Draft Initial Study/Mitigated Negative Declaration for

THE DISTRICT EAST

Planned Unit Development (PUD) 17-001
Tentative Tract Map (TTM) 37354
Variance (VAR) 17-006
Tentative Parcel Map (TPM) 37454

APNs 681-310-014 and 681-310-016

Applicant:
Mario Gonzalez / GHA Enterprise

Cathedral City

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

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CHAPTER 1 – INTRODUCTION AND PURPOSE

1.1 Purpose and Scope

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code sec. 21000 et seq.) and the CEQA Guidelines (California Code of Regulations Title 14, sec. 15000 et seq.), this Initial Study has been prepared to evaluate potential environmental impacts from The District East project involving Planned Unit Development (PUD) 17-001, Variance No. 17-006, and Tentative Parcel Map (TPM) 37454 (subdivision for financing purposes) and Tentative Tract Map (TTM) 37354 for the development of 48 single-family homes within a planned unit development on a 7.48-acre site within the City of Cathedral City, California.

Pursuant to Section 15367 of CEQA Guidelines, the City of Cathedral City is the Lead Agency for the project. A Lead Agency is the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect upon the environment. The City of Cathedral City, as Lead Agency, has the authority for project approval and certification of the environmental documents. Section 15063(c) of the State CEQA Guidelines identifies the purposes of an Initial Study as follows:

- To provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or Negative Declaration.
- Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration.
- Assist in the preparation of an EIR, if one is required, by:
  - (A) Focusing the EIR on the effects determined to be significant,
  - (B) Identifying the effects determined not to be significant,
  - (C) Explaining the reasons for determining that potentially significant effects would not be significant, and
  - (D) Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
- Facilitate environmental assessment early in the design of a project;
- Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;
- Eliminate unnecessary EIRs;
- Determine whether a previously prepared EIR could be used with the project.

1.2 Overview of Proposed Project

The project site is a vacant infill property located on the south side of Carey Road east of Cree Road in the City of Cathedral City, California. The 7.46-acre project site consists of two adjacent parcels identified as Assessor's Parcel Nos. 681-310-014 and 681-310-016. The project involves subdividing the property into 48 single-family lots and 17 lettered lots to be commonly held and development of a planned community development with 48 single-family homes, common recreational open space, and private streets.

1.3 Summary of Impacts and Mitigation

Project impacts are discussed in Chapter 3: Environmental Analysis. The project would not have any impacts in the following areas:

- Aesthetics
- Agriculture and Forest Resources
- Greenhouse Gases
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems

The project must comply with current federal, State, and local regulations and laws that are independent of CEQA review. These regulations serve to offset or prevent certain environmental impacts. Referred to as regulatory requirements (RRs) in the environmental analysis, RRs would effectively reduce the project's potential adverse impacts to less than significant levels. In addition, the City of Cathedral City imposes standard conditions of project approval that will reduce environmental impacts independent of CEQA review. Because the RRs and standard conditions of approval would be incorporated into the project either in the design or as part of project implementation, they do not constitute mitigation in accordance with CEQA.

The project will result in a less than significant impact with the implementation of mitigation in the following areas:

- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Traffic and Transportation

1.4 Determination

Pursuant to the CEQA Guidelines, the City may adopt a Mitigated Negative Declaration (MND) for the proposed project since potentially significant environmental impacts from the project would be less than significant with implementation of mitigation, compliance with regulatory requirements and standard conditions of approval. On the basis of the Initial Study, it has been determined that the project will not have a significant impact on the environment with the implementation of mitigation measures. An MND is proposed for adoption.

1.5 Document Organization

This document is divided into the following five chapters:

- Chapter 1, Introduction: Describes the purpose of this environmental document and includes an overview of the proposed project and the document organization.
- Chapter 2, Project Description and Background: Provides a detailed description of the proposed project, existing site conditions, and surrounding land uses.
- Chapter 3, Environmental Checklist: Evaluation of the potential environmental impacts that may result from the proposed project.
- Chapter 4, Mitigation Monitoring and Reporting Program
- Chapter 5, References

CHAPTER 2 – Project Description and Background

2.1 Project Description

The District East project includes development of a comprehensively planned residential community on a vacant 7.46-acre lot. The project involves both an initial subdivision of the project site into three parcels under a tentative parcel map and then further subdivision under a tentative tract map into 48 single-family lots and 17 commonly held lots for streets, outdoor recreation, maintenance, and water retention purposes. The project requires approval of Planned Unit Development (PUD) 17-001, Tentative Tract Map (TTM) 37354, Tentative Parcel Map (TPM) 37454, and Variance (VAR) 17-006.

The applicant is proposing to construct a residential planned unit development with single-family home lots, common recreation areas, retention basins, and private roadway on a vacant 7.46-acre site. The homes are detached and range in size from 1,777 square feet to 2,226 square feet. Total lot coverage is approximately 28 percent and the proposed density is 6.43 residential units per acre.

The project also includes approximately 28,970 square feet of common recreation open space that includes a swimming pool area, a retention basin/passive park area, and linear park. The project will include construction of series of interconnected private roads for on-site circulation and two driveway entrances. The community will be gated with the main entrance on Jones Road and a secondary access gate on Carey Road, where a cul-de-sac will be constructed at the end of Carey Road at the northeast corner of the site. Landscaping will be installed within the parking lot area, common recreation areas, and street parkways.

The project site is located within the RR (Residential Resort) zoning district and is designated RR (Resort Residential 3-6.5 units per acre) on the General Plan land use map. The project site is also located within Specific Plan No. 88-30.

2.2 Project Location and Environmental Setting

Region

The project site is located in the City of Cathedral City, one of nine cities located within the Coachella Valley, an area of central Riverside County characterized by a low-desert environment surrounded by steeply rising mountains on the south, southwest and north. Interstate 10, a major corridor connecting the Los Angeles area with Phoenix, Arizona, runs along the center of the valley floor. The San Andreas fault is located approximately 2.5 miles north of the I-10 where it intersects with the northern boundary of the City.

Project Site

The project site is 7.46 acres in size and consists of two parcels identified as APN 681-310-014 and 681-310-16. The project site is a vacant and undeveloped property with a relatively flat slope, sandy soils, and scattered areas of low-lying vegetation. The property was used for agriculture purposes in the past, specifically for cultivation of date palms. The date palm cultivation appears to have ceased in 2002 or earlier. Palm tree stumps occurring throughout the property are remnants of the past date palm groves. The project site is otherwise vacant and unoccupied. There is evidence that some site disturbance has occurred in the recent past that include grading, soil stock piling, and other human activities.

Surrounding Area

The project site has two road frontages; Jones Road borders the site on the south and Carey Road borders the site on the north. The project site is surrounding by the following land uses:

- The District residential development borders the site on the west. The District is a residential PUD similar in design to the current project.
- Adjacent to the east is a mobile home park and the Cree Estate, a small wedding venue facility.
- Across Carey Road to the north is a is a vacant resort facility, which is currently unoccupied, and a vacant lot. The City recently approved a senior-living project for both lots slated to begin construction in early 2018.
- Bordering the project site on the southwest is a resort hotel.
- To the south of the project site is a shopping center and Boomers amusement park.

Properties to the north, west and northeast are located in the RR (Resort Residential) district zone. The shopping center and amusement park to the south are in the PCC (Planned Community Commercial) district zone. The shopping center fronts on East Palm Canyon Drive while the parking lot and truck delivery area occurs at the rear where adjacent to the project site. The mobile home park to the southeast is located in the City of Palm Springs.

