumed to be no safe level of exposure and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic air toxins differ in that there is assumed to be a level below which no negative health impacts are expected to occur. These levels are determined on a pollutant-by-pollutant basis. Exposure can result from accidental exposure, industrial processes, gas stations, and motor vehicle exhaust.

**Table 3. SCAQMD Air Quality Significance Thresholds for Coachella Valley  
Mass Daily Thresholds**

<b>Pollutant</b>	<b>Construction</b>	<b>Operation</b>
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

**Toxic Air Contaminants (TACs), Order, and GHG Thresholds**

TACs (including carcinogens and non-carcinogens)	Maximum incremental cancer risk > 10 in 1 million Cancer burden > 0.5 excess cancer cases (in areas > 1 in 1 million) Chronic and acute hazard index > 1.0 (project increment)
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402

**Ambient Air Quality Standards for Criteria Pollutants**

NO2 1- hour average Annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)
PM10 24-hour average	10.4 ug/m3 (construction) & 2.5 ug/m3 (operation)
PM10 Annual average	1.0 ug/m3
PM2.5 24-hour average	10.4 ug/m3 (construction) & 2.5 ug/m3 (operation)
SO2 1-hour average	0.25ppm (state) & 0.075 (federal-99th percentile)
SO2 24-hour average	0.04 ppm (state)
CO 1-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
8-hour average		the following attainment standards; 20 ppm (state) and 35 ppm (federal)		
Lead		9.0 ppm (state/federal)		
30-day average		1.5 ug/m3 (state)		
Rolling 3-month average		0.15 g/m3 (federal)		
a. Source: SCAQMD CEQA Handbook (SCAQMD, 1993)				
b. Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).				
c. SCAQMD, March 2015				

**Construction-Related Air Quality Impacts**

To estimate the potential emissions of criteria pollutants associated with the project, the air quality study used California Emissions Estimator Model (CalEEMod) Version 2016.3.1. For air quality analysis purposes, it was assumed that construction would extend over a one-year period from 2017 to 2018. No demolition will be required on site due to the lot being vacant.

*Construction Emissions*

Air pollutants are generated from construction such as site grading, and other ground disturbance, operation of construction equipment, stationary power, building construction, and related off-site travel, and off gassing from paving and architectural coatings. Construction-related air quality emissions are temporary and end once construction is complete.

CalEEMod produces emission data for both unmitigated and mitigated conditions. The application of standard dust control measures, use of Tier 4 construction equipment, applying dust control watering measured required as part of Rule 403 are captured in the unmitigated condition. Table 4 provides unmitigated, worst-case scenario for construction-related air quality impact for the project.

**Table 4: Construction Emissions Summary of Maximum Daily Emissions (lbs/day)**

	<b>CO</b>	<b>NOx</b>	<b>ROG</b>	<b>SOx</b>	<b>PM10</b>	<b>PM2.5</b>
Summer	39	61	23	0.06	21	13
Winter	39	61	23	0.06	21	13
SCAQMD	550	100	75	150	150	55
Thresholds						
Exceeds Threshold	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.1. See Appendix A for detailed tables.  
 SCAQMD Air Quality Significance Thresholds prepared by South Coast Air Quality Management District March 2015. Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins)

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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*Localized Construction-Related Significance Thresholds and Emissions*

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Salton Sea portion of the South Coast Air Basin. The purpose of analyzing Local Significance Thresholds (LST) is to determine whether or not a project may generate significant adverse localized air quality impacts on the nearest sensitive receptor. For the purposes of CEQA, the SCAQMD considers sensitive receptors to be a receptor such as a residence, hospital, convalescent facility where an individual may remain for 24 hours. The nearest sensitive receptors to the project site are single-family homes located immediately north and south of the project site.

Use of LSTs by local government is voluntary and, applicable to projects that are five acres or less. The project is approximately 7.04 acres in size. Although the project site is greater than the five-acre limit, the area of daily disturbance during grading will be limited to five acres per day. Therefore, the five-acre look-up table is expected to be sufficient to screen for localized air quality impacts from construction.

The mass rate look-up tables for LSTs were used to determine if the project would have the potential to generate significant adverse impacts on localized air quality during construction. The LST for Source Receptor Area (SRA) 30 (Coachella Valley) was used to determine LST thresholds for the project. The distance from the emission source and the maximum daily site disturbance also determines emission thresholds. The nearest single-family residence is within 25 meters of the project site and the maximum daily disturbance will be limited to five acres. Table 5 shows the results of the calculated project compared to LSTs for the project area. The results are based on adherence to a standard dust control management plan.

**Table 5 – Localized Significance Thresholds for 5 Acres at 25 Meters**

	<b>CO</b>	<b>NOx</b>	<b>PM101</b>	<b>PM2.51</b>
2017	75.3	109.7	9.37	7.99
SCAQMD Thresholds	2,292	304	14	8
Exceeds Threshold	No	No	No	No

Source: CalEEMod Version 2016.3.1. See Appendix A for detailed tables.

SCAQMD Air Quality Significance Thresholds prepared by South Coast Air Quality Management District March 2015. Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins)

1 Mitigated emissions based on implementation of Rule 403, Rule 1407. Assumes an overall PM10 reduction of 70% and PM2.5 of 80%

Results show the LST thresholds would not be exceeded during project development. The project will be developed in accordance with SCAQMD Rule 403 and Rule 403.1, and, thus apply best management practices to ensure impacts to sensitive receptors will be less than significant. However, since the project air quality analysis was based on a maximum daily

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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site of five acres during construction, the project will have a less than significant impact with the implementation of mitigation measure AQ-1 restricting daily site disturbance to five acres or less per day.

**Construction-Related Toxic Air Contaminant Impacts**

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of “individual cancer risk”. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the project.

**Long-Term Operational Impacts**

The on-going operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips and through operational emissions from the proposed project. Air pollutant emissions from trip generated from the cluster development is the largest contributor to mobile source emissions.

Energy sources refer to direct and indirect use of fossil fuels for energy use, including natural gas and electricity usage in the condominium units, lighting for parking lots, ventilation, and operation of elevators. Area sources refer to consumable products such as landscaping, building maintenance and cleaning supplies, and periodic reapplication of architectural coatings. Table 6 summarizes the potential emissions of criteria pollutants from day-to-day from the proposed cluster development.

**Table 6: Operational Emissions of Criteria Pollutants (lbs./day)**

	<b>CO</b>	<b>NOx</b>	<b>ROG</b>	<b>Sox</b>	<b>PM10</b>	<b>PM2.5</b>
Summer	44	5	17	0.11	7	5
Winter	44	5	17	0.11	7	5
SCAQMD	550	55	55	150	150	55
Thresholds						
Exceeds Threshold	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.1. See Appendix A for detailed tables.

SCAQMD Air Quality Significance Thresholds prepared by South Coast Air Quality Management District March 2015. Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins)

As shown in Table 6, none of the analyzed criteria pollutants would exceed the regional

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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emissions thresholds during operation of the project. It should be noted that the operational emissions presented in the table do not show added efficiencies from design techniques, use of an energy mix with a portion of non-emitting sources, or water efficient landscaping.

