Draft Initial Study and Mitigated Negative Declaration

Whitewater River Bike Path
CUP 16-001

Prepared for:

City of Cathedral City
68-700 Avenida Lalo Guerrero
Cathedral City, CA 92234

Cathedral City

Prepared by:

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Cathedral City Planning Department
Robert Rodriguez, Planner
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Cathedral City, CA 92234
760-770-0339

January 28, 2016

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CHAPTER ONE – INTRODUCTION

1.1 Purpose and Authority

This Initial Study and Mitigated Negative Declaration (IS/MND) have been prepared to evaluate the potential environmental impacts associated with the development of a bicycle and pedestrian path along the Whitewater River channel to provide expanded recreational and multi-modal transportation opportunities for residents and visitors of Cathedral City and Palm Springs. The purpose of this IS/MND is to ensure that all potentially significant impacts associated with this project area identified and adequately mitigated.

This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et. seq. It also complies with the City's Rules to Implement CEQA. The City of Cathedral City will serve as the Lead Agency and the City of Palm Springs and Riverside County Flood Control and Water Conservation District (RCFWCD) and will serve as a Responsible Agencies pursuant to CEQA.

1.2 Determination

This Initial Study determined that development of the proposed would not have a significant impact on the environment, with the implementation of mitigation measures set forth herein. A Mitigated Negative Declaration is proposed.

1.3 California Environmental Quality Act (CEQA) Authority to Prepare a Mitigated Negative Declaration

This Draft Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared by the City of Cathedral City as lead agency and is in conformance with Section 15070, Subsection (a), of the State of California Guidelines for Implementation of the CEQA. The purpose of the IS/MND and the Initial Study Checklist was to determine whether there were potentially significant impacts associated with development of the subject.

1.4 Public Review Process

In accordance with CEQA, a good faith effort has been made during the preparation and review of this IS/MND to contact affected agencies, Native American Tribes and other organizations and persons who may have an interest in this project. The IS/MND and/or notification of the City's intent to adopt the IS/MND has been sent to the Riverside County Clerk and responsible agencies, and has been advertised in The Desert Sun.

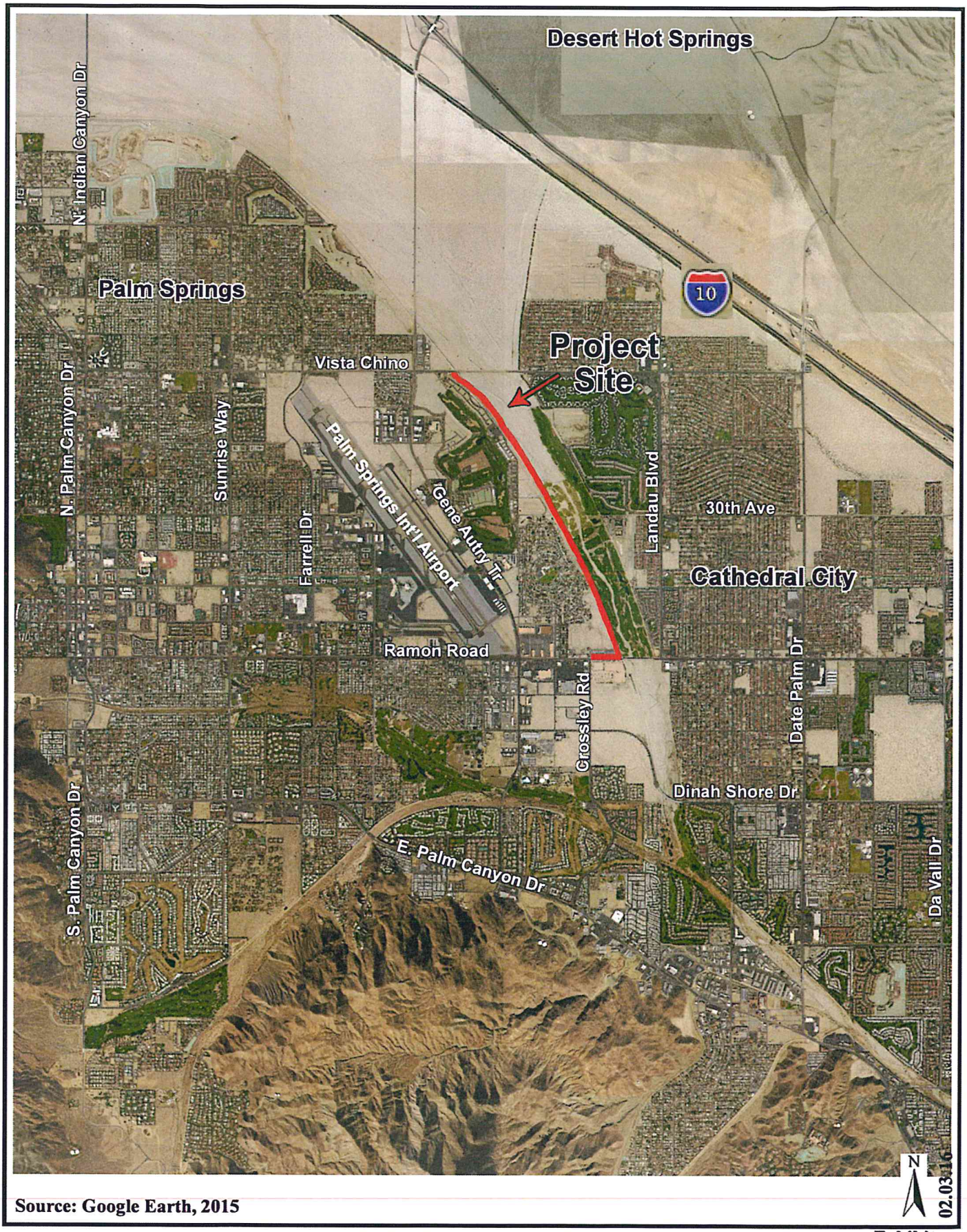
CHAPTER TWO – PROJECT DESCRIPTION

2.1 Project Location

The Whitewater Bike Path is located between Vista Chino and Ramon Road along the west bank of the Whitewater River in the cities of Palm Springs and Cathedral City, Riverside County, California. The project site is located in Sections 7, 8 and 17, T. 4S., R. 5E., SBB&M. The proposed bike path is along the top of the existing western levee and would be co-terminus with the channel service road. Upon reaching Ramon Road the proposed path will continue west along the north side of Ramon Road until it reaches Crossley Road.

The Ramon Road segment is adjacent to an existing Desert Water Agency well located at the corner of the channel and Ramon Road. Other land uses along Ramon Road include service commercial, self-storage and limited retail outlets. The segment on the channel service road is bordered by the Cimarron Golf Course on the east; and a storage facility, vacant lands, manmade drainage channels, and residential development on the west. The segment that ends on the north at Vista Chino is bordered by the undeveloped, but disturbed Whitewater River Channel on the east and by vacant lands, manmade drainage channels, and the Escena Golf Club development on the west. The majority of the project is located within Cathedral City's corporate limits, and the northwestern portion is located within the City of Palm Springs.

The location of the project site is shown below, in Exhibit 1.



Source: Google Earth, 2015

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Cathedral City Whitewater River Bike Path
Project Vicinity Map
Cathedral City, California

Exhibit
1

2.2 Project Description

The City proposes to construct a 16-foot wide concrete bike and pedestrian path along the top of the existing western levee of the Whitewater River between Vista Chino on the north to Ramon Road on the south for a total distance of 2.5± miles. The channel side of the path will be bounded by concrete stem wall (or equivalent) to be built by RCFCWCD atop the existing channel slope protection. The outer portion of the path will be bounded by a post and cable structure that will be a part of project construction. The channel portion of the project may also include strategically placed benches and low-intensity, low-profile lighting fixtures, and possibly two to three water fountains.

At the Ramon Road terminus, the proposed bike path will continue west along the north side of Ramon Road for approximately 0.22 miles to Crossley Road, where it will end. Improvements are planned primarily within the existing Ramon Road right-of-way and the existing right-of-way of the Whitewater River Channel. Ground elevations in the project area range approximately from 360 feet to 450 feet above mean sea level.

2.3 Land Use and Setting

City of Cathedral City

The City of Cathedral City is the eighth largest city in Riverside County, California. It encompasses approximately 22.5 square miles, located in the central Coachella Valley of Riverside County, California. The City's corporate boundaries extend from Edom Hill on the north to the Santa Rosa Mountains on the south. The northern portion of the City extends north of the U.S. Interstate 10 freeway, a major east-west transportation corridor that connects the City with other Coachella Valley cities to the east and west, as well as to major markets such as Los Angeles to west, and Arizona to the east.

West of Cathedral City is the City of Palm Springs, and the City of Rancho Mirage is located to the east. These cities consist of primarily residential and resort residential with commercial, institutional, and open space uses.

The main land use designation is residential within the City of Cathedral City. These range from single-family attached and detached units, condominiums, townhomes, and mobile and manufactured homes. The City maintains the valley's resort character with housing types that include a multitude of seasonal residences comprised primarily of multi-family and attached single-family units, and condominiums. Residential developments are spread out through out the City.

Commercial uses are typically located along Highway 111/East Palm Canyon Drive and along other major roadways, including Ramon Road and Date Palm Drive. Industrial and business park uses are found south of the Whitewater River, along Perez Road. Perez Road contains a mixture of light industrial and service commercial uses. Future developments along the U.S. I-10 in the northern area of the City will be a combination of commercial and industrial uses.