2.3 Project Objectives

The District East project would accomplish the following objectives:

- Construction of 48 single-family homes to meet housing needs in the City. The project will provide 48 single-family homes consistent with the General Plan land use designation RR that allows densities of up to 6.5 dwelling units per acre within a master-planned community. The proposed density is 6.43 units per acre and is designed as a master-planned community.;
- Development of a comprehensively planned residential community that is consistent with general plan objectives including;
  Policy 2 All land use planning shall be directed toward the creation of internally integrated neighborhoods and development districts, which also enhance and optimize their connections to surrounding neighborhoods and districts.
  The project will be consistent with the PUD requirements as a comprehensively planned community.
  Program 2.A The City shall assure that development plans are responsive to the wishes and aspirations of the neighborhood or district in which they are located, and shall require that land uses provide an appropriate interface with adjoining neighborhoods and districts.
  The project will provide pedestrian connections to adjacent commercial uses. Public walkways shall be provided along both Carey Road and Jones Road to provide access from the project site to amenities in the community.
- Development of a project that is designed to be compatible with existing development and that will minimize impacts to the existing visual character of the area; and
- Development of an urban infill property. The project site is surrounded by urban development either in the process of being constructed, as the case with The District project to the east, and existing residential and resort residential development to the east and west.

2.4 Discretionary Actions

The project requires approval of a Planned Unit Development (PUD) 17-001, Design Review, Variance (VAR) 17-006, Tentative Parcel Map (TPM) 37454, and Tentative Tract Map (TTM) 37354 by the City Council.