Therefore, the conservative calculation of operational emissions analysis yields emissions that are likely higher than expected to actually occur. In addition, the vehicles will likely shift in future years to include more electric vehicles, and alternative fuel vehicles, which could further reduce emissions associated with mobile sources. Therefore, a less than significant regional air quality impact would occur from operation of the project. (Source: TTM 37124 Cluster Development Air Quality and Greenhouse Gas Assessment. Entech Consulting Group, January 10, 2017)

c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

                                                                

**Response to III c):** Cumulative air quality impacts were assessed on a regional scale given the dispersing nature of pollutant emissions and aggregate impacts from surrounding jurisdictions and air management districts. Any activity resulting in emissions of PM10, ozone, or ozone precursors will unavoidably contribute, at some level, to regional non-attainment designation of ozone, and PM10. However, the level of impact a single project may have on regional air quality is difficult to measure. The Coachella Valley enforces the SCAQMD 2012 Air Quality Management Plan and 2002 PM10 Coachella Valley State Implementation Plan (CVSIP) to ensure levels of criteria pollutants are regulated and minimized to the best of the region’s ability, particularly through the enforcement of SCAQMD daily thresholds.

The SSAB is designated as nonattainment under both the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) for ozone and PM10. Emission of CO, NOX, and ROG that exceed the SCAQMD operational thresholds would contribute to the ozone nonattainment designation, while emission of PM10 that exceed the SCAQMD thresholds would contribute to the PM10 nonattainment designation of the SSAB.

Construction and operational activities associated with development of the project will not exceed SCAQMD daily thresholds for criteria pollutants. Emissions of CO, NOX, ROG, and PM10 during construction and operation of the project are unavoidable and will marginally contribute to regional ozone and PM10 nonattainment designations. (Source: TTM 37124 Cluster Development Air Quality and Greenhouse Gas Assessment. Entech Consulting Group,

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January 10, 2017)

d) Expose sensitive receptors to substantial pollutant concentrations?

**Response to III d):** Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The nearest sensitive receptors that may be impacted by the proposed project are the residential uses approximately 40 feet to the north of the project site. Based on the air quality analysis, project air quality impacts will not result in a significant impact from exposure of sensitive receptors to toxic air contaminants, CO hotspots, or project operations.

Construction and operational emissions from the project will be less than significant with the implementation of a mitigation limiting the number of acres graded to five acres per day or less. Therefore, the project will result in a less than significant impact on sensitive receptors with the implementation of mitigation. (Source: TTM 37124 Cluster Development Air Quality and Greenhouse Gas Assessment. Entech Consulting Group, January 10, 2017)

e) Create objectionable odors affecting a substantial number of people?

**Response to III e):** Per the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with unpleasant or objectionable odors.

The project is not expected to generate significant objectionable odors during any phase of construction or during operation. The project has the potential to result in short-term odors associated with asphalt paving and other construction activities. However, construction-related odors would be quickly dispersed below detectable thresholds as distance from the construction site increase. No other sources of objectionable odors have been identified for the project. Therefore, the project will result in less than significant impact from objectionable odors. (Source: TTM 37124 Cluster Development Air Quality and Greenhouse Gas Assessment. Entech Consulting Group, January 10, 2017)

**Mitigation Measures:**

AQ-1 During all phases of project construction, grading and earthmoving activities shall be

Potentially Significant Impact      Less Than Significant with Mitigation Incorporation      Less Than Significant Impact      No Impact

limited to a maximum of five acres per day.

AQ-2 The project will be required to adhere to all established air quality standards and regulations including the following:

**SCAQMD Rule 403** (403.1 specific to the Coachella Valley): A dust control plan is required to be prepared and implemented during all construction activities. The City of Cathedral City requires implementation of Rule 403.1 for all projects. A fugitive dust control plan consistent with Rule 403.1 is required to be submitted to and approved by the City before issuance of a grading permit.

AQ-3 The following are methods or techniques that may be applied to various operations or equipment when appropriate to mitigate estimated emissions from particulate matter to achieve a 70 to 85 percent reduction in PM10 and PM2.5 construction emissions.

**Table 7. Fugitive Dust Mitigation Measures**

<b>Emission Source</b>	<b>Mitigation Measure</b>	<b>Emission Reduction Efficiency</b>	<b>Favorable Factors</b>
Fugitive dust/ Construction	Apply non-toxic chemical soil stabilizers according to manufactures' specifications, to all inactive construction areas (previously graded areas inactive for ten days or more)	30%-65%*	Stabilizers applied in sufficient concentration to provide erosion protection for at least on year
Fugitive dust/ Construction	Replace ground cover in disturbed areas as quickly as possible	15%-49%*	Small, densely planted ground cover
Fugitive dust/ Construction	Water active sites at least twice daily	34%-68%*	Water at sufficient frequency to keep soil moist enough so visible plumes are eliminated
Fugitive dust/ Construction	Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour	Not quantified	
Fugitive dust/ Construction	Monitor for particulate emissions according to District-specified procedures	Not quantified	
Fugitive dust from roads	All trucks hauling, dirt, sand, soil or other loose materials are to be covered, or should maintain at least two feet of	7%-14%*	Tightly secured covering to truck

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
	freeboard in accordance with CVC Section 23114, (freeboard means vertical space between the top of the load and top of the trailer)				
Fugitive dust from roads	Sweep streets once a day if visible soil materials are carried to adjacent streets	25%-60%*		Sweep streets immediately after period of heaviest vehicular track-out activity	
Fugitive dust from roads	Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.	40%-70%*		Set up truck washing area on paved access road area so subsequent truck travel on unpaved roads can be eliminated.	
Fugitive dust from roads	Apply water three times daily to all unpaved parking or staging areas or unpaved road surfaces	45%-85%*		Use water spraying for unpaved road surfaces	
Fugitive dust from roads	Traffic speeds on all unpaved roads to be reduced to 15 miles per hour or less	40%-70%*		Effective traffic control	

\* Use the lowest value if better information is not known. If higher than the lowest value is used, please provide the supporting analysis and data in the environmental documentation.

AQ-4 **SCAQMD Rule 402:** The project shall adhere to nuisance odor requirements.

AQ-5 **SCAQMD Rule 1113:** The project shall use low VOC content architectural coatings, and paints per the requirements of this rule.

AQ-6 To reduce particulate matter and NOX emissions, construction equipment should utilize aqueous diesel fuels, diesel particulate filters, and diesel oxidation catalyst during all construction activities.

AQ-7 All construction equipment should be properly serviced and maintained in optimal operating condition.

AQ-8 Construction equipment should not be left idling for more than five minutes.

AQ-9 As feasible, construction waste should be recycled to divert waste from landfills, and minimize the project's contribution to landfills.

AQ-10 The contractor shall notify the City's Building Official of the start and end of grading and construction activities in conformance with, and within time frames established in the

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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2003 PM10 State Implementation Plan.

AQ-11 Construction staging and management plans shall be reviewed and conditioned to require the application of all reasonably available methods and technologies to assure the minimal emission of pollutants from the project development. The City Engineer shall review the grading plan applications to ensure compliance with the mitigation measures set forth in this document and as otherwise conditioned by the City.

AQ-12 Construction equipment and materials shall be sited as far away from residential uses as practicable.

AQ-13 All grading permits must include a blow sand/erosion prevention plan.

**IV. BIOLOGICAL RESOURCES --**

Would the project:

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 Game or U.S. Fish and Wildlife Service?                                                                     

**Response to IV a):** The Tract 37124 project site has been graded in compliance with City of Cathedral City requirements. Prior to any grading, a field survey was conducted to determine the presence of any sensitive species and their habitats by any resource agency. The Coachella Valley Fringe Toad Lizard was identified on the property and mitigation was accomplished by paying the Coachella Valley Habitat Conservation mitigation fee.

The Coachella Valley Milk-vetch was also found to existing in the area. Mitigation was accomplished by collecting top soil, milk-vetch seeds, and living milk-vetch plants under the direction of USFWS staff. As a result of these mitigation efforts, no impact will occur relating to the proposed development and no mitigation is required. (Source: Initial Study for Rio Vista Village).