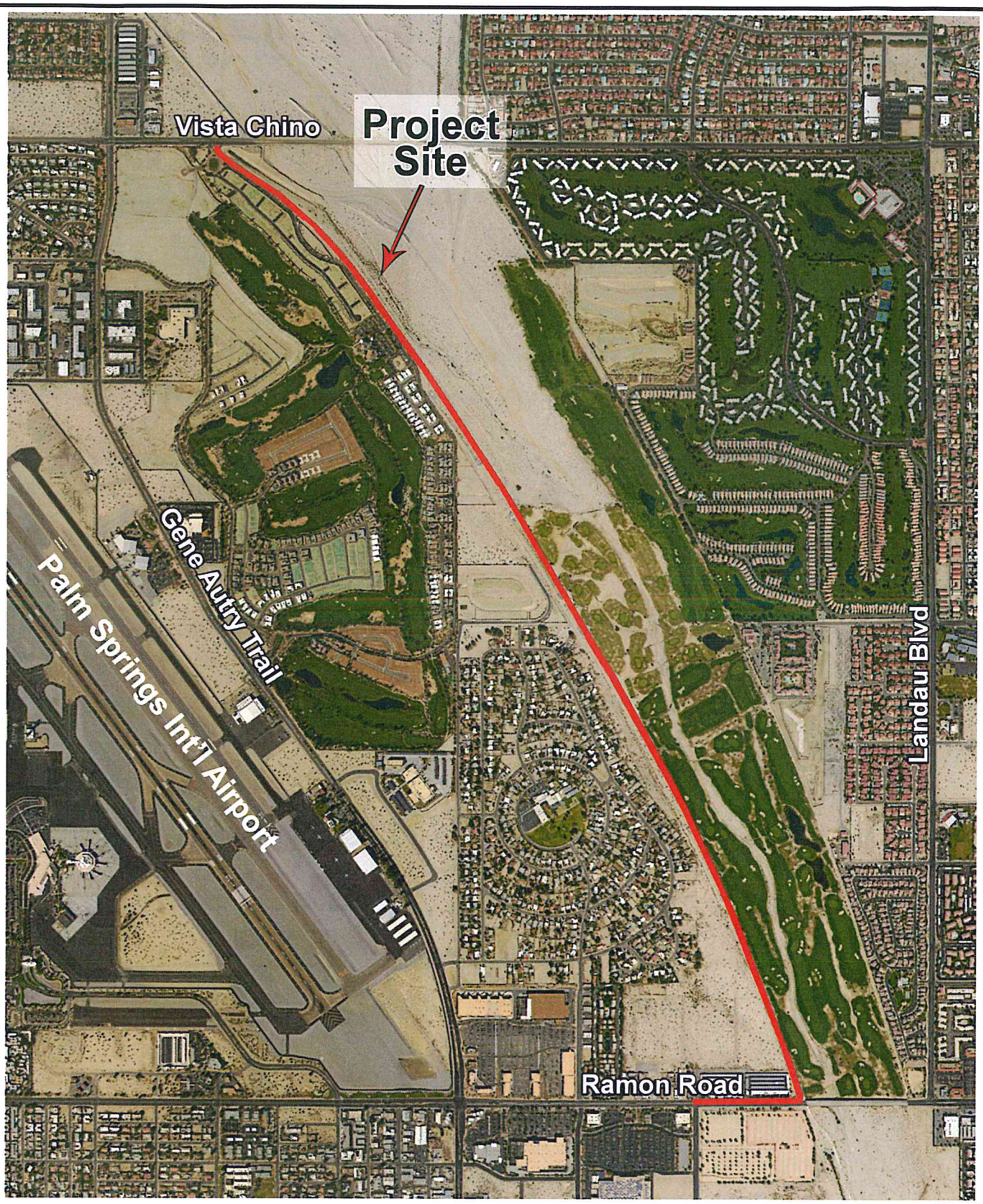
The City's Downtown Core is located along Highway 111/East Palm Canyon Drive corridor. The land use designations consist of retail commercial, entertainment, and restaurant uses with multi-family developments. The City's civic offices and the City Police Department are located in the Downtown Core.

Project Vicinity

Land uses in the immediate vicinity of the proposed bike path include stormwater facilities of the Whitewater River Channel, portions of which are also developed as the Cimarron Golf Course; these are located immediately east of the proposed facility. The Ramon Road bridge crossing the channel forms the south boundary of the project, with undeveloped channel south of the bridge.

Land uses on the west and along the north-south alignment of the proposed path include vacant lands north of the self-storage facility, the Dream Homes subdivision and the partially built out Escena resort residential community.

At the western terminus of the proposed bike path (at Crossley Road and Ramon Road) is a 7-11 convenience store located at the northeast corner of the intersection. Farther east and along the Ramon Road connector portion of the project land uses include a self-storage facility and a strip center fronting Ramon Road providing space for primarily service commercial businesses. At the east end of this east-west connector and the northwest corner of the channel and Ramon Road is a domestic water well owned by the Desert Water Agency.



Source: Google Earth, 2015

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Cathedral City Whitewater River Bike Path
Project Site Map
Cathedral City, California

Exhibit
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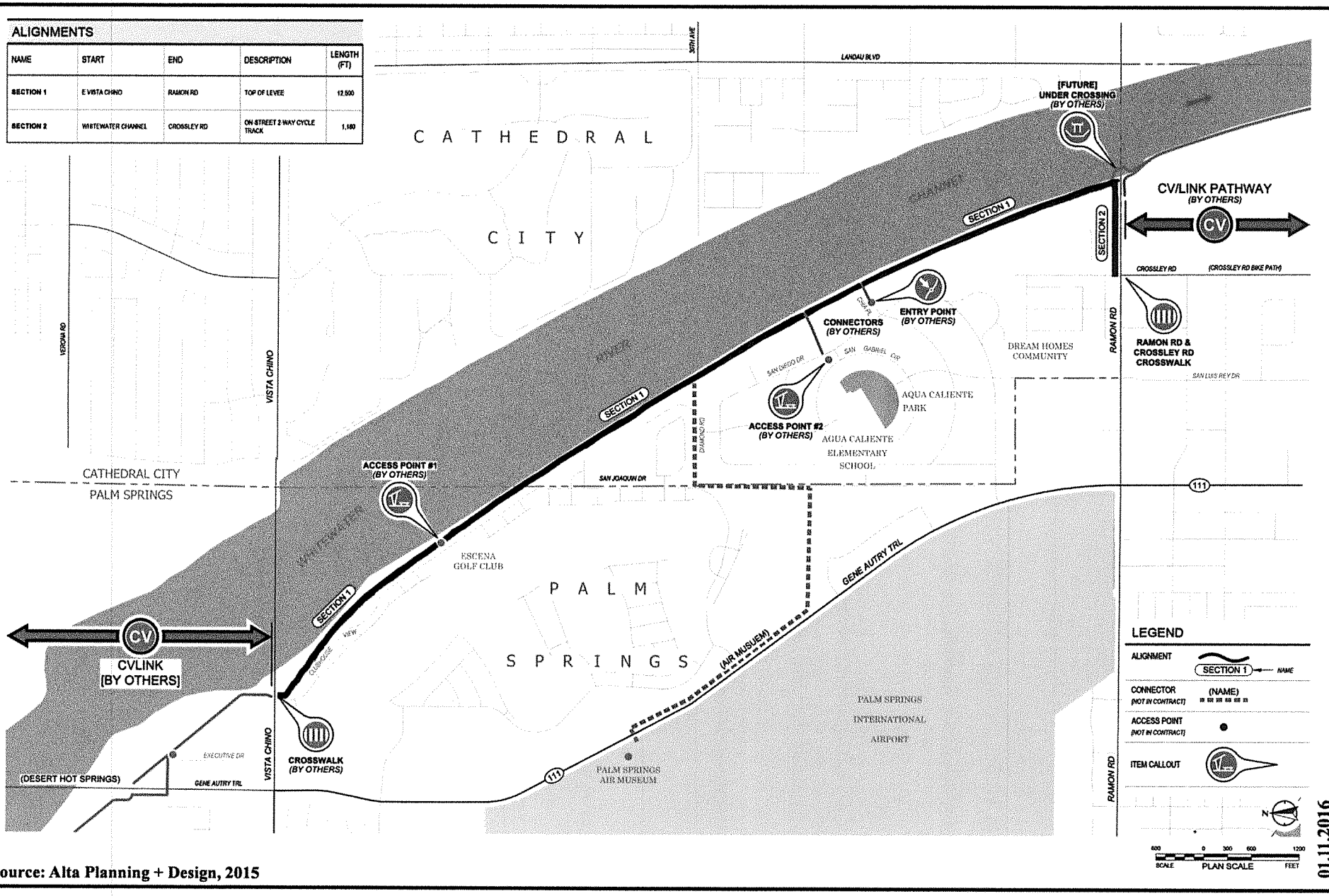

Source: Alta Planning + Design, 2015

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Cathedral City Whitewater River Bike Path
Project Site Plan
Cathedral City, California

Exhibit
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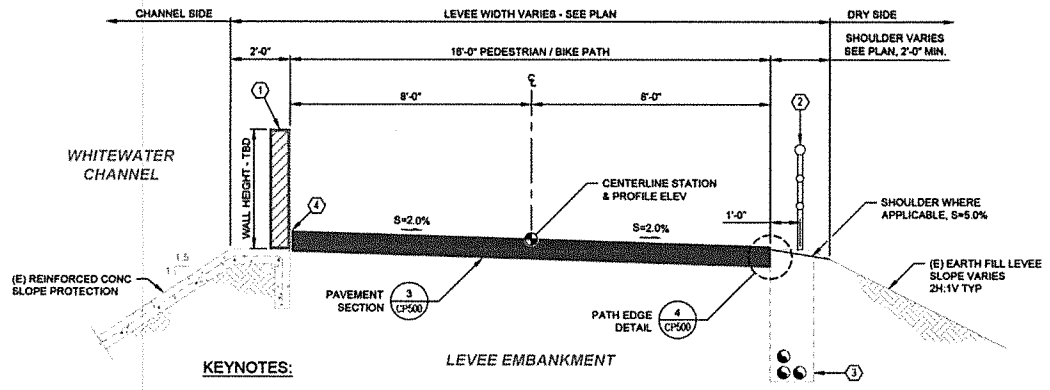
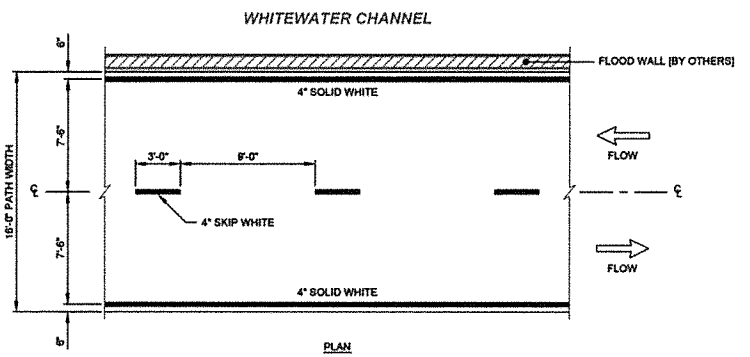


KEYNOTES:

1. LEVEE FLOODWALL DESIGNED AND CONSTRUCTED BY RIVERSIDE COUNTY FLOOD AND WATER CONSERVATION DISTRICT. NOTE THAT THE WALL SHOWN MAY NOT REFLECT FINISHED WALL CONFIGURATION.
2. INSTALL SAFETY RAIL WHERE SHOULDER WIDTH IS LESS THAN 6 FT AND THE ADJACENT FORESLOPE IS 3H:1V OR STEEPER. RAIL SHALL BE A MINIMUM HEIGHT OF 42 INCHES.
3. COORDINATE INSTALLATION OF 3-5" DIA TELECOMMUNICATIONS CONDUITS, LOCATION TBD. CONDUITS SHALL BE INSTALLED PER TRENCH DETAIL [BY OTHERS].
4. JOINT/INTERFACE BETWEEN WALL AND PATH TO BE DETERMINED.