Figure 2-1: Project Vicinity Map

Figure 2-2: 2015 Aerial of Project Site and Surrounding Area

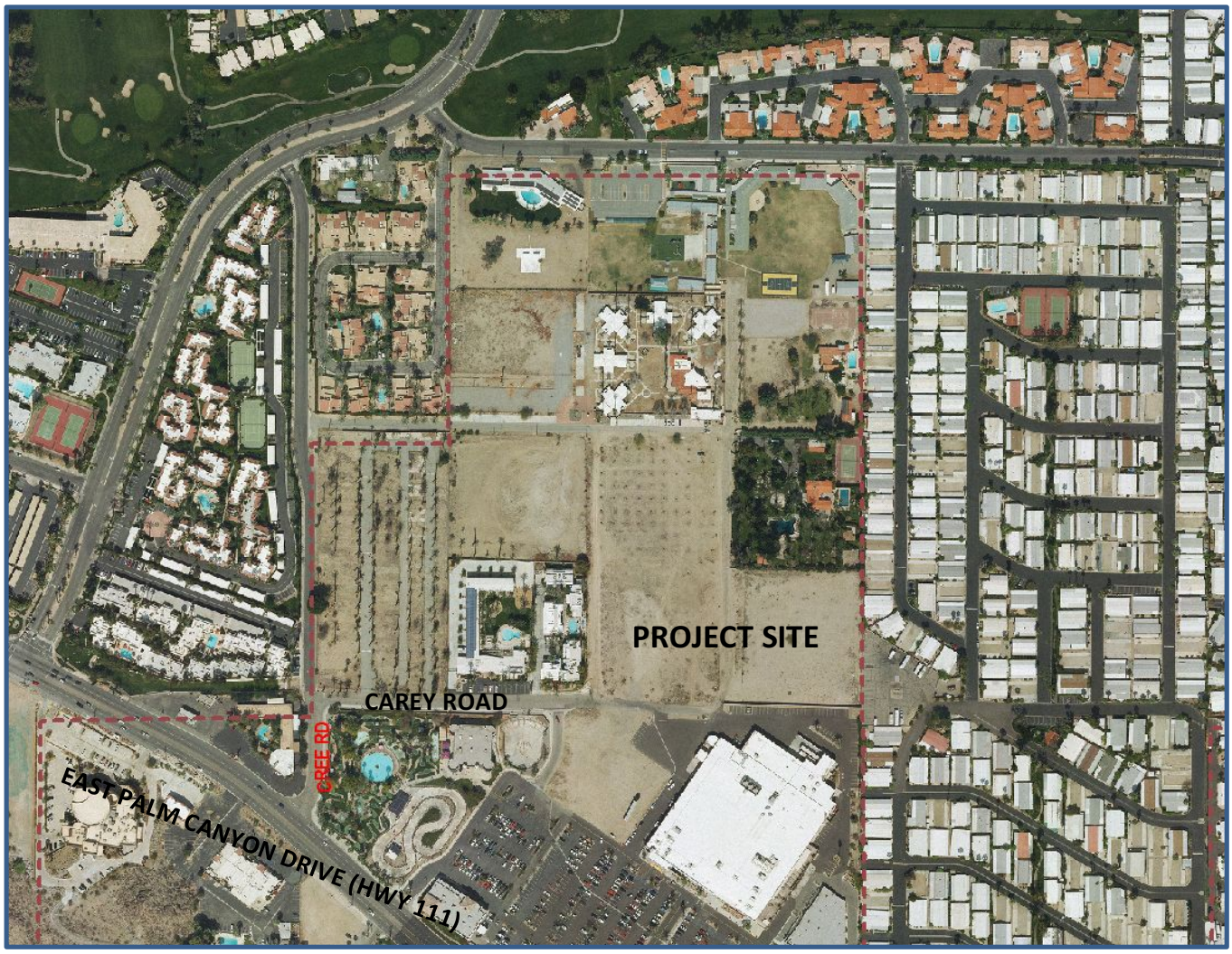

Figure 2-3: Existing Site Plan

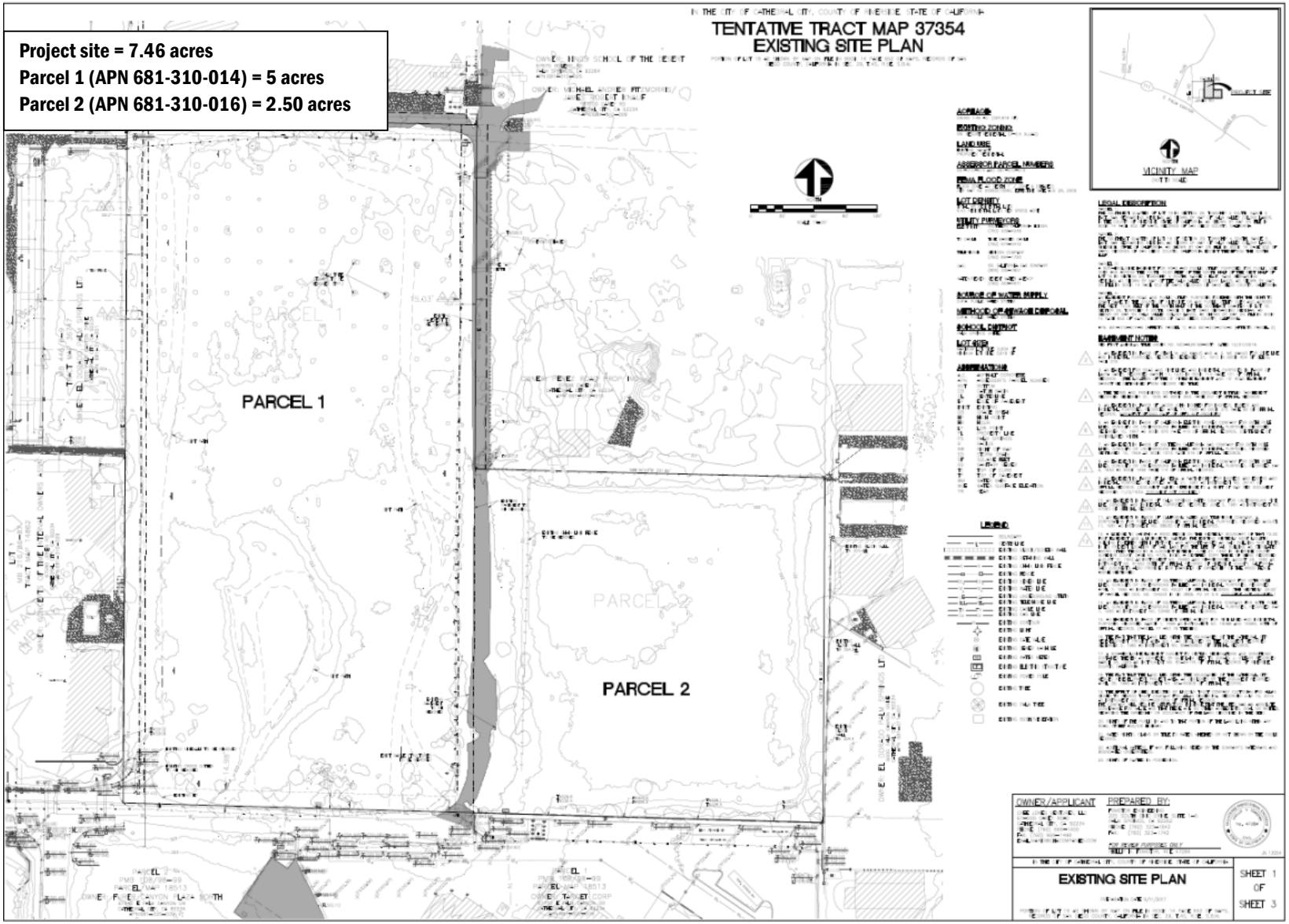

Figure 2-4: Project Site Plan

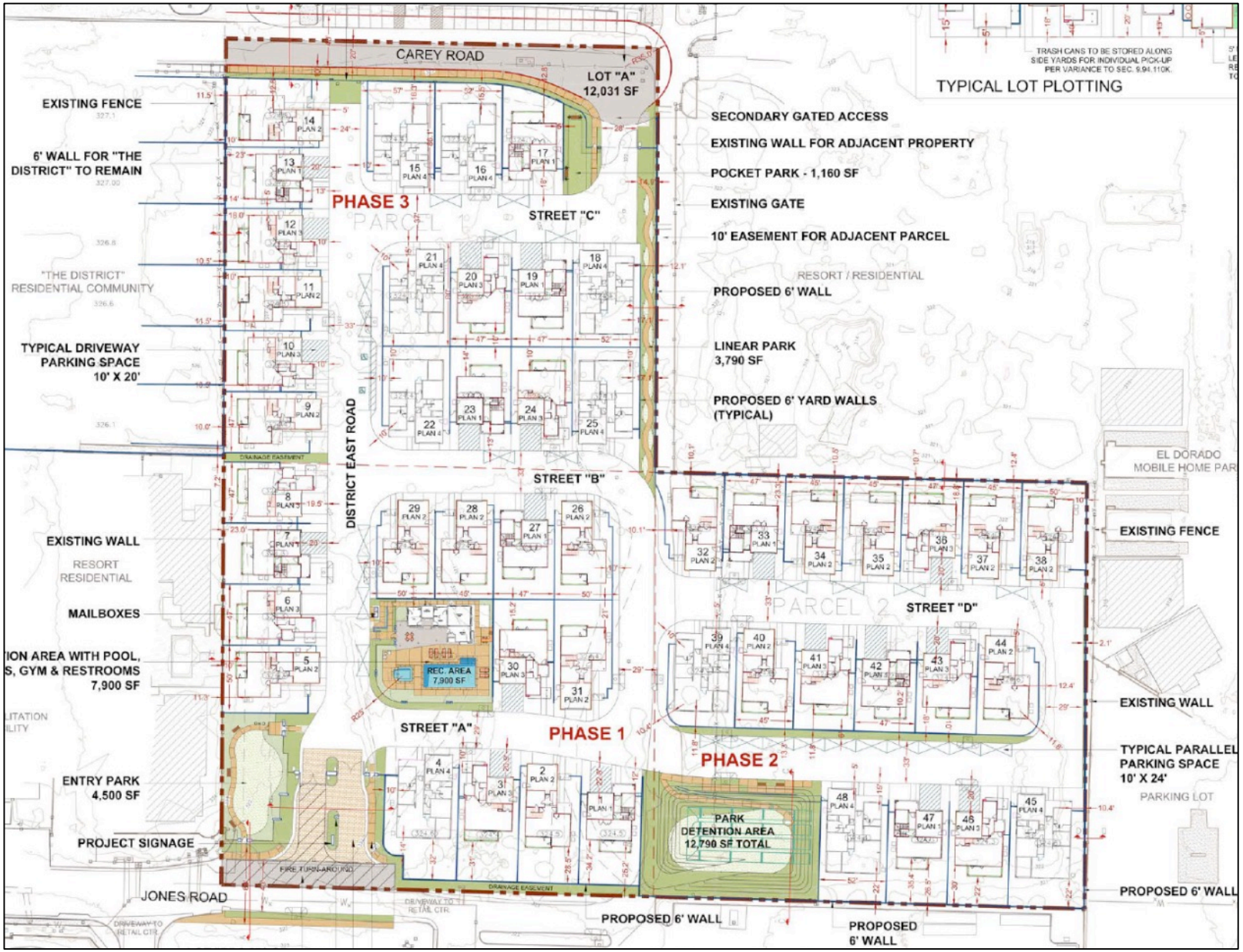

Figure 2-5 Tentative Parcel Map 37454

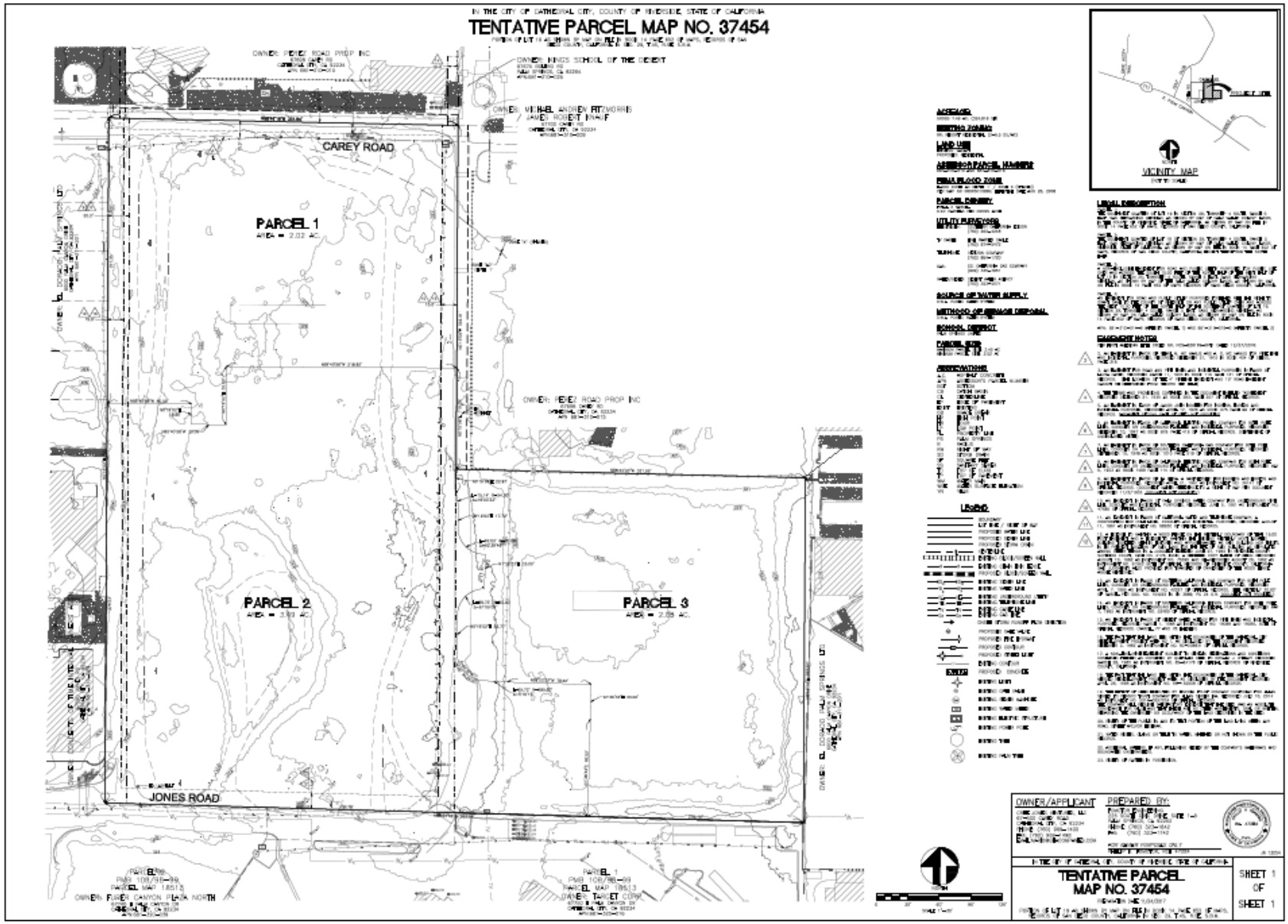

Figure 2-6 Tentative Tract Map 37354

Figure 2-7 Site photographs

Figure 2-7 Site Photos (cont.)

Figure 2-8 Photographs of Surrounding Area

Properties to the west of the project site

Property to the north (vacant resort hotel)

Properties to the east (mobile home park) and southeast (Target truck delivery area beyond block wall)

Figure 2-9: Building Elevations

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Chapter 3 – ENVIRONMENTAL CHECKLIST

1. **Project name:**
   The District East
   Planned Unit Development (PUD) 17-001
   Tentative Tract Map (TTM) 37354
   Tentative Parcel Map (TPM) 37454
   Variance (VAR) 17-006

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

3. **Contact person:**
   Robert Rodriguez, Planning Manager
   City of Cathedral City
   68-700 Avenida Lalo Guerrero
   Cathedral City, CA 92234
   780-770-0344
   rrodriguez@cathedralcity.gov

4. **Project location:** The proposed project is located on a vacant property located on the south side of Carey Road and the north side of Jones Road in the City of Cathedral City, Riverside County, California. The site consists of two adjacent parcels identified as Assessor's Parcel Number (APN) 681-310-014 and 681-310-016.

5. **Project Applicant:**
   Mario Gonzales
   GHA Enterprise
   30-875 Date Palm Drive
   Cathedral City, CA 92234

6. **General Plan Designation:** RR (Resort Residential with 3 - 6.5 dwelling units/acre)

7. **Zoning Designation:** RR (Resort Residential) District Zone

8. **Prior Environmental Documents:** None

9. **Project Description:** The applicant is proposing to construct a residential planned unit development with 48 single-family lots and commonly owned lots for recreational open space, retention basins, and private roadway on a vacant 7.46-acre site. The project proposes homes that range in size from 1,777 square feet to 2,226 square feet in floor area on lots ranging in size from 3,600 square feet to 4,160 square feet. Total lot coverage is approximately 28 percent. Total proposed density is 6.43 dwelling units per acre.

The project includes approximately 28,000 square feet of common recreation open space that includes a swimming pool recreation area, a retention basin/passive park area, and linear park along the eastern boundary of the site. A series of interconnected private roads are to be located within the interior of the site to provide internal circulation. The community will be gated with the main entrance on Jones Road and a secondary gate located on Carey Road. The project also includes construction of a cul-de-sac for Carey Road at the northeast corner of the site.

10. **Regional Setting:** The project site is in the City of Cathedral City in Riverside County. Cathedral City is one of nine cities located in the Coachella Valley. The Coachella Valley is a low-lying desert region, approximately 15 miles wide bounded by the San Jacinto Mountains and Santa Rosa Mountains on the west, the Little San Bernardino Mountains on the north and east, and the northern shore of the Salton Sea on the southeast. Interstate 10 runs along the middle of the Coachella Valley floor. Cathedral City is located just east of Palm Springs and spans the valley floor from south to north with the I-10 Freeway dividing the southern portion of the City from the northern portion.