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies,

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

**Response to IV b):** Jurisdictional Delineation Reports were prepared by Glen Lukos Associates as part of the Initial Study for Rio Vista Village Specific Plan. From these reports, the Army Corps of Engineers determined that the project area would not discharge, dredge, or fill any waters of the United States. This report also concluded that no riparian habitat occurs in the project area. No impact will occur and no mitigation is required. (Source: Initial Study for Rio Vista Village).

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

**Response to IV c):** The Jurisdictional Delineation Report prepared by Glen Lukos Associates led the Army Corps of Engineers to determine that the project site is not under the jurisdiction of the ACOE under Section 404 of the Clean Water Act. No impact will occur and no mitigation is required. (Source: Initial Study for Rio Vista Village).

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?

**Response to IV-d):** The project site for Tract 37124 has been fenced for several years and has been graded. No natural water sources occur in the project area. Therefore there will be no impact on migratory patterns, wildlife corridors, or wildlife nurseries. No mitigation is required. (Source: Field review)

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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preservation policy or ordinance?

**Response to IV-e):** The proposed development is consistent with the provisions of the Coachella Valley Multiple Species Habitat Conservation Plan, (CVMSHCP). The City of Coachella Valley does not have a tree preservation ordinance or other policies that would be affected by the proposed development, whether directly or indirectly. The nature of the site as a graded fenced area results in no impact and no mitigation is required. (Source: CVMSHCP and Field review)

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?

**Response IV-f):** The proposed development of Tract 37124 is consistent with the conservation objectives of the CVMSHCP. Therefore there is no impact upon habitat or conservation plans, policies or regulations by any resource agency. No mitigation is required. (Source: field visit and Rio Vista Village Specific Plan Initial Study)

**V. CULTURAL RESOURCES --**

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

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

d) Disturb any human remains, including those interred outside of

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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formal cemeteries?

**Response to V a-d** - A literature search and field investigation were performed for the site of Tr, 37124, where disturbance would occur as a result of project approval. The results of these searches yielded no evidence of cultural resources being present. The project site has been graded in compliance with a grading permit and prior environmental review. Although the site has been rough graded, there remains a potential for subsurface artifacts and paleontological resources at depths below the area of prior disturbance. The related impacts are less than significant with the mitigation measures provided below. Tribal consultations have occurred in accordance with SB 18 and AB 52 in conjunction with Specific Plan Amendment No. 97-55B. (Source: Rio Vista Village Specific Plan, Letter Report for Cultural Resources Survey for the Rio Vista Plan Amendment Tentative Tract Map (TTM) 37124, Cathedral City, Riverside County, California.).

CR-1 If during the course of excavation, grading or construction, artifacts or other archaeological resources are discovered, all work in the immediate area of the find shall be halted and the applicant shall immediately notify the City Planner. A qualified archaeologist shall be called to the site by, and at the cost of, the applicant to identify the resource and propose mitigation if the resource is culturally significant. Work shall resume after consultation with the City of Cathedral City and implementation of the recommendations of the archaeologist. If archaeological resources are discovered, the archaeologist will be required to provide copies of any studies or reports to the Eastern Information Center for the State of California located at the University of California Riverside and the Agua Caliente Tribal Historic Preservation Office (THPO) for permanent inclusion in the Agua Caliente Cultural Register.

CR-2 If a paleontological resource is accidentally uncovered during demolition or construction activities for the proposed project, the project applicant/developer shall be required to notify the City of Cathedral city Planner immediately and all excavation work within ten feet of the find shall cease immediately. A qualified paleontologist or archaeologist shall be consulted to determine the necessity for monitoring any excavation and to evaluate any paleontological resource exposed during construction. Construction activity shall resume upon consultation with the City of Cathedral City and upon implementation of the recommendations of the paleontologist or archaeologist.

CR-3 If human remains are uncovered during excavation or grading activities on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

A) The Riverside County Coroner has been contacted and determined that no investigation of the cause of death is required, and

B) If the coroner determines the remains to be Native American:  
The coroner shall contact the Native American Heritage Commission (NAHC), or the Agua

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Caliente Tribal Historic Preservation Office (THPO) within 24 hours. The NAHC or THPO shall identify the person or persons it believes to be the most likely descended from the deceased Native American. The most likely descendent may make recommendations to the landowner or person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Sec. 5097.98.

**VI. GEOLOGY AND SOILS** -- Would the project:

a) Expose people or structures to 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.                                                                       

**Response to VI a) i:** The project site does not lie within an Alquist-Priolo Earthquake Fault Zone. The Cathedral City General Plan calls for all new development to be constructed in accordance with seismic design requirements set forth in the most recent edition of the California Building Code. Geotechnical design recommendations are routinely provided at the time the building pad sites are designed. This will be addressed through the conditions of approval for TTM 37124. (Source: Cathedral City General Plan)

ii) Strong seismic ground shaking?                                                                       

**Response to VI A) ii:** The Coachella Valley region is susceptible to severe ground shaking due to the proximity to the San Andreas and Garnet Hill faults. The proposed text changes within the RVV Specific Plan will have no affect upon the seismic hazards at the project sites. The Cathedral City General Plan calls for all new development to be constructed in accordance with seismic design requirements set forth in the most recent edition of the

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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California Building Code. Geotechnical design recommendations are routinely provided at the time the building pad sites are designed. This will be addressed through the conditions of approval for TTM 37124. No mitigation is required. (Source: Cathedral City General Plan)

iii) Seismic-related ground failure, including liquefaction?

**Response to VI a) iii:** The proposed text changes within the RVV Specific Plan will have no effect upon the ground failure and liquefaction hazards. The project area has a low to very low liquefaction susceptibility according to Exhibit V-4 of the Cathedral City General Plan. The impact is less than significant and no mitigation is required. (Source: Cathedral City General Plan).

iv) Landslides?

**Response to VI a) iv:** The proposed text changes within the RVV Specific Plan will have no effect upon the landslide potential at the project site. The project area is not subject to landslides according to Exhibit V-6 of the Cathedral City General Plan. There is no impact and no mitigation is required. (Source: Cathedral City General Plan).

b) Result in substantial soil erosion or the loss of topsoil?

**Response to VI b):** The proposed text changes within the RVV Specific Plan will have no affect upon erosion and loss of top soil at the project site. The Cathedral City General Plan calls for all new development to be constructed in accordance with site-specific geotechnical investigations as well as design requirements set forth in the most recent edition of the California Building Code. Best management practices will be provided under the project Storm Water Pollution Prevention Permit (SWPPP) to control erosion. These provisions will be addressed through the conditions of approval for TTM 37124. No impact is less than significant and no mitigation is required. (Source: Cathedral City General Plan)

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?

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**Response to VI c):** The proposed text changes within the RVV Specific Plan will have no effect upon the soil stability, landslides, lateral spreading, subsidence, liquefaction, or collapse. No wells are proposed that could induce soil subsidence and collapse. The General Plan calls for all new development to be constructed in accordance with seismic design requirements set forth in the most recent edition of the California Building Code. Geotechnical design recommendations are routinely provided at the time the building pad sites are designed. This will be addressed through the conditions of approval for TTM 37124. No impact is identified and no mitigation is required. (Source: Cathedral City General Plan)

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

**Response to VI d):** The proposed text changes within the RVV Specific Plan will have no effect upon expansive soil potential. The Cathedral City General Plan calls for all new development to be constructed in accordance with site-specific geotechnical investigations as well as design requirements set forth in the most recent edition of the California Building Code. Best management practices will be provided under the project Storm Water Pollution Prevention Permit (SWPPP) to address soil shrinkage and expansion. These provisions will be addressed through the conditions of approval for TTM 37124. No impact is identified and no mitigation is required. (Source: Cathedral City General Plan)

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?