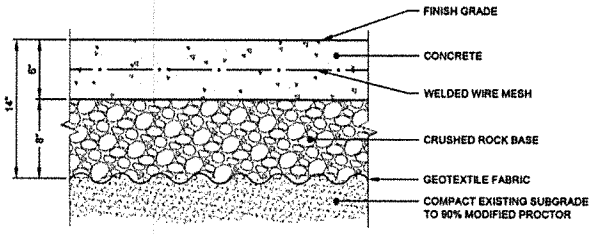
1 PATH TYPICAL SECTION
NO SCALE



NOTES:

1. STRIPING SHALL BE THERMOPLASTIC MATERIAL PER SPECIFICATIONS.
2. SOLID CENTERLINE STRIPING SHALL BE USED FOR THE DURATION OF ANY CURVES WITH RESTRICTED SIGHT DISTANCES OR RADII LESS THAN 74 FT.
3. SEE CONCRETE CONTROL JOINTS DETAIL FOR SPACING AND TYPE OF JOINTS.

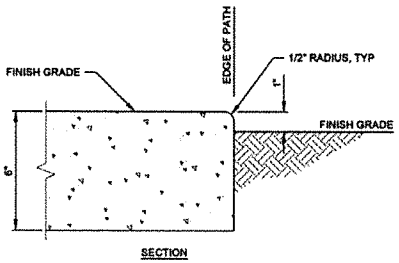
2 TYPICAL PATH LAYOUT
NO SCALE



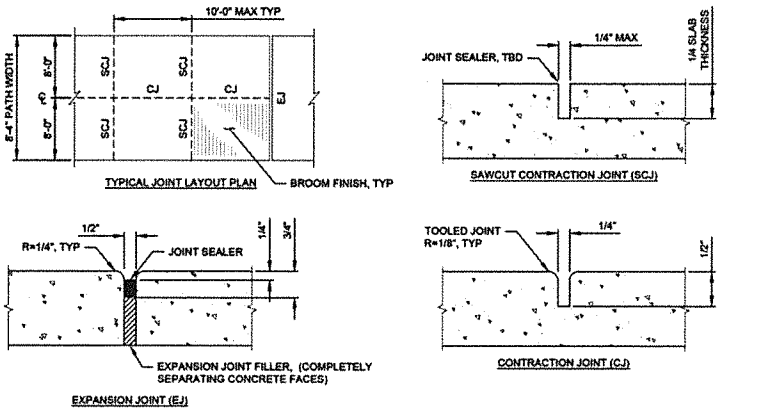
NOTES:

1. CONCRETE: SHALL BE CONSTRUCTION CLASS 560-C-3250, 3250 PSI PORTLAND CEMENT CONCRETE.
2. WELDED WIRE MESH: 10" x 10"
3. CRUSHED ROCK BASE: 3/4" MINUS COMPACTED CRUSHED ROCK.
4. GEOTEXTILE FABRIC: TBD

3 TYPICAL PAVEMENT SECTION
NO SCALE



4 TYPICAL PATH EDGE DETAIL
NO SCALE



5 CONCRETE CONTROL JOINTS
NO SCALE

01.11.2016

Source: Alta Planning + Design, 2015

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Cathedral City Whitewater River Bike Path
Project Details
Cathedral City, California

Exhibit
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2.3 Mitigation Monitoring Program

Where necessary, mitigation measures are included within each section of the IS/MND and are provided below. Table 1: Mitigation Monitoring Program outlines the potential impacts and mitigation measures of the proposed project, and assigns responsibility for the oversight of each mitigation measure. This Table shall be included in all bid documents and included as a part of the project development.

Table 1
Mitigation Monitoring Program

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
3. Air Quality	**AQ-1.** Construction equipment shall be maintained in proper working order and equipped with oxidation catalysts and filters to limit criteria pollutants.	Building & Safety	Prior to the issuance of authorization to proceed	Less than significant
	AQ-2. Construction activities will be phased, as appropriate, to reduce the simultaneous operation of multiple pieces of construction equipment.	Building & Safety	Prior to the issuance of authorization to proceed	Less than significant
	AQ-3. To reduce fugitive dust emissions, the contractor shall prepare a dust control plan in conformance with SCAQMD Rule 403, which may include the following: 1. Apply water and/or chemical stabilizers to exposed and disturbed soil areas 2. Cease all construction grading and earth-moving operations when winds exceed 25 miles per hour 3. Spread soil binders on site, unpaved roads, and parking areas 4. Use street sweeper to clean paved roads adjacent to site 5. Reduce vehicle speeds on unpaved roads 6. Wash off trucks before they leave the construction site 7. Cover import/export soils transported to/from construction site.	Contractor, Building & Safety	Prior to the issuance of authorization to proceed	Less than significant
	AQ-4. Low-emitting coatings and products shall be used in conformance with SCAQMD Rule 1113.	Building & Safety	Prior to the issuance of authorization to proceed	Less than significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
5. Cultural Resources	**CR-1.** If during the course of grading or construction, artifacts or other cultural resources are discovered, all grading on the site shall be halted and the Contractor shall immediately notify the City Project Manager. A qualified archaeologist shall be called to the site to identify the resource and recommend mitigation if the resource is culturally significant.	Contractor, Public Works Department, Planning Department Qualified Archaeologist	During grading and other site disturbances	Less than significant
	CR-2. In the event that any human remains are discovered, the Applicant shall cease all work and contact the Riverside County Coroner's Office and work shall not resume until such time that the site has been cleared by County Coroner and/or the Cathedral City Police Department	Contractor, Public Works Department, Planning Department Qualified Archaeologist	During grading and other site disturbances	Less than significant
12. Noise	**N-1:** During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.	Contractor	During grading and other site disturbances	Less than significant
12. Noise	**N-2:** The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.	Contractor	During all stages of construction	Less than significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	N-3: The City of Cathedral City shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.	Construction contractors	During all stages of construction	Less than significant

CHAPTER THREE – ENVIRONMENTAL CHECKLIST

1. **Project Name:** Cathedral City Whitewater River Bike Path

2. **Lead Agency Name and Address:**
City of Cathedral City
68-700 Avenida Lalo Guerrero
Cathedral City, CA 92234

3. **Contact Person and Phone Number:**
Robert Rodriguez, Planner (760) 770-0344

4. **Project Location:**
See Exhibit 3.

5. **Project Applicants' Name and Address:**
City of Cathedral City
68-700 Avenida Lalo Guerrero
Cathedral City, CA 92234

6. **General Plan Designation:**
Existing: OS-W (Open Space – Water)

7. **Zoning Designation:**
Existing: OS (Open Space District)

8. **Description of Project:**
The City proposes to construct a bike path along the west bank of the Whitewater River from Vista Chino to Ramon Road. An east-west connector along the north side of Ramon Road, and between the channel and Crossley Road is also a part of this project. The project is located within an urban setting surrounded by open space (Whitewater River) and residential and limited commercial land uses.

9. **Surrounding Land Uses and Setting**:
North: Commercial, Service Commercial, Utility (well) Open Space-Water
East: Whitewater River Channel / Cimarron Golf Course (Open Space-Water)
South: Vacant Commercial / Open Space-Water
West: Very Low Density Residential & High Density Residential / Low Density Residential & Medium Density Residential

10. **Other public agencies whose approval is (or may be) required (e.g., permits, financing approval, or participation agreement.):**
Riverside County Flood Control District, California Regional Water Quality Control Board.

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.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. **AESTHETICS** -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
2. **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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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 Incorporated	Less Than Significant Impact	No Impact
3. **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?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒
f) Generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
g) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒
4. **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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒
5. **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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
6. **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.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. **GREENHOUSE GAS EMISSIONS** -- Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
8. **HAZARDS AND HAZARDOUS MATERIALS** – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒
9. **HYDROLOGY AND WATER QUALITY** -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
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)?	☐	☐	☐	☒
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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
10. **LAND USE AND PLANNING** - Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
11. **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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
12. **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 applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
13. **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?	☐	☐	☐	☒
14. **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 times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☐	☒
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒
15. **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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
16. **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)?	☐	☐	☒	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
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)?	☐	☐	☐	☒
17. **UTILITIES AND SERVICE SYSTEMS** – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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 environmental effects?	☐	☐	☐	☒
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 project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐☒	☐☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☐☒
18. **MANDATORY FINDINGS OF SIGNIFICANCE**				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

DETERMINATION

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.

John D. Criste

John D. Criste, AICP
City Planning Consultant

2/2/16
Date

CHAPTER FOUR – DISCUSSION OF ENVIRONMENTAL IMPACTS

This section provides explanation and justification of the Initial Study Checklist found in Chapter Three. The proposed project will have a less than significant impact on the environment, with the implementation of mitigation measures as proposed as part of this review.

1. AESTHETICS

a) *Would the project have a substantial adverse effect on a scenic vista?*

Less Than Significant Impact. The proposed bike path will be constructed along the west bank of the Whitewater River Channel and atop the existing channel service road. Vertical improvements may include occasional benches, safety barriers and water fountains, which will have a less than significant impact on area viewsheds. Surrounding properties generally enjoy views of the San Jacinto Mountains to the west, San Bernardino Mountains on the northwest, Little San Bernardino Mountains on the north and northeast and Santa Rosa Mountains on the south and southeast. Theses views consist of a combination of desert wash and the Cimarron Golf Resort in the foreground and the Santa Rosa Mountains in the background. Distant views to the north include the Little San Bernardino Mountains and the San Bernardino Mountains to the northwest. While the views from homes within the Dream Homes and Escena communities may be impacted by the proposed project the resulting impact will be less than significant since most of the valuable views will remain intact.

b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

Less Than Significant Impact. There are no nearby rock outcroppings and no historical buildings located onsite or in the vicinity. Neither the Whitewater River Channel nor Ramon Road or other structures in the planning area constitute a visually unique landmark or structure of historic or aesthetic significance. Neither is a scenic highway or views therefrom affected by the proposed development. Ramon Road is designate as a scenic corridor in the Palm Springs General Plan and the Cathedral City General Plan also recognizes the importance of arterial roadways and their viewsheds. The most prominent views are of the San Jacinto Mountains to the west of the project vicinity. As noted above, the proposed bike path project will be largely comprised of flat work with limited vertical elements. As a result, impacts to scenic resources are expected to be less than significant. The project will not have adverse impacts on these scenic resources.

c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

Less Than Significant Impact.