11. **Project Site Description:** The project site is a 7.46-acre, "L"-shaped property which fronts on Carey Road on the north and Jones Road on the south. The site is undeveloped and relatively flat with low-lying vegetation, palm tree stumps, and sandy soils. The site consists of two parcels identified as APN 681-310-014 and APN 681-310-016. The project site was once used for date palm farming, but has not been used for agriculture purposes since the year 2002.

12. **Surrounding land uses and setting:** The project site is surrounded by development on the west, east and south and partially developed property to the north. To the north across Carey Road is is a former resort hotel that is currently unoccupied, but has recently been approved for development with a senior living facility. Adjacent to the west, is The District, a residential planned development with 47 single-family residences that is currently under development, and a small resort community. Adjacent to the east is a mobile home park and the Cree Estate, a wedding venue. South of the project site is a shopping center anchored by a Target store. Boomers, a small amusement park, is directly southwest of the project site.

13. **Other public agencies whose approval is required:**

Desert Water Agency (DWA)
California Department of Fish and Wildlife (CDFW)
South Coast Air Quality Management District (SCAQMD)
Colorado River Basin Regional Water Quality Control Board (CRVRWQCB)

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 and Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Tribal Cultural Resources	☐ Utilities/Service Systems
☐ Mandatory Findings of Significance		

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Signature Date

_____ _____

Signature Date

EVALUATION OF ENVIRONMENTAL IMPACTS

I. Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The City of Cathedral City is located within the Coachella Valley of Southern California, a low-lying desert area surrounded by several mountain ranges. The base of the San Jacinto and Santa Rosa Mountains runs along the southerly boundary of the City. The San Jacinto and Santa Rosa Mountains rise steeply from the desert floor reaching 10,834 feet at the top of Mount San Jacinto. The lower, north-facing foothills of the San Jacinto Mountains are located along the southern edge of the City.

Views of the mountains are striking from the valley floor and, therefore, are considered valuable scenic resources. The City's General Plan Community Image and Urban Design Element states that mountain views are important scenic resources and preservation of mountain vistas is an important goal for the community. General Plan goals and policies related to scenic vistas include:

Community Image and Urban Design Element

> Goal 2 Community design, architecture, and landscaping that enhance and are compatible with the City's desert setting and natural scenic resources.

Policy 1 Public and private sector development shall be subject to citywide design guidelines that include the Ahwahnee Principles and are intended to protect the community's scenic viewsheds, provide community cohesion, and enhance the image of Cathedral City as a smart-growth community.

Land Use Element

Goal 1 Preservation and enhancement of the City as a balanced mix of built and natural environments that contribute to the overall quality of life for its citizens and visitors, while preserving scenic resources of the desert and mountains.