**Response to VI e):** The proposed text changes maintain the requirement for new development to connect to a community sewer system. Sewer service will be addressed through the conditions of approval for TTM 37124. No impact is identified and no mitigation is required. (Source: Rio Vista Village Specific Plan)

**VII. HAZARDS AND HAZARDOUS MATERIALS --** Would the project:

a) Create a significant hazard to the public or the environment through the

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routine transport, use, or disposal of hazardous materials?				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>

**Response to VII a-c):** The proposed text revisions to the Rio Vista Specific Plan, and the residential nature of TTM 37124, will not result in the transport or disposal of hazardous materials. With the construction of homes, petroleum-based fuels and hydraulic fluid will be used by the construction equipment where there is a possibility of accidental release. However, risk from accidental spills would not be significant due to the small volume and low concentration of hazardous materials used during construction. During construction, BMPs would be required to be implemented by the City as well as standard construction controls and safety procedures that would avoid or minimize the potential for accidental release of these substances. Standard construction practices would be observed so that any materials released are appropriately contained and remediated as required by local, stated, and federal law. The Rio Vista Elementary School exists adjacent to TTM 37124. Any accidental spills as stated above would be minimal and required to adhere to standard construction practices. After construction only typical cleaning products and landscape maintenance chemicals will be used and stored on the site. Therefore, the risk of exposure to hazardous materials by school children would not be significant and no mitigation is required. (Rio Vista Specific Plan and TTM 37124)

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 type="checkbox"/>	<input checked="" type="checkbox"/>
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**Response to VII d):** Government Code Section 65962.5 requires the California Environmental Protection Agency to compile a list of hazardous waste and substance sites (Cortese List) that is updated at least annually. The data resources that provide information

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regarding the facilities or sites meeting the Cortese List requirements were reviewed as required by CEQA included the following sources:

- [List of Hazardous Waste and Substances sites from Department of Toxic Substances Control \(DTSC\) EnviroStor database](#)
- [List of Leaking Underground Storage Tank Sites by County and Fiscal Year from Water Board GeoTracker database](#)
- [List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit.](#)
- [List of "active" CDO and CAO from Water Board.](#)

Neither the project site nor any adjoining properties were found on any of the above lists. Therefore, the project would not result in any impacts resulting from location or near on a hazardous waste site and no mitigation is required.

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 for people residing or working in the project area?

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

**Response to VII e-f):** The project area is located approximately two miles east of the Palm Springs International Airport. The project site is located within Zone E on Table 2A: Basic Compatibility Criteria of the *Riverside County Airport Land Use Compatibility (ALUC) Plan Policy Document (Adopted October 2004)*, which provides land use policies for development in the Palm Spring International Airport vicinity. The proposed project would not exceed the height limit and is consistent with the land use restrictions for Zone E. There are no private airstrips within the project vicinity. The project site was recently reviewed by the ALUC staff under Rio Vista Village Specific Plan Amendment No. 97-55B and the proposed development was determined to be consistent with the 2005 Palm Springs Airport Land Use Compatibility Plan. This finding was made subject to conditions and prohibitions that will be addressed in the conditions of approval for TTM 37124. The project would not result in any impacts that would cause a safety hazard for people residing or working in the project area from location near an airport. The impact is less than significant and no mitigation is required. (Source: ALUC 2005 Palm Springs Airport Land Use Compatibility Plan and staff).

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g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

**Response to VII g):** The Cathedral City Fire Department will review the proposed text revisions to the Rio Vista Village Specific Plan and TTM 37124 to evaluate emergency response. Their evaluation will be addressed in the conditions of approval for TTM 37124. Construction of the proposed project may require some temporary work within Rio Largo Drive and Verona Road. Any street closure or reduced travel lanes would require to be reviewed and approved by the City’s Public Works Department and alternative routes provided as needed. Fire and Police Department personnel would also be notified of any street closures. TTM 37124 is designed with one point of entry to serve the proposed 50 homes, as well as a gated emergency access to Verona Road. The project would result in a less than significant impact to emergency response or emergency evacuation plans and no mitigation is required. (Source: TTM 37124)

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

**Response to VII h):** The project site is located within an urbanized area and is not near any wildlands. Therefore, the project would not result in any impacts relating to exposure of people or structures to significant risk from wildlands fires. There is no impact and no mitigation is required. (Source: Rio Vista Village Specific Plan)

**VIII. HYDROLOGY AND WATER QUALITY** -- Would the project:

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

**Response to VIII a):** The applicant is required to comply with all local standards and permitting requirements regarding water quality and storm water discharge to eliminate or reduce non-storm water discharges to storm water systems and other waters of the nation, develop and implement any related storm water pollution prevention plans, and perform inspections of storm water control structures and pollution prevention measures. The applicant will be required to submit a Water Quality Management Plan (WQMP) at the time of application for a grading permit to ensure compliance. Compliance with standard city

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rules and regulations will reduce project impacts to below a level of significance. (Cathedral City Municipal Code)

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

**Response to VIII b):** Water will be supplied to the site by the Coachella Valley Water District (CVWD) pursuant to a Domestic Water and Sanitation Installation Special Agreement and CVWD'S Urban Water Management Plan 2010 Update. The Update provides a long-term planning program that helps the CVWD plan for current and future water demands. Before approval of the project, the developer/project applicant is required to receive approval from the CVWD indicating sufficient water supplies are available for the project's needs. Therefore, in the absence of private well water use, the project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. (Source: CVWD Domestic Water and Sanitation Installation Special Agreement)

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

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

e) Create or contribute runoff water

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response to VIII c-f):** The remaining undeveloped portions of the Rio Vista Village Specific Plan, including the site of TTM 37124, and been rough graded to direct storm water runoff into existing drainage facilities within the specific plan. Short-term construction activities have the potential to impact surface water quality as a result of minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into local storm drains. Post construction, the project would involve the introduction of impervious surfaces on a currently unimproved site. As such the project will result in the increase in surface runoff and some alteration of an existing drainage patterns on the site. There are no streams or rivers on or adjacent to the property.

Activities that have the potential to discharge pollutants into the waters of the United States are regulated under the authority of the federal Clean Water Act's National Pollution Discharge

Elimination System (NPDES) permit program. In California, the [NPDES](#) permit program is administered through the State Water Boards. The City of Cathedral City requires the submittal of a Water Quality Management Plan (WQMP) before construction of projects that meet certain criteria. The project would be required to prepare and submit a WQMP to the City before issuance of construction permits in compliance with the NPDES permit program. Construction-related impacts will be reduced through the implementation of measures to reduce runoff during construction through the implementation of a Storm Water Pollution Prevention (SWPPP). The SWPPP must list Best Management Practices (BMPs) the discharger will use to protect storm water runoff.

As part of the WQMP, the project would also be required to show how storm water will be retained on site after construction. With the implementation of the WQMP, the project will be in compliance with NPDES permit program requirements and result in a less than significant impact from erosion or siltation, flooding and polluted runoff or otherwise degrade water quality. Implementation of the WQMP and NPDES programs will reduce potential impacts to a level of insignificance and no further mitigation is required. (Source: Rio Vista Village Specific Plan and TTM 37124)

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Flood Insurance Rate Map or other flood hazard delineation map?