Please see discussions a and b.

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

Less Than Significant Impact. Dark skies are especially important to desert dwellers and can be adversely impacted by excessive lighting. Additionally, light can spill into adjoining properties and even interfere with traffic safety. The proposed bike path may include low-intensity, low profile path lighting at key locations along the path, but will not increase overall lighting levels, or increase glare or aerial illumination. The final project lighting plan with comply with applicable lighting standards set forth by the cities of Cathedral City and Palm Springs. These standards are designed to minimize off-site impacts of project lighting and will assure the impacts associated with light and glare as a result will be less than significant.

2. AGRICULTURE

a) *Would the project 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?*

No Impact. The subject property is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, according to the California Department of Conservation, nor is it used for agricultural purposes. Additionally, there are no properties in the immediate area designated as Farmland of Statewide Importance. The proposed project will have no impact on farmlands and mitigation measures are not required.

b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?*

No Impact. There are no Williamson Act contracts on the subject property or properties in the immediate vicinity. The proposed project will not conflict with these zoning designations; therefore no mitigation measures are required.

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

No Impact. As described above, the proposed project is not designated as farmland, and is located within an urban area surrounded by developed lands therefore, the project will not result in the conversion of existing farmland to non-agricultural uses.

3. AIR QUALITY

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

No Impact. The City of Cathedral City, including all of the project site, is located within the Salton Sea Air Basin (SSAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Development activities within the City of Cathedral City (and Palm Springs) are subject to the rules and regulations set forth by SCAQMD regarding the release of criteria air pollutants. SCAQMD monitors the emission and concentration levels of the following criteria air pollutants: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, suspended particulate matter (PM_{10} and $PM_{2.5}$), and lead.

Air quality emission are measured according to the California Ambient Air Quality Standards set by the California Air Resources Board, and the National Ambient Air Quality Standards (NAAQS), which are set by the United States Environmental Protection Agency (EPA). Areas that meet these air quality standards are considered "attainment" areas, whereas those that do not are designated "non-attainment" areas. The City of Cathedral City is located in an area that is currently designated a "severe non-attainment" area and a "serious non-attainment" area for ozone and PM_{10}, respectively. Remaining pollutants are either in attainment or unclassified.

The SSAB, including the proposed project site, is subject to the provisions of the SCAQMD Rule Book[1], which sets forth policies and other air quality control measures designed to help the District achieve federal and state ambient air quality standards. These rules, along with the SCAQMD's Air Quality Management Plan[2], are intended to satisfy the planning requirements of both the federal and state Clean Air Acts.

The proposed project is consistent with the Cathedral City and Palm Springs General Plan land use designations for the property. The SCAQMD has developed its air quality management plans based on anticipated land uses and on General Plan designations assigned by the City. Therefore, the proposed project will be developed consistent with applicable air quality plans and will not conflict with or obstruct implementation of the local air quality plan.

b) *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

c) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Less Than Significant Impact.

An impact is considered potentially significant if concentration of emissions exceed the State or National Ambient Air Quality Standards. National and state air quality standards established for criteria pollutants are designed to protect that segment of the population that is most susceptible to respiratory distress,

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1 South Coast Air Quality Management District Rules and Regulations, Adopted February 4, 1977.

2 "Final 2012 Air Quality Management Plan," prepared by South Coast Air Quality Management District, June 2007.

infection, cardiovascular distress or other vulnerabilities. Sensitive receptors include the elderly, children, asthmatics, or those who are weak from disease or illness. SCAQMD monitors daily pollutant levels and meteorological conditions throughout the District. Table 1 shows the state and national ambient air quality standards.

Table 3-1
State and National Ambient Air Quality Standards

	State Standards		National standards**	
Pollutant	**Averaging Time**	**Concentration**	**Averaging Time**	**Concentration**
Ozone	1-hour 8-hour	0.09 ppm 0.07 ppm	1-hour 8-hour	 0.070 ppm
Carbon Monoxide	1-hour 8-hour	20.0 ppm 9.0 ppm	1-hour 8-hour	35.0 ppm 9.0 ppm
Nitrogen Dioxide (NO_2)	1-hour AAM	0.18 ppm 0.030 ppm	 AAM	0.10 ppm* 0.053 ppm
Sulfur Dioxide (SO_2)	1-hour 24-hour	0.25 ppm 0.04 ppm	1 & 24 hour AAM	.075ppm**
Particulate Matter (PM_{10})	24-hour AAM	50 $\mu g/m^3$ 20 $\mu g/m^3$	24-hour AAM	150 $\mu g/m^3$
Particulate Matter ($PM_{2.5}$)	AAM 24-hour	12 $\mu g/m^3$ 35 $\mu g/m^3$	AAM 24-hour	12 $\mu g/m^3$ 35 $\mu g/m^3$
Lead	30 day Avg.	1.5 $\mu g/m^3$	3 month Avg.	0.15 $\mu g/m^3$
Visibility Reducing Particles	8-hour	No standard	No federal Standard	No federal Standard
Sulfates	24-hour	25$\mu g/m^3$	No federal Standard	No federal Standard
Hydrogen Sulfide	1-hour	0.03 ppm	No federal Standard	No federal Standard
Vinyl Chloride	24-hour	0.01 ppm	No federal Standard	No federal Standard

Source: California Air Resources Board, 01/06/15
Notes: ppm = parts per million; ppb= parts per billion; $\mu g/ m^3$ = micrograms per cubic meter of air;
AAM = Annual Arithmetic Mean; * Note that this standard became effective as of January 22, 2010.
** Final rule signed June 2, 2010, effective as of August 23,2010

Criteria Air Pollutants

The two primary pollutants of concern in the Coachella Valley, including the project vicinity, are ozone (O_3) and particulate matter (PM_{10} and $PM_{2.5}$). The South Coast Air Quality Management District operates and maintains two air quality-monitoring stations within Source Receptor Area (SRA) 30 (Coachella Valley). The Coachella Valley monitoring stations include the Indio station on Jackson Street and the Palm Springs station located at the City's fire station located near the Palm Springs International Airport, have been operational since 1985 and 1987, respectively.

Ozone (O_3) is formed when a byproduct of combustion reacts in the presence of ultraviolet sunlight. This process occurs in the atmosphere where oxides of nitrogen combine with reactive organic gases, such as hydrocarbons, in the presence of sunlight. Ozone is a pungent, colorless, toxic gas, and a common component of photochemical smog. Although also produced within the Coachella Valley, most ozone pollutants affecting the Valley are transported by coastal air mass moving inland from and through the Los Angeles and Riverside/San Bernardino air basins, thereby contributing to occasionally high local ozone concentrations in the Valley. The Coachella Valley has a history of exceeding regulatory ozone standards, although the number of days and months the Federal one-hour standard is exceeded has dropped steadily over the past decade.

Particulate Matter (PM_{10} and $PM_{2.5}$) consists of fine suspended particles of ten microns or smaller in diameter, and are the byproducts of road dust, sand, diesel soot, windstorms, and the abrasion of tires and brakes. The elderly, children, and adults with preexisting respiratory or cardiovascular disease are most susceptible to the effects of Particulate Matter. Elevated PM_{10} and $PM_{2.5}$ levels are also associated with an increase in mortality rates, respiratory infections, occurrences and severity of asthma attacks, and hospital admissions. The SSAB is designated a non-attainment area for PM_{10} and is classified as attainment /unclassifiable for $PM_{2.5}$.

SCAQMD, in conjunction with the Coachella Valley Association of Governments (CVAG), Riverside County and local jurisdictions, prepared the "2003 Coachella Valley PM_{10} State Implementation Plan," which includes PM_{10} control program enhancements and requests an extension of region's PM_{10} attainment date. The Coachella Valley is designated as a serious non-attainment area for PM10 and is subject to the 2003 State Implementation Plan (SIP) and local dust control regulations and guidelines. A State Implementation Plan that addresses how Southern California will meet federal standards for finer particulate matter ($PM_{2.5}$) was adopted in 2007 and is being implemented by Cathedral City, Palm Springs and other CVAG members.

The Coachella Valley became eligible for redesignation as "attainment" for PM_{10} in 2010 due to the annual average concentrations meeting the revoked federal standard. On February 25, 2010, the California Air Resources Board approved the Coachella Valley PM_{10} Redesignation Request and Maintenance Plan, which modified its designation status from "serious non-attainment" to "attainment" for the PM_{10} National Ambient Air Quality Standard under CAA Section 107. As of December 5, 2013[3], the Environmental Protection Agency has not redesignated the PM_{10} classification for the Coachella Valley, as PM_{10} levels continue to exceed state standards.

[3] U.S. EPA Greenbook website. Accessed January 6, 2016.

Construction and Operational Emissions

The Air Quality Analysis prepared for this project provides air pollutant emission projections associated with construction and operation of the proposed project that were calculated using the California Emissions Estimator Model Version 2013.2.2 (CalEEMod). CalEEMod is a statewide land use emissions model that provides a standard approach in quantifying criteria air pollutant emissions and greenhouse gas emissions for construction and operation.

For purposes of this analysis, it is assumed that the subject project will be developed in a single phase. It is also assumed that the project will be constructed over a 3-month period starting in 2016 with a buildout/operation in 2017, which represents a conservative 4.5 acres of paved bike path.

The following table shows that air quality emissions during construction activities are projected to remain well below SCAQMD daily thresholds of significance, with the exception of NOx, which approaches the standard but still remains below thresholds. Implementation of appropriate mitigation measures, including the use of oxidation catalyst for construction equipment, limited idling of heavy machinery, and phased equipment usage will further reduce impacts associated with NOx and other pollutants. It should also be noted that implementation of best management practices and standard requirements that the City will impose, including preparation of a dust control plan in accordance with the City's PM_{10} Management Plan and associated soil stabilization techniques, will further limit emissions associated with construction activities. Therefore, as shown in Table 3-2, construction of the proposed project will result in less than significant impacts to air quality during construction activities.

Table 3-2
Construction Emissions for Cathedral City Whitewater River Bike Path (pounds per day)

	CO	NOx	ROG	SOx	PM10	PM2.5
2017	27.28	38.83	3.76	0.03	8.64	5.41
SCAQMD Threshold	550.00	100.00	75.00	150.00	150.00	55.00
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Average summer and winter, unmitigated CalEEMod Output Tables Generated 1.6.2016. See Appendix A

Table 3-3 summarizes the projected emission of criteria pollutants associated with daily operations of the proposed project. As shown in Table 3-3, air pollutant emissions for all criteria pollutants are projected to remain below established thresholds. Therefore, impacts to air quality from operation of the proposed project will be less than significant.