Figure 3-1: View across site from Carey Road[1]

Figure 3-2: Photo Simulation of Developed Project Viewed from Carey Road

Source: GHA Enterprises
[2]Google maps, 9.11.17

Figure 3-3: Project site and surrounding area[2]

[2] Google Maps, 9/11/17

Figure 3-4: View across site from Carey Road[3]

Figure 3-5: Photo Simulation of Developed Project Viewed from Carey Road

Source: GHA Enterprises
[2]Google maps, 9.11.17

CHECKLIST RESPONSES

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

a. **Less than significant impact.** The City of Cathedral City is located within the Coachella Valley of Southern California and is surrounded by several mountain ranges. The City's General Plan Community Image and Urban Design Element states that scenic resources in the City include views of the San Jacinto, Santa Rosa, San Bernardino and other mountain ranges that surround the Coachella Valley. The project site and surrounding area have views of the Santa Rosa/San Jacinto Mountains to the south. Views towards these mountains from the property to the north, which will be developed with a senior living facility to begin construction in early 2018, may be impacted by development of the project. Figure 3-1 shows views of the mountains from Carey Road. Development of the project would result in impacts to mountain views from Carey Road and the resort hotel property to the north, which is expected to begin construction in 2018. Mountain views from Carey Road, a public street, and the senior living facility would be at least partially blocked by the proposed two-story homes proposed by the project and some views would be visible between the homes. In addition, Carey Road is a local street with only a small amount of daily traffic. Therefore, project impacts on scenic vistas would be less than significant.

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

b. **No impact.** Based on a review of the City's General Plan Environmental Resources Element and the California Department of Transportation (Caltrans) website, the project site is not located on a designated state scenic highway. According to the Caltrans website, Highway 111 (East Palm Canyon Drive) located approximately 300 feet south of the project site has the potential to be designated a scenic highway. No other scenic highways are in the vicinity of the project site. Scenic views of the Santa Rosa and San Jacinto Mountains to the south occur along Highway 111 in the area of the project site. However, the project would not damage these resources either directly or indirectly since views of the mountains from Highway 111 are located on the south side of the roadway. Therefore, the project will not result any impacts resulting from damage scenic resources within a state scenic highway.

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

c. **No impact.** The project site is currently vacant, undeveloped and has minimal vegetation. The site is relatively flat, has sandy soils and palm trees stumps occur across the site. The surrounding area is mostly developed with different types of residential uses that have a mix of architectural styles.

   The proposed project will be developed consistent with the City's General Plan, Zoning Ordinance, and the City's Design Guidelines. The project requires review by the City Architectural Review Committee to ensure compliance with the Design Guidelines. The homes will have a contemporary Mid-Century Modern architectural style similar to the home styles in The District community to the west. As such, the project will be aesthetically compatible with surrounding development and of high-quality design, and the scale and massing of the project will be consistent with surrounding development. Therefore, the proposed project will not result in any impacts to 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?

d. **Less than significant impact.** The conversion of the character of the site from vacant undeveloped land to a 48-unit residential planned-unit development would create new permanent sources of light and glare.

All project lighting is required to be consistent with Chapter 9.89 of the City's Zoning Ordinance. Compliance with these regulations will avoid or minimize the impacts of light and glare within the project site and on surrounding areas. Standard design techniques are required to be employed in the project's lighting plan to shield light fixtures and control direct glare and light spillover from emanating off-site. However, the project will not include street lights on the internal streets and will feature minimal lighting on the pool cabana building. Therefore, the project will result in a less than significant impact from light and glare.

II. Agriculture and Forest 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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code	☐	☐	☐	☒

section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The project site is a 7.46-acre vacant property surrounded by urban development. During the early and middle part of the 20th century, the site was used for date palm farming. Some remnants of the date palm trees remain on the site. However, the site is currently zoned RR (Resort Residential) which does not permit agricultural uses. In addition, the surrounding area has been developed, or is in the processing of being developed, with residential uses to the north, west and east, and a shopping center and amusement park to the south.

CHECKLIST RESPONSES

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?

a., b. No impact. The project site is not listed as prime farmland, unique farmland or farmland of Statewide importance as shown on maps pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The project site is zoned RR (Resort Residential) and, therefore, not zoned for agricultural use. The project site is not encumbered by a Williamson Act contract. Therefore, the proposed project will not result in any negative impacts to agricultural resources or conflict with a Williams Act contract.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

c., d. No impact. The site is vacant and undeveloped and has not been zoned for forest land or for timberland production. Therefore, the proposed project will not result in any impacts to forest lands or timberlands.

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

e. No impact. The proposed project involves construction of residential planned unit development with 48 single-family homes and is adjacent to developed residential areas on the west and east, and developed commercial properties to the south. The previous agricultural use on the site as a date palm farm has not been used for agricultural purposes since at least 2002, or possibly as early as the 1980s, as evidenced by historical aerial maps[4]. There is no agricultural or forest land on the site or the immediate vicinity. Therefore, the project will not result in other changes in the existing environment that could negatively impact existing agricultural or forestland resources.

III. Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
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	☐	☐	☒	☐

[4] pps. 10 & 11, Sladden Engineering, *Phase I, Environmental Site Assessment, The District East.* June 20, 2017

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

AIR QUALITY BACKGROUND

The *District East Air Quality and Climate Change Impact Analysis* report dated July 12, 2017 was prepared for the proposed project by Kunzman Associates, Inc. The specific purpose of the air quality analysis was to address the possibility of regional and local air quality impacts and global climate change impacts from The District East project. The following analysis provides a summary of the report's background section and presents specific findings pertaining to The District East. The complete report is included as Appendix A.

Atmospheric Setting

The project site is within the Salton Sea Air Basin (SSAB), which is part of the area covered by the SCAQMD, the agency with primary responsibility for comprehensive air quality control within an area of Southern California covering 10,743 square miles. The SCAQMD covers three air basins that include portions of Los Angeles, Riverside and San Bernardino counties and all of Orange County. Within Riverside County, the AQMD also has jurisdiction over the SSAB and a portion of the Mojave Desert Air Basin.

The SSAB consists of the central portion of Riverside County (the Coachella Valley) and Imperial County. Air quality in the SSAB is impacted by dominant air flows, topography, atmospheric inversions, location, season, and time of day. Air quality conditions within the SSAB are monitored by the AQMD, which is responsible for development of the regional Air Quality Management Plan (AQMP) and efforts to regulate pollutant emissions from a variety of sources.

Cathedral City is located within the Coachella Valley, a geographically and meteorologically unique area within the SSAB. The region is impacted by significant air pollution levels caused by the transport of pollutants, primarily ozone and locally generated PM 10 (course particulate matter less than 10 micrometers in size), from coastal air basins to the west. Mountains surrounding the region cutoff the Coachella Valley from coastal influences creating a hot and dry low-lying desert. Due to the geographical setting, the area experiences strong winds that suspend and transport large quantities of sand and dust, which constitutes a significant health threat. Otherwise, the Coachella Valley generally has good air quality, but substantial degradation of air quality may be primarily attributed to sources outside the Coachella Valley.

Regulatory Setting

Federal Laws and Regulations

- Clean Air Act (CAA) 1970
- National Ambient Air Quality Standards (NAAQs) for criteria pollutants established by the Environmental Protection Agency (EPA) under the authority of the CAA

State Laws and Regulations

- California Clean Air Act (CCAA), adopted in 1988, required the California Air Resources Board (CARB) to establish the California Ambient Air Quality Standards (CAAQS) at the State level.
- California Air Resources Board (CARB) is responsible for enforcing state standards, generally more stringent than federal standards.
- State Implementation Plans (SIP) are prepared to assist regional air quality management district in meeting federal and state AAQs.
- California Green Building Standards (Title 24) include requirements for new buildings to reduce water consumption, use building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

Regional

- South Coast Air Quality Management District (SCQAMD) The SCAQMD is the agency principally responsible for comprehensive air pollution control within the South Coast Air Basin (SCAB). The SCAQMD is responsible for controlling emissions primarily from stationary sources and has developed rules and regulations establishing permitting requirements for stationary sources, inspects emission sources, and enforces those measures through an educational program or fines. The SCAQMD maintains air quality monitoring stations throughout the basin.

  The SCAQMD, in cooperation with the SCAG, is also responsible for preparing the Air Quality Management Plan (AQMP) for the region. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment for one or more of the federal or California ambient air quality standards.