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

**Response to VIII g-h):** The Federal Emergency Management Agency (FEMA) maps areas of significant potential flooding and has developed FEMA Flood Insurance Rate Maps (FIRMs) that serve as the basis for determining the need for flood insurance. The City's General Plan Flooding and Hydrology Element contains a composite map, Exhibit V-7, of all FIRMs for the City. Exhibit V-7 indicates that the project site has historically been subject to 100-year flood inundation. The flooding was due to tributary flows from breach in a levee along the Morongo Wash. The Coachella valley Water District (CVWD) is responsible for flood control of the wash. CVWD undertook improvements to the levee that have eliminated the tributary flooding situation. Consequently, a Conditional Letter of Map Revision (CLOMR) was issued by FEMA in October 2016 to remove the flood plain designation from the project area. (Source: Cathedral City General Plan and Rio Vista Village Initial Study, CLOMR Case No. 16-09-2273C )

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

**Response to VIII i):** The project are is protected by a levee along the Morongo Wash that is owned and maintained by the Coachella Valley Water District (CVWD). The levee has been engineered to address storage and seismic threats. The resulting impact to future residents is therefore less than significant. No further mitigation is required. (Source: Cathedral City General Plan and Rio Vista Village Initial Study)

j) Inundation by seiche, tsunami, or mudflow?

**Response to VIII j):** There are no large bodies of water near the City of Cathedral City that would present a hazard from seiches. Tsunamis are large ocean waves that result from earthquake or volcanic activity that can have devastating consequences when they reach the shore. The project site is located over 75 miles from the Pacific Ocean and not within any areas prone to tsunamis as determined by the California Department of Conservation. Therefore, the project would not be subject to risks from tsunamis. The project site is also not located near any areas with mudslide potential (Exhibit V-6, General Plan Geotechnical Element) such that mudslides would present a hazard at the project site. Therefore the

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project would not result in the placement of people or structures where there is potential for inundation from a seiches, tsunamis or mudslides and would result in no impacts from these hazards. (Source: Cathedral City General Plan)

**IX. LAND USE AND PLANNING -**

Would the project:

- a) Physically divide an established community?

**Response to IX a):** The proposed text changes to the RVV Specific Plan will serve to implement the Rio Vista Village Specific Plan as set forth by Specific Plan Amendment 97-55B. TTM 37124 serves to implement the proposed text changes. Therefore, the proposed actions will not cause the division of an established community. No mitigation is required. (Source: Rio Vista Village Specific Plan)

- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

**Response to IX b):** The proposed text changes will serve to implement the goals, polices and land uses of the Rio Vista Village Specific Plan. TTM 37124 will serve to implement the proposed text changes. Therefore, these changes remain consistent with standards, regulations, and intensity of the Rio Vista Specific Plan. No mitigation is required. (Source: Rio Vista Village Specific Plan)

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

**Response to IX c):** The City of Cathedral City has adopted the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) which encompasses the Coachella Valley region of Riverside County. The CVMSHCP is a regional conservation plan comprising close to 1.14 million acres. The CVMSHCP currently includes a number of permittees taking part in the plan including eight cities, Riverside County, Coachella Valley Association of Government and various water and public land agencies.

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The purpose of the CVMSHCP is to act as a multi-agency conservation plan to ensure ecological diversity and the preservation of habitat and sensitive species residing in the Coachella Valley. The CVMSHCP establishes conservation areas that ensure the conservation of covered species and natural communities. According to the CVMSHCP Conservation Areas Map (Fig. 4-1), the project site is not within a designated conservation area, as defined in the plan, and will have no impact to conservation areas. Since the site is within the plan boundaries, the developer would be required to pay a fee to offset incremental impacts to plants and wildlife protected under the CVMSHCP. The project would, therefore, not conflict with the provisions of the CVMSHCP and result in a no impact response. (Source: Cathedral City General Plan, and CVMSHCP)

**X. MINERAL RESOURCES** -- Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |

**Response to X a-b):** According to the City's General Plan, Exhibit IV-10 (Mineral Resources in the Planning Area), the majority of the City including the project site is within Mineral Resource Zone 3 (MRZ-3), which designates areas containing mineral resources where the significance cannot be evaluated from available data. MRZ-3 generally refers to areas where development has the ability to determine the presence or amount of mineral resources. The General Plan Energy and Mineral Resources Element describes sand and gravel, found throughout the valley, as the sole locally important mineral resources. The project site does not have any known mineral resources except for sand and gravel and no mineral production occurs on or adjacent to the site. Mineral production is not compatible with the project area due to urbanization and location of residential use adjacent to the east. Therefore, the project would result in adverse impacts to a significant mineral resource. (Source: Cathedral City General Plan)

**XI. NOISE:** Would the project result in:

- |   |                          |                                     |                          |                          |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

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applicable standards of other agencies?

**Response to XI a):** The City of Cathedral City General Plan Noise Element provides noise standards that are intended to guide location of future noise generators (p. V-45). Table V-2 of the Noise Element shows established noise levels for land use compatibility for sensitive uses. As shown on the table, unacceptable noise levels for single-family residential uses are 70 CNEL (dBA) and above. The City’s noise ordinance restricts construction noise to daytime hours Monday through Saturday.

The project would result in both short-term and long-term noise impacts. Short-term noise impacts would result from construction of the project where noise is generated by operation of heavy construction equipment. Long-term noise impacts would result from operation of the project. An elementary school exists west of TTM 37124. Single-family residences are separated by streets from the site to the north and south of TTM 37124. These uses may be adversely impacted by noise generated by construction activities.

Typical noise levels of construction equipment shown in the following table would thereby exceed the noise levels compatible with sensitive uses established in the General Plan. Mitigation measures N-1 through N-9 will act to reduce noise impacts on adjacent residential during the construction phase to less than significant.

<b>Table 8: Typical Noise Levels of Construction Equipment</b>		
<b>Equipment</b>	<b>Typical Sound Level at 50 feet (dBA)</b>	<b>Exceeds 70 CNEL (Dba) threshold</b>
Air compressors	80 dBA	Yes
Backhoe	80 dBA	Yes
Bulldozer, Concrete mixer, cranes	85 dBA	Yes
Concrete pump	82 dBA	Yes
Dump trucks, tractors	84 dBA	Yes
Excavator, scraper/grader	85 dBA	Yes
Front end loader	80 dBA	Yes
Generators	82 dBA	Yes

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

All construction vehicles and equipment will be required to use available noise suppression devices and be equipped with mufflers during construction activities. Due to the restricted hours, equipment restrictions, and relatively short period of construction, and that most of construction activities will take place away from the nearest homes, noise resulting from construction-related activities is not considered a significant impact with the implementation of mitigation measures N-1 through N-7.

Long-term noise impacts from operation of the project and would result from traffic and outdoor activities associated with the church. Single-family residences adjacent to the east

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are the closest sensitive receptors and would be most impacted by noise from the operation of the church. Residential activities do not generate high levels of noise and a six-foot masonry wall will be constructed around the perimeter of the site. The impact will be less than significant with the recommended mitigation measures. (Cathedral City General Plan EIR and TTM 37124 site plan)

**Mitigation Measures.**

N-1. Construction equipment and construction-related traffic shall enter and leave the site from the Date Palm Drive entrance whenever possible.

N-2. During construction of the project, the construction contractor shall limit all construction-related activities to the following hours, in accordance with the Construction Noise Standards set forth in Chapter 11.96 (Noise Control) of the City of Cathedral City Municipal Code:

October 1 through April 30:

- 7:00 a.m. to 5:30 p.m. on Monday through Friday
- 8:30 a.m. to 5:00 p.m. on Saturday
- Construction prohibited at any time on Sunday or a state holiday.