Table 3-3
Operational Emissions for Cathedral City Whitewater River Bike Path
(pounds per day)

	CO	NOx	ROG	SOx	PM10	PM2.5
2017	0.00	0.00	0.94	0.00	0.00	0.00
SCAQMD Threshold	**550.00**	**100.00**	**75.00**	**150.00**	**150.00**	**55.00**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2013.2.2. Value shown represents the average emissions from summer and winter. See Appendix A

Mitigation Measures

Standard mitigation measures already incorporated into City development regulations and the local PM_{10} State Implementation Plan that will ensure impact avoidance and minimization include but are not limited to the following:

1. Construction equipment shall be maintained in proper working order and equipped with oxidation catalysts and filters to limit the emissions of NO_x and other criteria pollutants.
2. Construction activities will be phased, as appropriate, to reduce the simultaneous operation of multiple pieces of construction equipment.
3. To reduce fugitive dust emissions, the grading contractor shall prepare a dust control plan in conformance with SCAQMD Rule 403, which may include the following:
   - apply water and/or chemical stabilizers to exposed and disturbed soil areas
   - cease all construction grading and earth-moving operations when winds exceed 25 miles per hour
   - spread soil binders on site, unpaved roads, and parking areas
   - use street sweeper to clean paved roads adjacent to site
   - reduce vehicle speeds on unpaved roads
   - wash off trucks before they leave the construction site
   - cover import/export soils transported to/from construction site
4. Low-emitting coatings and products, if any, shall be used in conformance with SCAQMD Rule 1113.

Mitigation Monitoring and Reporting

A. Prior to the issuance of grading permits and authorization to proceed, the City Engineer shall review and approve project staging and detailed dust management plans. The dust control plan or equivalent documentation shall also address issues of construction vehicle staging and maintenance. Implementation of these mitigation measures will ensure that impacts associated with PM_{10} are mitigated to a less than significant level.
Responsible Parties: City Engineer, Building & Safety, General Contractor

B. The City or its designee shall conduct daily inspections of the project and intervene when contractor deviates from City-approved plans. Daily logs shall be maintained on the activities and their conformance to the project's dust control plan.
Responsible Parties: Building & Safety staff or designee

d) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Less Than Significant Impact with Mitigation. To determine if the proposed bike path has the potential to generate significant adverse localized air quality impacts, the mass rate Localized Significance Threshold (LST) Look-Up Table was utilized. The City of Cathedral City and the project site are located within Source Receptor Area 30. Table 3-4 shows that with the implementation of standard mitigation and control, none of the LSTs will be exceeded. Therefore, air quality impacts to nearby sensitive receptors will be less than significant.

Table 3-4
Localized Significance Thresholds
(lbs/day)

	CO	NOx/NO2	PM10*	PM2.5*
2017	32.68	32.68	4.65	3.32
LST	**2,292**	**304**	**14**	**8**
Exceed?	**No**	**No**	**No**	**No**

Emission Source: CalEEMod output Tables generated 1.6.2015
Source: Mass Rate Look-up Table, SCAQMD
*PM10 and PM2.5 show the mitigated condition assuming that site watering occurs 3 days daily.

LSTs for operation of the path will remain below established thresholds for all pollutants generated onsite. Therefore, nearby sensitive receptors will not be exposed to substantial concentration of air pollutant emissions. For this reason, there will be a less than significant impact to sensitive receptors from air pollutant emissions resulting from the proposed project.

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

No Impact. The proposed project does not include any land uses or materials that have the potential to generate objectionable odors. Buildout of the proposed project will result in a paved bike path, which is consistent with surrounding land uses. There will be no industrial activity or noxious odors emanating from the project site. Therefore, the proposed project is not expected to create objectionable odors affecting a substantial number of people.

4. BIOLOGICAL RESOURCES

a) *Would the project 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 the U.S. Fish and Wildlife Service?*

Less Than Significant Impact. Amec Foster Wheeler prepared a *"Biological Resources Assessment for the Cathedral City Whitewater River Bike Path Project"*[4], their findings and analysis are summarized below. The proposed bike path is primarily located within the existing CVWD dirt access road on the western levee of the Whitewater River between Vista Chino and Ramon Road. A portion includes the Ramon Road connector (bike track) that will be constricted along the north side of Ramon Road between the channel and Crossley Road to the west. Roughly half the channel portion of the project borders the Cimarron Golf Course and the north half borders undeveloped portion of the Whitewater River Channel. The portion along Ramon Road to Crossley is within the Ramon Road right-of-way and will be adjacent to existing commercial and service commercial properties.

Vegetation

The undeveloped portion of the Whitewater River Channel is not comprised of one dominant plant community of habitat; rather, it contains elements from several plant communities. A total of thirty-two plant species were identified during the field survey. Approximately 25% were non-native species. The dominant vegetation consists of four-wing saltbush (*Atriplex canescens*), cheesebush (*Ambrosia salsola*), and in some areas, creosote bush (*Larrea tridentate*).

There are no native vegetation communities present on the bike path alignment and there is essentially no vegetation on the path alignment (see Photo Survey). Vegetation consists of fragmented, and moderately to greatly disturbed areas with varying amounts of native vegetation present adjacent to select areas of the bike path. The largest area of non-golf course vegetation occupies the Whitewater River Channel on the east side of the project for approximately one mile along the northern portion of the proposed path.

Soils

The study area consists of soils that typically occur on alluvial fans or river channels. The project area crosses four different soil types.

Carsitas gravelly sand (CdC) is excessively drained soil that occurs on alluvial fans with 0 to 9 percent slopes. It is composed of gravelly sand and the parent material is composed of gravelly alluvium derived from granite. A majority of the proposed bike path route between Vista Chino and Ramon Road is located on this soil type.

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4 ""Biological Resources Assessment for the Cathedral City Whitewater River Bike Path Project", prepared by AMEC Foster Wheeler. January 5, 2016.

Caristas cobbly sand (ChC) is characterized by gently to moderately sloping soil with 2 to 9 percent slopes that generally occurs on alluvial fans, valley fill and remnant of dissected alluvial fans along the east, west, and north edges of the Coachella Valley. Roughly 0.6 miles of the northern segment of the proposed bike path is located on this soil.

Myoma fine sand (MaB) is a somewhat excessively drained soil that occurs on alluvial fans with 0 to 5 percent slopes. It is comprised of fine sand on the surface and sand below and the parent material is composed of windblown sandy alluvium. The soils are located along the adjacent developments.

Riverwash (Ra) is depicted by excessively drained soil, which occurs in channels with 0 to 2 percent slopes. The soil is composed of gravelly sand and the parent material is composed of sandy and gravelly alluvium. This soil that is present in the Whitewater River Channel.

It should be noted that along the channel the proposed bike path will be located on the existing channel service road and these soils have been well compacted by levee construction and by being regularly traversed by heavy equipment.

Sensitive Species

Due to the current level of disturbance and lack of suitable habitat on the project site, the developed nature of the surrounding lands, and the low probability of the majority of the sensitive species known to occur in the project area to be present on or adjacent to the site, there is a low potential for the proposed bike path to adversely impact most of the sensitive biological resources known from the project vicinity. Implementation of the project does have the potential to negatively impact nesting native bird species, again mainly in the form of indirect effects. Palm Springs round-tailed ground squirrels have been detected immediately adjacent to that portion of the bike path located near the vacant land north of the existing self-storage facility at the southern end of the channel alignment. Project activities could indirectly impact this species. Impacts to the vermilion flycatcher are not anticipated, as this species was only observed one time in the project vicinity, on the eastern edge of the existing golf course in an area that will not be impacted by project activities. No Coachella Valley milkvetch or any of the other sensitive wildlife species were observed on the project site. Project-related impacts to these species are not anticipated, but mitigation measures for those potentially occurring are below.

Mitigation Measures

While significant impacts to biological resources are not expected, the following measures will ensure impact avoidance and minimization:

A. To comply with the MBTA, any vegetation or tree removal, or grading or other site disturbance occurring between January 1 to August 31 and

having the potential to impact nesting birds shall require a qualified biologist to conduct at least a nesting bird survey 14 to 30 days prior to construction and a second within 24 hours of the commencement of construction. All trees and suitable nesting habitat (including open ground) on the project site, whether or not they will be removed or disturbed, shall be surveyed for nesting birds. If there are no nests present, this condition will be cleared.

B. Alternative to Mitigation Measure A, if the developer limits site disturbance activities to the period from September 1 through December 31 the implementation of Mitigation Measure A will not be required. Outside this window, a qualified biologist shall conduct pre-construction surveys in conformance with the MBTA and Mitigation Measure A, above.

b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?*

c) *Would the project 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?*

No Impact. There are neither wetlands nor riparian habitat on or in proximity to the project site. The on-site plant community is highly degraded and does not include sensitive plant species. Therefore, the project will not have a substantial adverse effect on any riparian habitat or any other sensitive natural habitat.

d) *Would the project 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?*

No Impact. The proposed bike path will on an existing levee service road and then continue on a portion of developed/disturbed land within the Ramon Road right-of-way. Development exists on both sides of the project area. Therefore, the project will not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, and will not impede the use of native wildlife nursery sites.

e) *Would the project conflict with any local policies or ordinance protecting biological resources, such as a tree preservation policy or ordinance?*

f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

No Impact. The project is subject to the requirements and provisions of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). The project will not conflict with any local policies or ordinance protecting biological resources. Neither will it conflict with the provisions of the CV MSHCP, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

5. CULTURAL RESOURCES

a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?*

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?*

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

No Impact. CMR TECH prepared The *"Historical/Archaeological Resources Survey Report for the Whitewater River Bike Path Project"*[5]; their analysis and findings are summarized below. In an effort to identify and evaluate the historical/cultural/archaeological resources, CRM TECH conducted a records search, literature and historical background research, contacted Native American representatives, and carried out an on-site field survey of the entire project area.

On November 20, 2015, CRM TECH staff conducted the records search at the Eastern Information Center (EIC), University of California, Riverside. According to EIC, the immediate project area has not been previously surveyed for cultural resources; however, within a one-mile radius the EIC records indicate that the 40 studies on various tracts of land and linear features have been conducted.

A field survey was conducted on December 5, 2015 by CRM TECH staff. The field survey produced completely negative results for potential cultural resources. Concurrently, the entire project area was closely inspected for any evidence of human activities dating to the prehistoric or historic periods. Survey came back with negative results for any sensitive resources. The levee on which the majority of the project area lies dates back to sometime between 1958 and 1978. It is an earthen structure of standard design and construction, and evidently undergoes regular maintenance. The levee does not have defining characteristics that exemplify a particular time period. As such it does not have historical importance.