  The most recent AQMP for the SCAB is the draft 2016 AQMP released by the SCAQMD, which is a regional blueprint for achieving federal air quality standards. The primary goal of the 2016 AQMP is to meet clean air standards and protect public health. Once the 2016 AQMP has been approved by the EPA, it will become federally enforceable. However, until the 2016 AQMP is adopted and approved, the approved 2012 is still in effect.

SCAQMD Rules

The AQMP for the SCAB establishes a program of rules and regulations administered by the SCAQMD to obtain attainment of the state and federal air quality standards. The rules and regulations applicable to the project include, but are not limited to, the following:

Rule 402 prohibits discharging from any source such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of people or the public or which

endanger the comfort, health or safety of the public or which cause damage or injury to a property. The provisions of the rule do not apply to agricultural operations.

Rule 403 governs emissions of fugitive dust during construction and operation activities. Compliance is achieved through Best Management Practices (BMPs), such as application of water or chemical stabilizers to disturbed soils, restricting vehicle speed on unpaved roads, and stopping construction activities when winds exceed 25 mph, etc. Rule 403 also requires that fugitive dust be controlled with best available control measures.

Rule 403.1 is supplemental to Rule 403 requirements and only applies to fugitive dust sources within the Coachella Valley. Additional requirements are placed on construction activities for areas within a Coachella Valley Blowsand Zone including stabilization of new deposits of bulk material, application of chemical stabilizers, installation of windbreaks, and implementation of measures to minimize wind driven fugitive dust. Projects located within the Coachella Valley are also required to have a fugitive dust control plan approved by the SCQAMD for projects disturbing a surface area of more than 5,000 square feet.

Rule 1108 governs the sale, use and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the South Coast Air Basin. This rule would regulate the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the project must comply with Rule 1108.

Rule 1113 governs the sale, use and manufacturing of architectural coatings and limits the volatile organic compounds (VOCs) content in paints, and paint solvents. Rule 1113 regulates the VOC content of paints used during construction and operation of projects within the SCAB.

Although the SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects within the SCAB. Instead, this is controlled through local jurisdictions in accordance with CEQA. To assist local jurisdictions with air quality compliance issues, the 1993 CEQA Air Quality Handbook prepared by the SCAQMD was developed in accordance with the projections and programs of the AQMP. The Handbook provides Lead Agencies with the tools to analyze projects for potential air quality impacts and provides information on how to mitigate impacts to air quality.

Local Regulations

Coachella Valley Dust Control Ordinance adopted by the City of Cathedral City in 2003 requires projects needing a grading permit to submit a Fugitive Dust Control Plan that must be approved by the City before a grading permit can be issued.

AIR QUALITY STANDARDS – Criteria Pollutants and Ambient Air Quality Standards

Criteria pollutants are those for which the U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB) have established air quality standards. These pollutants are designated as “criteria” air pollutants due to their harmful effects on public health and the environment. Air quality standards are levels of contaminants that represent safe levels that avoid specific adverse health effects associated with each pollutant. The EPA sets National Ambient Air Quality Standards for six criteria pollutants, which include carbon monoxide (CO), nitrous dioxide (NO2), sulfur dioxide (SO2), lead, ground-level ozone, and particulate matter. The State of California includes one additional pollutant referred to as “Visibility Reducing Particles”.

Although the Federal Clean Air Act (CAA) requires the EPA to set outdoor air quality standards for the nation, the CAA permits states to adopt additional or more protective standards. California has set standards for

certain pollutants such as particulate matter and ozone that are stricter than the federal standards and has also set standards for some pollutants not addressed by the federal standards. Areas that meet ambient air quality standards are classified as attainment areas. The State and federal ambient air quality standards are shown in Table 3-1.

Table 3-1 State and Federal Criteria Air Pollutant Standards[5]

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O_3)	0.09 ppm/1-hour 0.07 ppm/8-hour	0.070 ppm/8-hour	(a) Decline in pulmonary function and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage.
Carbon Monoxide (CO)	20.0 ppm/1-hour 9.0 ppm/8-hour	35.0 ppm/1-hour 9.0 ppm/8-hour	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses.
Nitrogen Dioxide (NO_2)	0.18 ppm/1-hour 0.03 ppm/annual	100 ppb/1-hour 0.053 ppm/annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO_2)	0.25 ppm/1-hour 0.04 ppm/24-hour	75 ppb/1-hour 0.14 ppm/24-hour	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM_{10})	50 µg/m^3/24-hour 20 µg/m^3/annual	150 µg/m^3/24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter ($PM_{2.5}$)	12 µg/m^3 / annual	35 µg/m^3/24-hour 12 µg/m^3/annual	
Sulfates	25 µg/m^3/24-hour	No Federal Standards	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) property damage.
Lead	1.5 µg/m^3/30-day	0.15 µg/m^3/3-month rolling	(a) Learning disabilities; (b) Impairment of blood formation and nerve conduction.
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer-visibility of 10 miles or more due to particles when humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.

[5] P. 34, Wilson, K., et al., The District: Air Quality and Global Climate Change Impact Analysis, Kunzman Associates, Inc., Oct. 9, 2014

Table 3-2 Salton Sea Air Basin Attainment Status[6]

Pollutant	State Status[1]	National Status[2]
Ozone	Nonattainment	Nonattainment
Carbon monoxide	Attainment	Attainment
Nitrogen dioxide	Attainment	Unclassified/Attainment
Sulfur dioxide	Attainment	Attainment
PM10	Nonattainment	Nonattainment
PM2.5	Unclassified	Unclassified/Attainment

The EPA and the California Air Resource Board (CARB) designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Attainment status is shown in Table 3-2.

As shown in Table 3-2, air quality in the SSAB is in nonattainment status with state and federal standards for fugitive dust (PM10), and ozone (O_3), and is in attainment/unclassified for PM2.5. Ambient air quality in the SSAB, including the project site, does not exceed state and federal standards for carbon monoxide (CO), nitrogen dioxide (NO_2), lead, and sulfur dioxide (SO_2).

[6] P. 35, Wilson, K., et al., The District: Air Quality and Global Climate Change Impact Analysis, Kunzman Associates, Inc., Oct. 9, 2014

Table 3-3 SCAQMD Air Quality Significance Thresholds for Coachella Valley[7][8]

Mass Daily Thresholds		
Pollutant	Construction (lbs/day)	Operation (lbs/day)
NOx	100	100
VOC	75	75
PM10	150	150
PM2.5	55	55
SOx	150	150
CO	550	550
Lead	3	3
Toxic Air Contaminants, Odor and GHG Thresholds		
TACs	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index > 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO2e for industrial facilities	
Ambient Air Quality Standards		
Pollutant	SCAQMD Standards	
NO2 -1-hour average	0.18 ppm (338 µg/m^3)	
PM10 -24-hour average Construction Operations	 10.4 µg/m^3 2.5 ug/m^3	
PM2.5 -24-hour average Construction Operations	 10.4 µg/m^3 2.5 µg/m^3	
SO2 1-hour average 24-hour average	 0.25 ppm 0.04 ppm	
CO 1-hour average 8-hour average	 20 ppm (23,000 µg/m^3) 9 ppm (10,000 µg/m^3)	
Lead 30-day average Rolling 3-month average Quarterly average	 1.5 µg/m^3 0.15 µg/m^3 1.5 µg/m^3	

[7] Source: http://www.aqmd.gov/ceqa/handbook/signthres.pdf

[8] Construction thresholds apply to both the SCAB and Coachella Valley. For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.