May 1 through September 30:

- 6:00 a.m. to 7:00 p.m. on Monday through Friday
- 8:00 a.m. to 5:00 p.m. on Saturday
- Construction prohibited at any time on Sunday or a state holiday.
- 

N-3. Construction equipment will use available noise suppression devices and properly maintained mufflers. Construction noise shall be reduced by using quiet or “new technology”, equipment, particularly the quieting of exhaust noises by use of improved mufflers where feasible. All internal combustion engines used at the project site will be equipped with the type of muffler recommended by the vehicle manufacturer. In addition, all equipment will be maintained in good mechanical condition so as to minimize noise created by faulty or poorly maintained engine, drive-train and other components.

N-4. During all site preparation, grading and construction, contractors shall minimize the staging of construction equipment and unnecessary idling of equipment in the vicinity of residential land uses.

N-5. The equipment staging area will be situated so as to provide the greatest distance separation between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

N-6. Stationary noise sources shall be located as far from sensitive receptors as possible, and shall be muffled and enclosed within temporary sheds, or insulation barriers or other measures shall be incorporated to the extent feasible.

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N-7. Temporary walls/barriers/enclosures will be erected around stationary construction equipment when such equipment will be operated for an extended period of time and where there are noise sensitive receptors substantially affected. Noise barriers and enclosures will consist of absorptive material in order to prevent impacts upon other land uses due to noise reflection. In addition, complete enclosure structures will close or secure any openings where pipes, hoses or cables penetrate the enclosure structure.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

**Response to XI b):** During construction, nearby residences have the potential to be exposed to excessive vibration from the use of large bulldozers. No pile drivers will be used during construction of the project. The Caltrans *Transportation- and Construction-Induced Vibration*

*Guidance Manual* (Caltrans 2004) shows the vibration damage threshold for continuous/frequent intermittent sources as 0.25 peak particle velocity (PPV) inches/second for historic and old building, 0.3 PPV inches/second for old residential structures, and 0.5 PPV inches/second for new residential structures. The same manual shows vibration annoyance potential criteria to be barely perceptible at 0.01 PPV inches/second, distinctly perceptible at 0.04 PPV inches/second and strongly perceptible at 0.10 PPV inches/second.

The Caltrans *Transportation- and Construction-Induced Vibration Guidance Manual* (Caltrans 2004) shows that a large bulldozer would generate approximately 0.089 PPV inches/second when measured at 25 feet. The closest residences are located approximately 30 feet from the construction boundary and may be subject to a worst-case ground borne vibration of 0.089 PPV inches/second. Therefore, vibration levels associated with construction of the project would be below the damage threshold for new residential buildings. None of the residences located near the construction boundary are considered historic and susceptible to structural failure from vibration. The use of bulldozers during construction would also produce ground-borne vibration and noise. However, most construction activities would take place and the western portion of the site away of adjacent education and residential uses. Although the vibration levels would be distinctly perceptible to nearby residential, ground-borne vibration and noise would be intermittent and temporary. In addition, implementation of mitigation measures N-1 through N-7 would reduce any ground-borne vibration and noise levels to less than significant.

Typically, residential uses are not major sources of ground-borne vibration or noise. In addition, operation of the project would not introduce new sources of ground borne

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vibration or ground borne noise. Consequently the project would result in less than significant impact with mitigation from ground borne vibration or noise. (Source, Cathedral City General Plan EIR and Caltrans *Transportation- and Construction-Induced Vibration Guidance Manual*)

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

**Response to IX c):** The project would result in a minor contribution to ambient noise levels currently existing in the area. Any additional permanent noise introduced by the project would result from traffic. The project is designed to maintain low speeds of travel and to encourage non-vehicular travel. Therefore, generally, the proposed project would not result in a substantial permanent increase in ambient noise above existing levels. (Source: TTM 37124)

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

**Response to IX d):** The project would result in construction-related noise impacts from an increase in ambient noise levels from construction activities. Mitigation measures N-1 through N-7 would reduce temporary increase in ambient noise levels to less than significant. Therefore, the project would not result in substantial temporary or periodic increase in ambient noise levels with the imposition of mitigation. (Source, Cathedral City General Plan EIR and TTM 37124)

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 expose people residing or working in the project area to excessive noise levels?

Response to IX e): Riverside County Airport Land Use Compatibility Plan Policy Document (the Plan)( March 2005) establishes compatibility zones for areas within the airport flight paths for airports within Riverside County. The Plan also indicates noise contours

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surrounding airports within Riverside County (Fig. 8-6, *Airport Noise Contours*). The airport land use compatibility map for Palm Springs International Airport shows that the project site is located within Compatibility Zone E, Other Airport Environs, of the Palm Springs compatibility map. Zone E indicates an area where the noise generated by aircraft will be low and beyond the 55-CNEL contour with occasional overflights that may be intrusive to some outdoor activities.

The City of Cathedral City Comprehensive General Plan shows the project site is also outside of the peak season 65 CNEL noise contours which are projected to be entirely within the City of Palm Springs beginning in 2005. (p. V-40, City of Cathedral City General Plan Noise Element) Therefore the project will result a less than significant impact from location within an airport land use plan with the mitigation measures below. (Source: Palm Springs International Airport Land Use Compatibility Map, Airports Land Use Commission)

**Mitigation Measures**

N-8 Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

N-9 The following uses are prohibited:

- (a) Any use which would direct a steady light or flashing light of red, blue, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect the safe air navigation within the area. (Such uses include landscape utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, recycling centers containing putrescible wastes, and construction demolition and debris facilities.
- (d) Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

N-10 A “Notice of Airport in Vicinity”, provided by ALUC staff, shall be given to all potential purchasers of the property.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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N-11 Any new retention or detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

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

**Response IX f):** The project site is not located within two miles of a public or private airport. There is no impact and no Mitigation Measures are required. (Source: Aerial photos)

**XII. POPULATION AND HOUSING --**

Would the project:

A) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

**Response XII a-c):** The proposed text changes to the Rio Vista Village Specific Plan serve to promote the goals and objectives of the plan as a walkable community. RVV SP has been partially constructed and occupied with most forms of infrastructure already in place to serve TTM 37124. The site of TTM 37124 is vacant and will not cause the removal of population or housing as a result of its implementation. No Mitigation Measures are required. (Source: Rio Vista Village Specific Plan)

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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**XIII. PUBLIC SERVICES**

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 time or other performance objectives for any of the public services.

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*Fire and Police Protection*

The City of Cathedral City operates its own fire and emergency services from three stations located within the City. The nearest station is located at 27610 Landau Blvd. and lies within a three-minute response time to a call. The City also has its own police force that operates out of City Hall. Since the project involves construction of a 48 new homes on a vacant undeveloped parcel, it would result in a minor increase in the need for police and fire services. The current General Plan (2002, amended 2009) indicates that the existing ratios of firefighters and police to number of residents, (1.0 firefighters to 1,000 residents and 1.5 officers to 1,000 residents respectively) is adequate at this time. The project would generate an increase of approximately 130 people, the ratios would not be altered to a level of impacting overall service. However, the project will pay development impact fees to offset the cost of services in the city. The impact is less than significant and no mitigation is required. (Source: Cathedral City General Plan and website).

Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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*Schools*

The Palm Springs Unified School District (PSUSC) provides kindergarten through 12th grade educational services and facilities to the City of Cathedral City. The project would involve the construction of 48 residential units which would increase student population and impact local schools. The schools serving the project would be the adjacent Rio Vista Elementary School, James Workman Middle School, and Cathedral City High School. The developer will be required to pay school impact mitigation fees under state law that will

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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reduce the impact to less than significant. No further mitigation is required. (Source: Palm Spring Unified SD website)

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"/>

Parks and other facilities.