Given CRM TECH findings and analysis, the proposed project will not cause an adverse effect to any historical, archaeological, or paleontological resources within or adjacent to the project area. No further cultural resources investigation is necessary for the proposed project. No cultural resources are known to exist

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5 "Historical/Archaeological Resources Survey Report for the Whitewater River Bike Path Project", Prepared by CRM TECH. December 29, 2015.

within or adjacent to the project area. However, there is some, if very limited, possibility of cultural resources being discovered during project development exists; therefore, mitigation measures have been added to ensure impacts are less than significant.

In addition, Native American input from the Agua Caliente Band of Cahuilla Indians, Augustine Band of Cahuilla Indians, Cabazon Band of Mission Indians, and the Native American Heritage Commission during the study did not identify any sites of traditional cultural value in the vicinity. Consultation with the Agua Caliente Band of Cahuilla Indians indicated that the Tribe did not wish to "consult" in accordance with AB 52 and that their review of the subject IS/MND and associated cultural report will suffice.

Mitigation Monitoring & Reporting
While significant impacts to cultural resources are not expected, the following measures will ensure impact avoidance and minimization:

1. If buried cultural materials are discovered during any earth-moving operations associated with the project, all work in that area shall be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.
   Responsible Parties: Grading and General Contractor, Project Archeologist

d) *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

No Impact. The proposed site is not located on or in proximity to a known cemetery or know Native American burial site, and is not expected to disturb human remains. In the event of human remains are discovered during project development, the State of California requires the Cathedral City Police Department be contacted and all activities cease to assure proper removal.

Mitigation Monitoring & Reporting
While significant impacts to buried human remains are not expected, the following measures will ensure impact avoidance and minimization:

1. In the event that any human remains are discovered, all work must cease in the area and the Cathedral City Police Department should be contacted and the Riverside County Coroner's Office. Work shall not resume until such time that the site has been cleared by County Coroner and/or the Cathedral City Police Department.
   Responsible Parties: Grading and General Contractor, Police Department, Coroner.

6. GEOLOGY AND SOILS

a) *Would the project 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.

Less Than Significant Impact: The project area is located in Southern California, which is a seismically active region. Even so, the proposed site and its vicinity are not within or adjacent to any Alquist-Priolo Fault Zones. Since the site is not located within an Alquist-Priolo Fault Zone, nor are there active faults located on-site, active fault rupture is unlikely to occur at the project site. Therefore, risks associated with surface ground rupture should be considered "low" and thus less than significant.

ii. Strong seismic ground shaking?

Less Than Significant: The San Andreas Fault Zone is major fault in the Coachella Valley, which exposes the City to potentially high levels of seismic activity. The nearest segment of the San Andreas Fault is the South Branch, approximately 5 miles northeast of the project area and is capable of producing a moment magnitude 7.4 earthquake. All structures in the City will be subjected to this shaking and could be seriously damaged if not properly designed. All the same, the proposed bike path will be limited to bike path improvements and will not substantially alter or increase the exposure of people to risks associated with strong seismic ground shaking. A less than significant impact is expected to occur as a result of the proposed bike path.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant With Mitigation: The project site is located in an area of low to very low liquefaction susceptibility according to the Cathedral City General Plan Exhibit V-4. The area is characterized by Quaternary alluvium and dune sand, but shallow groundwater has not been reported. The site is located in an area that is susceptible to high levels of groundshaking and may result in localized impacts related to liquefaction around saturated foundations or other load-carrying structures. The proposed project is limited to bike path construction and will not substantially alter the exposure of people to risks associated with liquefaction. However, in the vicinity of the channel and at the transition from the Ramon Road cycle track to the channel path alignment, construction of a retaining wall may be required. Proper design and engineering of the retaining wall, if required, will mitigate potential ground-failure impacts to levels that are less than significant. For this reason, with mitigation impacts related to seismic-related ground failure, including liquefaction are expected to be less than significant.

Mitigation Monitoring and Reporting

A. Prior to the issuance of grading permits and authorization to proceed, the City Engineer shall review and approve final project plans, which shall include any retaining walls, which are a part of the final project design. Implementation of

this mitigation measures will ensure that impacts associated potential ground failure are mitigated to a less than significant level.
Responsible Parties: City Engineer, Building & Safety, General Contractor

iv. Landslides?

No Impact: The proposed project site is relatively flat and is not located within a designated area susceptible to landslides, according to the General Plan. Impacts related to landslides are not anticipated.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant With Mitigation: The General Plan designated the project area and its vicinity as subject to very severe wind erosion. The proposed project area is composed of soils typical of wind and fluvial deposition. Throughout site grading and construction there is a possibility of temporary soil erosion as result of severe winds and disturbed and unstable soil conditions. Strong winds are common within the proposed site; given this reason appropriate measures should be incorporated to keep potential soil erosion to a minimum. Mitigation measures set forth in the Air Quality discussion and reiterated below will reduce impacts associated with soil erosion to less than significant levels. The proposed project will consist of paved and otherwise stabilized surfaces, which will resist erosion. With appropriate mitigation, a less than significant impact is anticipated as a result of the proposed bike path.

Mitigation Monitoring and Reporting

A. Prior to the issuance of grading permits and authorization to proceed, the City Engineer shall review and approve project staging and detailed grading and erosion control plans. The erosion control plan or equivalent documentation shall also address issues of soil disturbance and stabilization. Implementation of these mitigation measures will ensure that impacts associated with soil erosion are mitigated to a less than significant level.
Responsible Parties: City Engineer, Building & Safety, General Contractor

c) Would the project 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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact With Mitigation: According to the Cathedral City General Plan Exhibit V-1, the soils contained in the project area consists of Quaternary alluvium and dune sand, where historic shallow ground water has not been reported. The potential for liquefaction is low, given the distance from active faults, existing soils conditions, and the depth to groundwater. The proposed site is not located near formations that would produce landslides or slope failure, except as discussed below. The proposed project will include improvements to an existing earthen levee and existing roadway.

As noted in checklist item 6.A.iii, in the vicinity of the channel and at the transition from the Ramon Road cycle track to the channel path alignment, construction of

a retaining wall may be required. Proper design and engineering of the retaining wall, if required, will mitigate potential ground-failure impacts to levels that are less than significant. For this reason, with mitigation impacts related to seismic-related ground failure, including liquefaction are expected to be less than significant.

Mitigation Monitoring and Reporting

A. Prior to the issuance of grading permits and authorization to proceed, the City Engineer shall review and approve final project plans, which shall include any retaining walls, which are a part of the final project design. Implementation of this mitigation measure will ensure that impacts associated potential ground failure or collapse are mitigated to a less than significant level.
Responsible Parties: City Engineer, Building & Safety, General Contractor

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

Less Than Less Significant Impact: Expansive soils are characterized as water-absorbing minerals. The proposed area is composed mainly of alluvial gravel and sand deposits and does contain such soils. No impacts will occur to expansive soils.

e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal or wastewater?*

No Impact: The proposed project is a bike path and it does not require the use of septic tanks or a wastewater disposal system. No impacts are expected.

7. GREENHOUSE GAS EMISSIONS

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

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

Less Than Significant Impact. Short-term greenhouse gas (GHG) emissions will be generated during project construction activities. These activities include: site grading, paving, installation of safety barriers and other ancillary facilities. The following table summarizes the projected GHG emissions expected to occur from construction of the proposed project.

Table 7-1
GHG Emissions from Project Construction (metric tons)

	CO2	CH4	N2O	CO2e
Total (2016)	96.14	0.28	0.00	96.73

CalEEMod. Values shown represent the total GHG emission projections for construction of the proposed project at build out.

The operation of the proposed project will not result in the emission of greenhouse gases. There will be no combustion of fossil fuels associated with operation of vehicles, nor will the use of electricity, combustion of natural gas, or disposal of solid waste be associated with the operation of the subject bike path. The table below provides the projected GHG emissions from operation of the proposed project. It should be noted that, while not quantified, the project has the potential to avoid motor vehicle trips and thereby actually offset existing GHG emissions associated with those trips.

Table 7-2
GHG Emissions from Operation
(metric tons/year)

	CO2	CH4	N2O	CO2e
Total at Buildout (2018)	0.00	0.00	0.00	0.00

CalEEMod output tables. Values shown represent the annual GHG emission projections for operation of the proposed project.

Construction of the proposed project will result in the limited generation of GHG emissions from onsite activities as well as from mobile sources associated with the development. GHG emissions generated by the proposed project will not be substantial and will not directly or indirectly result in a significant impact to the environment or conflict with applicable GHG plans, policies or regulation. Therefore, impacts to air quality from the generation of GHG emissions associated with construction and operation of the proposed project will be less than significant.

8. HAZARDS AND HAZARDOUS MATERIALS

a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

b) *Would the project 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?*

Less Than Significant Impact. The construction of the proposed project will involve the use of heavy equipment and limited amounts of fuels and other flammable substances. During the construction phase, equipment would require refueling and minor maintenance on location that could lead to fuel and oil spills.

A staging area for storing materials and equipment will be identified. The use and handling of hazardous materials during construction activities will occur in accordance with applicable Federal, State, and local laws including California Occupational Health and Safety Administration (CalOSHA) requirements. Conformance with existing regulations will ensure that potential impacts will be less than significant.

c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less Than Significant Impact. The proposed project is located within ¼ mile of an existing school: Agua Caliente Elementary School is situated approximately .2 miles to the west of the project site. Even so, neither construction nor operation of the proposed bike path will generate hazardous materials, nor will hazardous products be used in the project area. There will be a less than significant impact on schools.

d) *Would the project 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?*

No Impact. The proposed site is not deemed nor is it within proximity to a site listed on the EPA's Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS). Thus, the development of the project will not create a significant hazard to the public or the environment. No impacts are expected to occur.

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?*

No Impact. The Palm Springs International Airport is located approximately 0.7 miles west of the proposed site. At subject area is designated as Airport Land Use Compatibility Zone D, the development of the project will result in a low density use pattern, is consistent with the surrounding developments and will not result in a safety hazard for people residing or working in the project's vicinity or to those using the proposed bike path.

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?*

No impact. There are no private airstrips located within the project area's vicinity.

g) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

No impact. The City of Cathedral City and City Palm Springs have developed Emergency Preparedness Elements as part of their respective General Plans. These Elements provide information on emergency response services and plans that are currently in effect. In addition, the cities are members of the Riverside County Emergency Services Organization and have developed their own plans for a range of natural and man-made disasters. The proposed project will have no impact on emergency response or evacuation. The bike path will provide alternative multi-modal accesses to Vista Chino and East Ramon Road. There will be no adverse impact to adopted emergency response plan or emergency evacuation plans as a result of the proposed bike path.

h) *Would the project 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?*

No impact. The project site is located on the valley floor and is in a highly urbanized area. There are no significant areas of vegetation in proximity to the proposed bike path. Therefore, there will be no impacts associated with wildland fires.