Table 3-4 Air Quality Monitoring Summary[1]

Pollutant (Standard)[2]	Year		
	2014	2015	2016
Ozone:			
Maximum 1-Hour Concentration (ppm)	0.108	0.102	0.103
Days > CAAQS (0.09 ppm)	**9**	**3**	**6**
Maximum 8-Hour Concentration (ppm)	0.093	0.093	0.092
Days > NAAQS (0.070 ppm)	**55**	**47**	**46**
Days > CAAQS (0.070 ppm)	**61**	**51**	**48**
Carbon Monoxide:			
Maximum 8-Hour Concentration (ppm)	*	*	*
Days > CAAQS (9 ppm)	0	0	0
Days > NAAQS (9 ppm)	0	0	0
Nitrogen Dioxide:			
Maximum 1-Hour Concentration (ppm)	0.0463	0.0415	0.0426
1-Hour 98th Percentile	0.0412	0.0377	0.0344
Annual Average (ppm)	*	0.006	0.006
Days > CAAQS (0.18 ppm)	0	0	0
Inhalable Particulates (PM10):			
Maximum 24-Hour Concentration (ug/m^3)	313.8	199.0	447.2
Days > NAAQS (150 ug/m^3)	**1**	**1**	**1**
Days > CAAQS (50 ug/m^3)	**2**	**2**	*
Annual Average (ug/m^3)	25.4	20.9	23.1
Ultra-Fine Particulates (PM2.5):			
Maximum 24-Hour Concentration (ug/m^3)	15.5	22.7	14.7
Days > NAAQS (35 ug/m^3)	0	0	0
Annual Average (ug/m^3)	*	*	5.4

[1]Source: http://www.arb.ca.gov/adam/

Data from Palm Springs monitoring station unless noted

[2]CAAQS: California Ambient Air Quality Standard; NAAQS: National Ambient Air Quality Standard; ppm = parts per million

*Insufficient data available

Regional Air Quality

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

Local Air Quality

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

The significance thresholds for local emissions of NO_2 and CO are determined by subtracting the highest background concentrations from the last three years of these pollutants shown in Table 3-4 Air Quality Monitoring Summary from the most restrictive ambient air quality standards for these pollutants that are outlined in the Localized Significance Thresholds. Table 3-3 shows the ambient air quality standards for NO2, CO, and PM_{10}, and $PM_{2.5}$.

Toxic Air Contaminants

In addition to criteria pollutants, toxic air contaminants (TACs) are another group of pollutants of concern that are known to cause cancer and other serious health effects. Sources of TACs include industrial processes, commercial operations, and motor vehicle exhaust.

The majority of the health risks from toxic air contaminants can be attributed to relatively few compounds, the most important of which is diesel particulate matter (DPM). Diesel emissions are responsible for the majority of the state's potential airborne cancer risk from combustion sources. DPM is especially harmful to children and the elderly. Diesel engines emit a complex mixture of air pollutants composed of gaseous and solid material. Visible emissions are known as particulate matter or PM, which includes soot. Diesel exhaust also contains a variety of harmful gases and other cancer-causing substances.

CHECKLIST RESPONSES

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

a. **Less than significant impact.** SCAQMD recommends that Lead Agencies use two criteria for determining a project's consistency with the applicable AQMP. The SCAQMD CEQA Handbook identifies the two criteria as:

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

   2. Whether the project is consistent with the local General Plan, since assumptions in the AQMP are based on those used in local general plans.

   Criterion 1: Based on the air quality modeling analysis contained in the Air Analysis, short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local

thresholds of significance. The air analysis also found that long-term operational impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance.

Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

Criterion 2: Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the project are based on the same forecasts as the AQMP. The 2016-2040 Regional Transportation/Sustainable Communities Strategy, prepared by SCAG, includes chapters on the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City's General Plan Land Use Element defines the assumptions that are represented in the AQMP.

The project site is designated as "RR" (Resort Residential) on the General Plan land use map. RR designation establishes housing densities from 3 to 6.5 dwelling units per acre within a master-planned community. The proposed project density of 6.43 dwelling units per acre within a PUD. The proposed residential planned unit development would be consistent with the existing General Plan land use designation. Since the proposed project would not result in an inconsistency with the RR General Plan land use designation and would not exceed the AQMP assumptions for the project site, the project is consistent with the AQMP for the second criterion.

Based on the above analysis, the proposed project will not result in an inconsistency with the SCAQMD AQMP and will not result in an impact from a conflict with or obstruction of the 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)?

b. & c. Less than significant impact.

Construction-related regional impacts

SCAQMD recommends that quantitative air pollution thresholds be used to determine the significance of project emissions. The SCAQMD thresholds are based on daily emission allowances for construction and operation of a project. The project construction and operation emissions were analyzed using CalEEMod Version 2016.3.1 to calculate the peak daily air pollutant emission rates during construction.

Construction activities associated with the proposed project would have the potential to generate air emissions, toxic air contaminant emissions, and odor impacts. Assumptions for the duration and construction of the project were obtained from the applicant. Project construction activities were anticipated to include:

- grading of approximately 7.46 acres;
- construction of 49 single-family detached homes (currently 48 homes are proposed);
- paving of approximately 94,965 square feet;

- landscaping/drainage/easements and active open space areas of approximately 33,480 square feet; and
- application of architectural coatings.

Construction of the proposed project is estimated to include approximately 100,000 cubic yards of export. The project is expected to start construction no sooner than January 2018 and to be completed by mid-December 2019.

SCAQMD Rule 403 and 403.1

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

In addition, any operator applying for a grading permit, or a building permit for an activity with a disturbed surface area of more than 5,000 square feet, cannot initiate any earth-moving operations unless a Fugitive Dust Control Plan has been prepared pursuant to the provisions of the Coachella Valley Fugitive Dust Control Handbook and approved by the City. It is anticipated that this project will obtain and prepare the required Fugitive Dust Control Plan.

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

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

Table 3-5: Construction-Related Regional Pollutant Emissions[9]

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO_2	PM10	PM2.5
Grading						
On-Site[2]	2.77	30.67	16.58	0.03	4.02	2.73
Off-Site[3]	1.26	52.96	7.63	0.15	3.69	1.15
Subtotal	4.04	83.64	24.21	0.18	7.71	3.88
Building Construction						
On-Site[2]	2.68	23.39	17.58	0.03	1.50	1.41
Off-Site[3]	0.44	3.10	3.32	0.01	0.76	0.22
Subtotal	3.12	26.49	20.90	0.04	2.26	1.63
Paving						
On-Site[2]	1.77	15.24	14.66	0.02	0.82	0.76
Off-Site[3]	0.07	0.04	0.52	0.00	0.13	0.03
Subtotal	1.84	15.28	15.18	0.02	0.95	0.79
Architectural Coating						
On-Site[2]	66.52	1.84	1.84	0.00	0.13	0.13
Off-Site[3]	0.06	0.04	0.48	0.00	0.12	0.03
Subtotal	66.58	1.87	2.32	0.00	0.25	0.16
Total for overlapping phases[4]	71.54	43.65	38.40	0.07	3.46	2.58
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	No	No	No	No	No	No

[2] On-site emissions from equipment operated on-site that is not operated on public roads.
[3] Off-site emissions from equipment operated on public roads
[4] Construction, painting, and paving phases my overlap

As shown in Table 3-5, SCAQMD daily thresholds for criteria pollutants will not be exceeded during construction of the proposed project. Construction-related emissions are temporary and will end once construction is complete. Temporary construction emissions will be minimized through best development practices, adherence to a project-specific dust control plan, and proper maintenance of construction equipment, phased development, and consistency with standard air quality conditions of approval. Therefore, construction of the project would result in a less than significant impact on regional air quality.

Long-Term Operational Impacts

The on-going operation of the proposed project would result in a long-term increase in air pollutant emissions associated with project-generated vehicle trips and operational emissions. Operations-related emissions were calculated using CalEEMod model. The operating emissions were based on the year 2019, the anticipated opening year. CalEEMod analyzes operational emission from area sources, energy usage, and mobile sources.