TTM 37124 lies within the Rio Vista Village Specific Plan for which recreational facilities have been established to serve the local population. While many of the parks and recreation facilities are open and operating, some still remain undeveloped or unfinished. The delivery of completed facilities is documented in a Purchase and Performance Agreement between the developer and the city. These facilities will be privately owned and maintained. The proposed project will not generate any additional demand than has been planned under the Rio Vista Village Specific Plan. The impact is less than significant and no further mitigation measures are required. (Source: Rio Vista Village Specific Plan, Purchase and Performance Agreement)

The Cathedral City public library is located on Date Palm Drive next to Cathedral City High School. Funding for the library is derived from the City General Fund. Revenues from the project will be generated through property taxes, a portion of which will fund library service. This reduces the impact to a level of insignificance and no mitigation is required. (Cathedral City General Fund)

**XIV. RECREATION --**

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?

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?

**Response to XIV a-b):** The Rio Vista Village Specific Plan established a master plan for parks and recreation facilities within the development. The proposed text changes and density transfer within the RVV Specific Plan will not alter the provision for common parks

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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and open space established within the specific plan. The proposed project will allow a reduction of private open space from 400 square feet (SF) per unit to 300 SF per unit. This reduction is offset by the proximity to the adjoining recreation facility. The overall number of units will remain with the same service implications and impacts that were originally analyzed in conjunction with the Rio Vista Village Specific Plan. No Mitigation Measures are required. (Source: Rio Vista Village Specific Plan, TTM 37124).

**XV. TRANSPORTATION/TRAFFIC --**

Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response to XV a and b):** The Rio Vista Specific Plan established a master circulation plan that has largely been implemented within the development. A traffic study was prepared to analyze the impacts of 1365 single family, apartment, and condominium units; a 700-student elementary school, and 15,000 square feet of commercial. The proposed text changes and TTM 37124 would maintain the transportation system characteristics because the overall number of units allowed within the Specific Plan will not change. Therefore, there would not be capacity and/or volume increases, either individually or cumulatively, that were not previously analyzed and implemented within the specific plan. (Rio Vista Traffic Analysis, Cathedral City, CA, RKJK, October 8, 1997)

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response to XV c):** Riverside County Airport Land Use Compatibility Plan Policy Document (the Plan)( March 2005) establishes compatibility zones for areas within the

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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airport flight paths for airports within Riverside County. The Plan also indicates noise contours surrounding airports within Riverside County (Fig. 8-6, *Airport Noise Contours*). The airport land use compatibility map for Palm Springs International Airport shows that the project site is located within Compatibility Zone E, Other Airport Environs, of the Palm Springs compatibility map. Mitigation Measures N-8 through N-10 reduce the impact to a level of insignificance. (Source: Airport land Use Commission letter dated October 4, 2016)

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

**Response to XV d):** All street have or will be designed in conformance with Cathedral City standards to avoid dangerous intersections. The design of TTM 37124 has been reviewed by the City Engineer and conditions of approval have been prepared to assure traffic safety. The impact is less than significant and no further mitigation is required. (Source: Rio Vista Village Specific Plan and TTM 37124)

e) Result in inadequate emergency access?

f) Result in inadequate parking capacity?

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

**Response to XV e through g):**

The text changes would not alter any of the referenced parking and access provisions within the specific plan. TTM 37124 proposes a primary access and a gated emergency access subject to review and approval by the Cathedral City Fire Department. Parking has been maintained with a two-car garage for each unit and a minimum of one guest parking space for every two units. The proposed project supports alternative travel by enhancing walk-ability within the tract and to the adjoining recreation facility and school through the means of pedestrian access trails. Therefore, no further Mitigation Measures are required. (Source: Rio Vista Village Specific Plan, TTM 37124 )

**XVI. UTILITIES AND SERVICE SYSTEMS:** Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response to XVI a and b):** The developer of Rio Vista Village Specific Plan addressed water and sewer infrastructure with the water and sewer provider, Coachella Valley Water District under Domestic Water and Sanitation System Installation Special Agreement recorded on November 12, 2002. The agreement set a baseline of water service at 3000 gallons per minute (gpm) for the elementary school, 1500 gpm for any commercial uses, and 1000 gpm for residential uses for a duration of two (2) hours.

The Agreement required the development of a water reducer/booster station, three (3) well sites, one (1) offsite reservoir, and related facilities, including power, security, noise attenuation, landscaping, and ventilation. The Agreement also addressed water distribution lines throughout the development. The Agreement also addressed internal sewer distribution lines. Once constructed and inspected, all facilities would be irrevocably dedicated to the Coachella Valley Water District for ownership and maintenance. The proposed text changes and density transfer within the RVV Specific Plan will not result in an overall increase in the number of units allowed and therefore will have no effect on wastewater services that differ from what was originally approved and analyzed. No Mitigation Measures are required. (Source: Domestic Water and Sanitation System Installation Special Agreement Nov. 12, 2002)

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environment effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Response to XVI c):** The proposed text changes and TTM 37124 will have no effect on community storm water facilities. TM 37124 includes two storm water retention facilities that were constructed as part of a storm water management plan for the entire specific plan. The tract is designed to convey onsite flows to the basin that was designed to accept

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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them Therefore, no mitigation measures are required. (Source: Rio Vista Village Specific Plan and TTM 37124)

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?

**Response to XVI d and e):** The developer of Rio Vista Village Specific Plan addressed water supply under a *Domestic Water and Sanitation System Installation Special Agreement* with Coachella Valley Water District, recorded on November 12, 2002. The proposed text changes and TTM 37124 will not alter water demand anticipated under the agreement and no mitigation measures are required. (Source: Rio Vista Village Domestic Water and Sanitation System Installation Special Agreement Nov. 12, 2002)

f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?

g) Comply with federal, state, and local statutes and regulations related to solid waste?

**Response to XVI f and g):** TTM 37124 involves construction of 58 dwelling units. As such, the project will produce in a minor amount of solid waste disposal.

Burrtec Waste Industries provides solid waste collection and disposal services to the City of Cathedral City through an exclusive franchise agreement and is required to meet all local, state and federal standards for solid waste disposal. According to the City’s General Plan, solid waste from the City is transported to the Copper Mountain Landfill, which has a remaining capacity of 50 years. Burrtec is also seeking permits for a green waste composting facility within the City at Edom Hill.

California Assembly Bill 939 (AB 939) was signed into law on September 29, 1989. AB 939 established an integrated waste management hierarchy that included source reduction,

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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recycling and composting and environmentally safe transformation and land disposal of solid wastes. AB 939 requires that California cities prepare a SRRE (Source Reduction Recycling Element) report which shows how they will divert 50% of their jurisdiction's waste stream from landfill disposal each year. Cathedral City has implemented a number of diversion programs that have resulted in the City consistently surpassing the 50% goal.

The project would not generate a significant amount of solid waste and the City's diversion programs would act to further contain the need to dispose solid waste in landfills. The project would be accommodated in the landfills serving the City and comply with federal, state, and local statutes and regulations related to solid waste, and thereby result in a less than significant impact. The proposed Specific Plan text changes and TTM 37124 will not result in an overall increase in the number of units allowed and will therefore have no effect on solid waste disposal beyond the analysis provided for the original project. The development must comply with the statutes and regulations governing waste management by all levels of government. No Mitigation Measures are required. (Source: Rio Vista Village Specific Plan Initial Study and TTM 37124)

**XVII. GREENHOUSE GAS EMISSIONS.** Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

**Response to XVII a):** GHG impacts are considered on a global scale, as single projects are not substantial enough to result in a measurable increase in global concentrations of GHG emissions, GHG impacts of a project are considered on a cumulative basis.