9. HYDROLOGY AND WATER QUALITY

a) *Would the project violate any water quality standards or waste discharge requirements?*

Less Than Significant Impact. Cathedral City and Palm Springs are located in the Colorado River Basin, Region 7, in the Whitewater River Watershed and are subject to the Riverside County Whitewater River Region MS4 Permit (NPDES Permit No. CAS617002). Coverage under this permit requires compliance with the Statewide Construction General Permit (CGP). Staging areas for construction equipment will need to be situated away from the Whitewater Channel to avoid inadvertent discharge of harmful chemicals or other pollutants. A Storm Water Pollution Prevention Plan (SWPPP) will be prepared in compliance with the U.S. EPA CGP and the current California CGP to facilitate the implementation of Best Management Practices (BMPs) to reduce project related impacts to hydrology including pollution reduction, and groundwater protection. Compliance with existing regulations and mitigation requirements will result in a less than significant impact on water quality standards and waste discharge requirements.

b) *Would the project 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 a 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)?*

Less Than Significant Impact. The proposed project will require a limited amount of water for the construction of the paved bike path. While water

fountains may be a part of project improvements, the amount of water that may be consumed by bike path users would be very limited and less than significant. Water use associated with construction and operation of the project would not substantially deplete groundwater supplies or interfere substantially with the necessary recharge. Impacts on groundwater recharge, which occurs at the series of stormwater detention facilities located west of the path alignment, are expected to be less than significant with compliance with existing regulations and mitigation.

c) *Would the project 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 offsite?*

No Impact. As previously stated, the majority of the proposed bike path lies on top of an existing levee for the Whitewater River Channel, while a smaller portion will be within the existing Ramon Road right-of-way. Neither the construction nor operation of the proposed project would impede or alter the drainage pattern of the existing area.

d) *Would the project 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 offsite?*

e) *Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Less Than Significant Impact. The proposed bike path will not substantially alter the existing drainage pattern of the site or area, nor will it significantly increase the rate or amount of surface runoff in a form that could result in flooding on or off site. Neither will the proposed project create or contribute runoff that could exceed the capacity of existing or planned stormwater drainage systems or provide substantial sources of polluted runoff. Hence, impacts to drainage and run-off are anticipated to be less than significant.

f) *Would the project otherwise degrade water quality?*

Less Than Significant Impact. The project will not make a significant contribution to stormwater runoff or have a significant adverse effect on local or regional flood control capabilities. The project shall not have a significant adverse effect on local or regional ground water quality or quantity. Once required and standard Best Management Practices (BMPs) are implemented, there will be no significant long-term impacts to water quality. Therefore, impacts related to water quality will be less than significant.

g) *Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map?*

h) *Would the project place within a 100-year flood hazard area, structures, which would impede or redirect flood flows?*

No Impact. The proposed bike path is a transportation and recreation project and thus will not create new housing. Housing will not be place within a 100-Year Flood Hazard Area as a result no impact will occur

i) *Would the project 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?*

Less Than Significant Impact. Even though the project area is on a levee it will not result in the completion of a structure that could pose a significant risk of loss, injury or death involving flooding. Potential impacts to people and/or structures will be less than significant.

j) *Would the project be susceptible to inundation by seiche, tsunami, or mudflow?*

No Impact. Cathedral City, including the project site is not located in an area where tsunami hazards occur. The potential for inundation by seiche at the project site is negligible since there are no existing dams, levees, or water storage reservoirs located up gradient.

10. LAND USE AND PLANNING

a) *Would the project physically divide an established community?*

No Impact. The site is currently vacant and bounded by Vista Chino to the north, residential development to the west, and the Cimarron Golf course and undeveloped Whitewater River to the east and south. The nearest residences are located immediately west of the project boundary. The proposed project will not physically divide any established communities.

b) *Would the project 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?*

Less Than Significant Impact. The cities of Cathedral City and Palm Springs currently designate the subject property as Open Space-Water. Properties within the immediate vicinity are designated for Low Density Residential, Medium Density Residential, and General Commercial. The underlying zoning is Open Space (OS), which allows bike paths facilities in the City of Palm Springs. In Cathedral City a city bike path is permitted with an approved Conditional Use Permit. No impacts to existing land use policy and regulation are expected.

The cities of Cathedral City and Palm Springs currently designate the subject property as Open Space-Water and Watercourse, respectively. Properties within the immediate vicinity are designated for Low Density Residential, Medium

Density Residential, and General Commercial. The underlying zoning is Open Space (OS) and Watercourse (W). In Cathedral City a city bike path is permitted with an approved Conditional Use Permit. Palm Springs allows development on Watercourse zones with an approval agreement by both the City Engineer and the City Attorney. Less than significant impacts are anticipated to existing land use policy and regulation are expected.

c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. The City of Cathedral City and the City of Palm Springs have adopted the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) and are Permittees under that Plan. The project site is not located within any conservation areas as identified in the CVMSHCP. However, it is within the general boundaries of the Plan. While the proposed project is within the boundaries of the Plan, impact mitigation fees are only required for development (site disturbance) that has occurred since 1996. In the present case, the subject channel and service road date to well before 1996 and therefore no impact fees or other mitigation are required of the project. The proposed bike path project will not conflict with provisions of the CVMSHCP or any other conservation plan.

11. MINERAL RESOURCES

a) *Would the project 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?*

b) *Would the project 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?*

No Impact. According to the mineral map provided by the California Department of Conservation Division of Mines and Geology (1988), the project area is located within Mineral Resource Zone 3 (MZR-3). MZR-3 indicates that the area contains sedimentary deposits that have the potential to supply sand and gravel for concrete and crushed stone for aggregate. However, these mineral resources are not of statewide or regional importance. The City does not consider these areas to contain deposits of significant economic value. No properties in the immediate vicinity of the subject property are used for mineral recovery. Existing development effectively precludes the site's development for mineral extraction. Development will not result in loss of a locally important mineral resource.

12. NOISE

a) *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less Than Significant Impact. The project will be subject to the community noise and land use compatibility standards set forth in the General Plan and Zoning Ordinance. These standards were established to limit exposure of people to intrusive or damaging noise levels, including groundborne noise and vibration, and temporary construction noise. The proposed project will be required to comply with these standards as they relate to community noise levels during both construction and operation

Construction of the proposed project will result in temporary noise associated with heavy equipment operations. In addition, the proposed project's construction activities will be limited to the least sensitive daytime hours, and will not be permitted to occur at night to reduce impact to surrounding sensitive receptors. The permitted hours for construction work are as follows:

October 1st through April 30th:
Monday—Friday: 7:00 AM to 5:30 PM
Saturday: 8:00 AM to 5:00 PM
Sunday: No permissible hours
State holidays: No permissible hours
May 1st through September 30th:
Monday—Friday: 6:00 AM to 7:00 PM
Saturday: 8:00 AM to 5:00 PM
Sunday: No permissible hours
State holidays: No permissible hours

Noise generated from construction and operational activities have the potential to impact sensitive receptors. The nearest sensitive receptors are single-family homes located immediately west of the project site. The Agua Caliente Elementary School is situated approximately .2 miles to the west of the project site and will not be impacted by project construction or operation Construction noise is exempt from the City's Municipal Code Chapter 11.96 Noise Control as long as it does not occur outside of the above mentioned permitted hours. Community noise levels will lower to ambient levels as construction moves away from the property line. Additional measures to reduce construction noise at adjacent residences are provided in the Recommendation section (V) of the Noise Impact Analysis.

The proposed project is consistent with surrounding land uses and is not expected to exceed operational noise levels currently generated in the area. Impacts associated with construction and operational noises are therefore expected to be less than significant.

b) *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Less Than Significant Impact. The City has no restrictions for groundborne vibration for this type of project. The only significant sources of vibration produced by the project will be during the construction phase, which is temporary and will end once construction has been completed. The project will result in less than significant impacts related to groundborne vibration.

c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less Than Significant Impact. The proposed project will result in a bike path along the Whitewater River Stormwater Channel. The path will be located approximately 50 feet from the nearest single-family residence. Therefore, permanent increases in ambient noise levels in the vicinity are expected to be less than significant.

d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less Than Significant Impact. The proposed bike path will result in the production of temporary intrusive noise levels from the operation of heavy equipment, including but not limiting to graders, excavators, and nail guns. The cities of Cathedral City and Palm Springs have a noise ordinances that prohibits the times allowed to generate construction noise. Impacts associated with noise are considered less significant. Even so, the following minimization measures are recommended to further assist in reducing impacts associated with noise.

Avoidance and Minimization Measures
In addition to the limitations on times and days of construction, the following will also avoid and/or minimize noise impacts associated with project construction and may be added to the project's conditions of approval.

1. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

2. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.

3. The City shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.

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?*

Less Than Significant Impact. The project site is located approximately 0.6 miles of the Palm Springs International Airport and roughly parallel to the northwest-southeast runway orientation. The site is designated as being in Zone D, as shown on the airport's Land Use Compatibility Map and is also located well outside the mapped 60-dBA CNEL noise contour. Therefore, the project will not expose people residing or working in the project area to excessive noise.

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?*

No Impact. The project is not located in the vicinity of a private airport or airstrip. Therefore, the project will not expose people residing or working in the project area to excessive noise levels.

13. POPULATION AND HOUSING

a) *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes or businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Less Than Significant Impact. The proposed project will not result in any direct and very limited/negligible indirect significant effects on the housing and population nor shall it be grow inducing. While the subject bike path may serve as an alternative to motor vehicle use for some trips, these are expected to be limited and use will primarily be for recreational purposes. Impacts to population and housing as a result of the construction of the proposed bike path are deemed are expected to be less than significant.

b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The proposed project will not displace any housing. No impact will occur.

c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. The proposed project will not displace any people. No impact will occur.

14. 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 government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:*

i. Fire protection?

Less Than Significant Impact. The City of Cathedral City operates its own fire and emergency service department and operates three stations, throughout the City. Each station houses and maintains a fire engine and paramedic ambulance available 24 hours a day, 7 days a week and is staffed by at least one paramedic/firefighter. The nearest station is Station Number 412, located at 32-

100 Desert Vista Road approximately 1.25 miles southeast of the proposed project and well within a 5-minute response time. Development of the proposed bike path will not increase the demand for fire protection.

ii. Police protection?

Less Than Significant Impact. The City of Cathedral City provides its own police protection and currently provides service to over 52,000 residents. The Department aims to maintain the recommended 1.5 officers for every 1,000 residents. Development of the proposed project will not increase the demand for police protection services. Impacts are considered less than significant.

iii. Schools?