*Construction Emissions*

Construction activities would be temporary and occur over 12-18 months. Construction activities would consist of construction of the site preparation, precise grading, installation of wet and dry utilities, building construction, paving and architectural coating. No demolition is required as the site is currently mass graded. The construction activities would result in the emission of GHGs from equipment exhaust, construction-related vehicular activity and construction worker automobile trips. Emission levels for construction activities would vary depending on the number and type of equipment, duration of use, operation schedules, and the number of construction workers. Total estimated construction-related GHG emissions for the proposed project are shown in Table 8. As shown, the project's total estimated mitigated GHG emissions during construction would equal approximately 54.399 MTCO<sub>2</sub>e. This would equal to approximately 1.813 MTCO<sub>2</sub>e per year after amortization over 30 years per SCAQMD methodology.

**Table 8. Estimated Total Construction-Related GHG Emissions**

<b>Emission Source</b>	<b>Estimated Emissions</b>	<b>CO2e</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Construction Emissions						
Total	232.93 (MT)					
Annual Construction (Amortized over 30 years)	7.76 (MT/Yr)					

Notes: CO2e= carbon dioxide equivalent; MT =metric tons; MT/yr = metric tons per year.

### Operational Emissions

Area and indirect sources associated with the proposed project would primarily result from electricity and natural gas consumption, water usage and solid waste generation. GHG emissions from electricity consumed within the project site would be generated off-site by fuel combustion at the electricity provider. GHG emissions from water transport are also indirect emissions resulting from the energy required to transport water from its source. In addition, the proposed project would generate GHG emissions from motor vehicle trips.

The estimated operational GHG emissions that would be generated from implementation of the proposed project are shown in Table 9. Additionally, in accordance with SCAQMD's recommendation, the project's amortized construction-related GHG emissions from Table 8 are added to the operational emissions estimate in order to determine the project's total annual GHG emissions.

As shown in Table 9, the proposed project's total net annual GHG emissions would be approximately 752.24 MTCO2e per year (detailed calculations are included in the Appendix). This would not exceed the County's screening threshold of 3,000 MTCO2e per year. Therefore, the net increase in GHG emissions resulting from implementation of the proposed project would be less than significant.

**Table 9. Estimated Construction and Operations-Related GHG Emissions**

<b>Emission Source</b>	<b>Estimated Emissions</b>	<b>CO2e</b>
	<b>(MT/yr)</b>	
<b>Construction</b>		
Annual Mitigated Construction (Amortized over 30 years)	7.76	
<b>Project Operations</b>		
Area Sources	18.97	
Energy Consumption	195.98	
Mobile Sources	498.80	
Waste	5.42	
Water	25.31	
<i>Total (Construction and Operational Emissions)</i>	<i>752.24</i>	
Significance Threshold	3,000	
Exceed thresholds?	No	

NOTES: CO2e= carbon dioxide equivalent; MT/yr = metric tons per year.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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less than the Tier 3 GHG screening threshold. (Source: TTM 37124 Cluster Development Air Quality and Greenhouse Gas Assessment, Entech Consulting Group, January 10, 2017)

- b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?

**Response to XVII b):** The California Air Resources Board has established an action Scoping Plan to achieve consistency with the Climate Action Plan. The Scoping Plan includes Recommended Actions that are listed in Table 10, the actions that are most applicable to the project would be Actions E-1 (increased Utility Energy efficiency programs including more stringent building and appliance standards), CR-1 (Energy Efficiency), GB-1 (Green building), and W-1 (Increased water use efficiency). CARB Scoping Plan Action E-1, together with Action CR-1 (Energy Efficiency), and GB-1 (Green Building), aims to reduce electricity demand by increased efficiency of Utility Energy Programs and adoption of more stringent building and appliance standards, while Action W-1 aims to promote water use efficiency. The proposed project would be designed to comply with the CalGreen Code to ensure that the new facilities would use resources (energy, water, etc.) efficiently and significantly reduce pollution and waste. Therefore, the proposed project would be consistent with the Scoping Plan measures through incorporation of stricter building and appliance standards. (Source: TTM 37124 Cluster Development Air Quality and Greenhouse Gas Assessment, Entech Consulting Group, January 10, 2017)

**Table 10. Consistency with CARB Scoping Plan**

**Scoping Plan Measure**

**Project Consistency with Measure**

California Light-Duty Vehicle Greenhouse Gas Standards. Implement adopted standards and plan second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.

Consistent. These are CARB enforced standard vehicles that access the project site would be required to comply with the standards and will be consistent with the measure.

Energy Efficiency. Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers in California.

Consistent. The project will be compliant with the current Title 24 standards.

Low Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.

Consistent. These are CARB enforced standard vehicles that access the project site would be required to comply with the standards and will be consistent with the measure.

Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.

Consistent. These are CARB enforced standard vehicles that access the project site would be required to comply with the standards and will be consistent with the measure.

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Medium/Heavy-Duty Vehicles. Adopt medium and heavy-duty vehicle efficiency measures.

Consistent. These are CARB enforced standards; vehicles that access the project site would be required to comply with the standards and will be consistent with the measure.

Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.

Not applicable to this project.

High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases

Consistent. CARB identified five measures that reduce emissions from vehicular and commercial refrigeration systems; vehicles that access the project that are required to comply with these measures.

Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.

Not applicable to this project.

Water – Continue efficiency programs and use cleaner energy sources to move and treat water

Not applicable to this project.

Construction source emissions would not exceed applicable regional thresholds of significance established by the SCAQMD. As the project will comply with all applicable SCAQMD construction source emission reduction rules and guidelines, construction-related impacts would not cause or substantially contribute to violation of CAAQS or NAAQS. Operational emissions would not exceed applicable regional thresholds of significance established by the SCAQMD. Project operational emissions would also not result in or cause significant localized air quality impacts. Additionally, project generated traffic will not cause or result in CO concentrations exceeding applicable state and federal standards (CO hotspots). Operational emissions would, therefore, not adversely affect sensitive receptors within the project vicinity. The project's emissions meet SCAQMD regional thresholds and will not result in a significant cumulative impact.

Based on the above analysis, the project would result in a less than significant impact from either: a) violation of any air quality standard or contribute substantially to an existing or project air quality violation either during construction or operation of the project; or b) a cumulatively considerable net increase in any criteria pollutant for which the region is in non-attainment. (Source: TTM 37124 Cluster Development Air Quality and Greenhouse Gas Assessment, Entech Consulting Group, January 10, 2017)

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --**

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

**Response to XVIII a):** The Tract 37124 project site has been graded in the past in compliance with City of Cathedral City requirements and has been fenced. Therefore, the proposed project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal

A cultural resource literature search and field investigation yielded no evidence of cultural resources being present. Although the site has been rough graded, there remains a potential for subsurface artifacts and paleontological resources at depths below the area of prior disturbance. The related impacts are less than significant with the mitigation measures provided.

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)?

                                                                

**Response XVIII b):** The proposed text changes and TTM 37124 follow the sequence of analysis of cumulative impacts conducted with the original approval of the specific plan. The text changes and TTM would not intensify overall development within the Specific Plan and would therefore not result in greater cumulative impacts than were previously analyzed. No mitigation measures are required. (Source: Rio Vista Village Specific Plan)

c) Does the project have environmental effects which will cause substantial adverse effects on

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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human beings, either directly or indirectly?

**Response XVIII c):** As demonstrated in this analysis, the project may have short-term impacts associated with construction noise. However, implementation of the project will require mitigation measures that will reduce construction noise to less than significant. All other impacts on humans resulting from the project are expected to be less than significant either directly or indirectly. (Source: Rio Vista Village Specific Plan)