No Impact. The proposed project is located within the boundaries of the Palm Springs Unified School District (PSUSD), which provides kindergarten through 12th grade public educational services and facilities to the City of Cathedral City. Development of the proposed project will result in a bike path and not increase housing or population, or the demand for school services. No impacts are anticipated.

iv. Parks?

No Impact. The proposed project will be a community bike path that will function as a public benefit to the surrounding communities. Given these provisions, the project is expected to increase the City parks and recreation services. No adverse impacts are expected.

v. Other public facilities?

No Impact. Development of the proposed project is consistent with the open space land use designation, and is not expected to have a significant adverse impact on any other public facilities.

15. 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?

Less than Significant Impact. The proposed project is located approximately 0.2 miles west of the Agua Caliente Elementary School and associated open space and recreation facilities. The proposed project will provide opportunities to connect to the park and could result in a modest increase in use. However the impacts will be less than significant.

16. TRANSPORTATION/TRAFFIC

a) *Would the project 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)?*

Less Than Significant Impact: The proposed project is located within the corporate boundaries of the cities of Cathedral City and Palm Springs, between Vista Chino on the north and Ramon Road on the south, and extending west along the north side of Ramon Road from the channel to Crossley Road. The cities' General Plans designate Vista Chino and Ramon Road as a Major Thoroughfares and Arterial Highway,, and Crossley as a Secondary Thoroughfare. Most of the proposed project will be constructed along the west levee of the Whitewater River Channel. The Coachella Valley Association of Governments (CVAG) 2010 Non-Motorized Transportation Plan identifies a Class 1 bicycle path along the Whitewater River (proposed project). The purpose of this project is to provide an alternative mode of transportation and recreation opportunity. The proposed project, in and of itself, is not traffic inducing and will not result in an increase in vehicular traffic volumes, but will result in an increase use of the project area. This increase in use will be primarily from bicyclists or pedestrians. It is not anticipated that the proposed project would create a substantial increase to the existing traffic load or effect the capacity of the street system. Therefore, the impact is expected to less than significant.

b) *Would the project exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways?*

No Impact: The proposed project is not expected increase the acceptable levels of service (LOS D or better) for both the construction (2016-17) or operational (2017) years. Therefore, the proposed project will have no adverse impacts on levels of service. No impact is anticipated.

c) *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

No Impact: There will be no changes in air traffic patterns or levels of service or location of airport facilities as a result of the approval and development of the proposed project.

d) *Would the project substantially increase hazards due to a design feature (e.g., sharp curves of dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less Than Significant Impact: Project design takes into consideration and accommodates adjoining *roadways and intersections where they occur along the*

project route. The project will not substantially increase hazards due to any design feature either associated with the project or with modifications to roads and intersections serving the project.

e) *Would the project result in inadequate emergency access?*

No Impact: Construction activities for the proposed project will not impact the ability of emergency service providers, including the Palm Springs and Cathedral City Police and Fire departments, to provide services to the area. Post-construction, connectors to the existing residential communities will be constructed by others and this may provide a greater level of emergency access from along the proposed path.

f) *Would the project result in inadequate parking capacity?*

No Impact: The proposed project will not result in an increase in parking nor in the modification of existing parking lots. The path will be used by pedestrians or cyclists, and will not require parking accommodations. For this reason, the proposed project will not result in inadequate parking capacity.

g) *Would the project conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

No Impact: The project will not conflict with any with adopted policies, plans or programs supporting alternative transportation. On the contrary, the proposed project will be fulfilling an adopted program that supports alternative transportation. As previously mentioned, CVAG's Non-Motorized Transportation Plan classifies this path as Class 1 Bike Lane, referred to as a bike path. This proposed bike path provides a paved right-of-way completely separated from any street or highway. Others, for instance, pedestrians, may also use the proposed bike path. Given this, the proposed project will not cause an adverse impact to any adopted policies or plans or programs supporting alternative transportation.

17. UTILITIES AND SERVICE SYSTEMS

a) *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

No Impact. There will be no restrooms associated with the proposed bike path. The proposed bike path will not generate a need for new wastewater treatment facilities nor will it exceed wastewater treatment requirements. No impacts will occur.

b) *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?*

Less Than Significant. The proposed project will require limited water for construction purposes. The project may include water fountains along the proposed route, although these amenities have not been finalized. If a part of the project, on-path water fountains will require the extension of existing water lines to serve this use. The extension of water lines would occur from either Ramon Road, Vista Chino or from adjoining service connections and would not have a significant impact.

c) *Would the project result in determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

No Impact. The proposed project is a transportation project, will not create a demand for wastewater treatment facilities and will not require improvements that would create an increase demand from the wastewater treatment provider. No impacts are anticipated as a result of the proposed project.

d) *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less Than Significant Impact: The proposed project would be located primarily along the Whitewater River Stormwater Channel and would also be adjacent in places to existing stormwater recharge facilities and would have a less than significant impact on these facilities. Runoff from the project is expected to be limited and will not generate a need for new drainage facilities.

e) *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

No Impact. Groundwater is the principal water source in the Coachella Valley and the valley's groundwater table provided important capacity for conjunctive use in water management. There are approximately 39.2 million acre-feet in all subbasins underlying the Coachella Valley, and about 28.8 million of these are contained within the Whitewater River subbasin, which serves the subject project. Other water supply sources include natural recharge from precipitation and mountain runoff, water imported from the Colorado River, and recycled water from wastewater treatment plants.

The proposed project site and other lands west of the Whitewater River Stormwater Channel are served by Desert Water Agency (DWA) for domestic water. The proposed project will require limited water for construction purposes. The project may include water fountains along the proposed route, although these amenities have not been finalized. There are more than ample water supplies available to serve the proposed project without the need for secure new or to expand existing entitlements.

f) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Less Than Significant. Burrtec Waste Industries provides solid waste collection and disposal services to the City of Cathedral City and Palm Springs Disposal Services provide the same service to the City of Palm Springs. Both are required to meet all local, regional, State and federal standards for solid waste disposal. Once collected, solid waste is taken to the Edom Hill recycling transfer station located in Cathedral City, which is an 8-acre facility operated by Burrtec. The Edom Hill transfer station is permitted to receive 3,500 tons of waste per day, and an additional 500 tons of green waste (compost). Solid waste from the transfer station is disposed of at one of three landfills, including Lambs Canyon, Badlands, and Sobrante landfills. Lambs Canyon has a remaining capacity of 18,955,000 cubic yards (2009) and estimated closing date 2021. The Badlands Landfill near Moreno Valley, with a remaining capacity of 14,730,025 cubic yards (2010), has an estimated closing date of 2024[6]. El Sobrante Landfill near Corona has a permitted capacity of 184,930,000 tons and has a remaining capacity of 145,530,000 tons (2009).[7] From there solid waste is taken to the Lamb Canyon landfill in Beaumont, or as an alternative PSDS can transport solid waste to the Badlands Landfill in Moreno Valley. Residential and commercial trash collected in the City is stored in large container "pods" that act as temporary transfer stations.

The generation of solid waste in association with the construction and operation of the proposed bike path is expected to be limited. Construction waste will be limited to waste concrete and other path construction materials. Waste receptacles are expected to be located along and/or at the ends of the proposed bike path route, and will receive very limited amounts of waste from path users. Therefore, the project will have no impact on federal, state or local regulations related to solid waste.

g) *Would the project comply with federal, state, and local statues and regulations related to solid waste?*

No Impact. The construction and operation of the proposed bike path will fully comply with all applicable statutes and regulations related to solid waste.

18. MANDATORY FINDINGS OF SIGNIFICANCE

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

Biological Resources

Less Than Significant: The project area is the current dirt channel service road located on the western levee of the Whitewater River Stormwater Channel, and the southwestern portion will be located on developed land along the north side of Ramon Road. The biological resource studies conducted on the property found no sensitive plant or animal species, and only marginal habitat that has been impacted by dumping of domestic trash. Neither is the subject path route within an identified migratory or wildlife movement corridor. Development of the will not substantially reduce the habitat of a fish or wildlife species, nor will it cause a fish or wildlife population to drop below self-sustaining levels. Neither will the site's development threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Therefore, the proposed bike path will have a less than significant impact on biological resources and their habitat.

Cultural Resources

Less Than Significant Impact: The cultural resources surveys and assessment found that no cultural resources are known to exist within or adjacent to the project site. The entire project area has been previously disturbed and no resources or archaeological features of cultural importance were found during the survey, nor are any expected to occur there. Mitigation measures provided in this document will ensure that impacts to cultural resources are less than significant in the unlikely event that resources are discovered during project development.

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)?*

Less than Significant: The proposed project is consistent with the City of Cathedral City and the City of Palm Springs's General Plan land use designation for the site and the City's long-range plan for future development for the project area, as well as CVAG's Non-Motorized Transportation Plan. Potential environmental impacts are expected to remain at, or be mitigated to levels below significance, and long-term environmental goals are not expected to be adversely impacted by the project. Impacts from the project will not be cumulatively considerable.

c) *Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less Than Significant: As demonstrated in this analysis, the proposed project may have short-term impacts that could affect local residences; however, these impacts will be less than significant and will not cause substantial adverse effects on human beings, either directly or indirectly.

REFERENCES

"Biological Resources Assessment for the Cathedral City 2.6 mile Whitewater River Bike Path Project Between Vista Chino and Ramon Road", prepared by Amec Foster Wheeler Environment & Infrastructure, January 5, 2016.

"Historical/Archaeological Resources Survey Report – Whitewater River Bike Path Project", prepared by CRM TECH, December 29, 2015.

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"Soil Survey of Riverside County, California, Coachella Valley Area," USDA Soil Conservation Service, 1980.

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"Water Quality Control Plan, Colorado River Basin – Region 7," California Regional Water Quality Control Board, State Water Resources Control Board, 2006.

Cal Recycle web site. http://www.calrecycle.ca.gov.

"Environmental Impact Analysis Handbook," prepared by John G. Rau and David C. Wooten, 1980.

TABLES

APPENDICES

Appendix A: Air Quality Analysis: CalEEMod Outputs, prepared by Terra Nova Planning & Research, Inc., January 2016.

Appendix B: "Biological Resources Assessment for the Cathedral City 2.6 mile Whitewater River Bike Path Project Between Vista Chino and Ramon Road", prepared by Amec Foster Wheeler Environment & Infrastructure, January 5, 2016.

Appendix C; "Historical/Archaeological Resources Survey Report – Whitewater River Bike Path Project", prepared by CRM TECH, December 29, 2015.