The traffic impact analysis (TIA) found that the project would generate 466 vehicle trips per day with a trip generation of 9.52 trips per dwelling unit. Project trips from the TIA were input into the CalEEMod model. Area sources included emissions from consumer products, landscape equipment, and architectural coatings. Energy usage used in calculating operational impacts included generation of electricity and

[9] P. 52, Kunzman Associates, *The District East Air Quality and Global Climate Change Analysis*, July 12, 2017

natural gas used on-site. The project would be subject to 2016 Title 24 commercial standards which are 28 percent more efficient than 2013 Title 24 Standards used in the CalEEMod model. The Title 24 standards will reduce the project operational emissions.

Project Impacts

Both summer and winter VOC, NOx, CO, SO2, PM10, and PM2.5 emissions created from the proposed project's long-term operations have been calculated and the highest values from either summer or winter are summarized below in Table 3-6. Table 3-6 shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

Table 3-6 Regional Operation Pollutant Emissions[10]

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO2	PM10	PM2.5
Area Sources[2]	2.92	0.78	4.39	0.00	0.08	0.08
Energy Usage[3]	0.05	0.46	0.20	0.00	0.04	0.04
Mobile Sources[4]	0.99	6.53	9.59	0.03	2.26	0.63
Total Emissions	**3.97**	**7.76**	**14.18**	**0.04**	**2.38**	**0.75**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Cumulative Regional Air Quality Impacts

Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources that travel well outside the local area. Any activity resulting in emissions of PM10, ozone, or ozone precursors will unavoidably contribute, at some level, to regional non-attainment designation of ozone, and PM10. From an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered, would cover an even larger area. Accordingly, the cumulative analysis for the project air quality was generic by nature.

The SSAB is designated as nonattainment under both the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) for ozone and PM10. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the SSAB. The greatest cumulative impact on cumulative regional air quality will be incremental addition of pollutants from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with construction.

Air quality will only be temporarily degraded during construction that occurs separately or simultaneously. In accordance with SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact.

[10] Kunzman Associates, Inc., *The District East Air Quality and Global Climate Change Impact Analysis*, July 12, 2017, p. 59

Therefore, long-term project emissions will result in a less than significant cumulative air quality impacts at the regional level.

Summary of Findings

Construction source emissions would not exceed regional thresholds of significance established by the SCAQMD for the SSAB. Since the project will comply with all applicable SCAQMD construction source emission reduction rules and guidelines, construction-related impacts would not cause or substantially contribute to violation of CAAQS or NAAQS. Operational emissions would not exceed applicable regional thresholds of significance established by the SCAQMD. The project would not result in a cumulatively considerable net increase of a criteria air pollutant for which the SSAB is in non-attainment under an applicable federal or state ambient air quality standard.

Based on the above analysis, the project would result in a less than significant impact from either: a) violation of any air quality standard or contribute substantially to an existing or project air quality violation either during construction or operation of the project; or b) a cumulatively considerable net increase in any criteria pollutant for which the region is in non-attainment.

d) Expose sensitive receptors to substantial pollutant concentrations?

d. **Less than significant impact with mitigation.** A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. For the CEQA purposes, the SCAQMD considers sensitive receptors to be residences, hospitals, convalescent facilities, where an individual may remain for 24 hours. The nearest sensitive receptors to the project site are residents of a mobile home park adjacent to the east, residents to the northwest and west, and guests of the resort facility adjacent to the west.

Methodology

Local air quality emissions from construction were analyzed applying the SCAQMD's recommended CalEEMod methodology to determine construction emissions and comparing the results to the SCAQMD's Mass Rate Localized Significance Thresholds (LSTs) tables. LSTs are only applicable to the criteria pollutants NOX, CO, PM10, and PM2.5 and are the maximum emissions from a project that would not exceed the most stringent applicable federal or state air quality standards. LSTs are applicable where projects would not disturb more than five acres per day.

The emissions thresholds were calculated using the Mass Rate Localized Significance Look-Up Tables using the Coachella Valley source receptor area (SRA) 30, a maximum disturbance of three acres per day, and using the nearest receptor 25 meters threshold. According to the applicant, the number of acres expected to be disturbed per day for the project construction phase are shown in Table 3-7. The CalEEMod output in Appendix B of the Air Quality Analysis report shows the construction equipment used for the analysis.

Table 3-7 Maximum Number of Acres Disturbed Per Day

Activity	Equipment	Number	Acres/8hr-day	Total Acres
Grading	Graders	1	0.5	0.5
	Excavators	1	0.5	0.5
	Rubber Tired Dozers	1	0.5	0.5
	Tractors/Loaders/Backhoes	3	0.5	1.5
Total per phase		-	-	**3**

Construction-Related Local Air Quality Impacts

Table 3-8 shows the results of the calculation of on-site emissions from construction at the closest sensitive receptors. None of the analyzed criteria pollutants would be exceeded during project construction provided the project does not disturb more than three acres per day during grading and construction, which is required by the project as mitigation measure AQ-1. Therefore, a less than significant impact would result project construction on sensitive receptors with mitigation.

Table 3-8 – Local Construction Emissions at the Closest Sensitive Receptors[1]

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Grading	30.67	16.58	4.02	2.73
Building Construction	23.39	17.58	1.50	1.41
Paving	15.24	14.66	0.82	0.76
Architectural Coating	1.84	1.84	0.13	0.13
SCAQMD Thresholds[2]	**191**	**1,299**	**7**	**5**
Exceeds Threshold?	No	No	No	No

Operations-Related Local Air Quality Impacts

Hot Spot-Related Impacts

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts.

To determine if the proposed project could cause emission levels in excess of the CO standards discussed above, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The project was analyzed to determine potential for CO hotspots at intersections in the general project vicinity. Hot spots potentially can occur at high traffic volume intersections with a Level of Service of E or worse. Based on the 1992 Federal Attainment Plan for CO, an intersection with a daily traffic volume of 100,000 vehicles per day would not violate the CO standard. The Traffic Impact Analysis prepared found that the project would generate a maximum of approximately 466 trips per day. The intersection with the highest peak hour traffic volume is Cree Road and East Palm Canyon Drive, which has a PM peak-hour volume of 1,370 trips for the year 2019 Existing plus Ambient plus Project Plus Cumulative scenario.

Based on the 1992 Federal Attainment Plan for Carbon Monoxide, the traffic expected to be generated by the project falls far short of the 100,000 vehicles per day. Therefore, no CO hotspot modeling was performed and no significant long-term air quality impact is expected to occur as a result of CO hotspots.

On-Site Operations

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Salton Sea Air Basin.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site, such as industrial warehouse/transfer facilities. The proposed project is a single-family PUD and does not include such uses. Therefore, due the lack of stationary source emissions, no long-term localized significance threshold analysis is warranted.

Toxic Air Contaminants

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project.

The residential nature of the project involving 48 single-family homes on a 7.46-acre site would not be considered a source of toxic air contaminants and sensitive receptors would not be exposed to toxic sources of air pollution during operation of the project.

Summary

Based on the air quality analysis, project air quality impacts will not result in a significant impact from exposure of sensitive receptors to CO, NOX, PM10 or PM2.5 emissions in excess of LSTs, toxic air contaminants, or from CO hotspots. Construction activities would not result in a significant impact on sensitive receptors provided construction and grading did not exceed the parameters used in calculating construction emissions provided grading activities did not exceed more than three acres per day. Mitigation measure AQ-1 requires the applicant to restrict grading to three acres or less per day and use of specific construction equipment. Therefore, the project will result in a less than significant impact on sensitive receptors with mitigation.

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

e. **Less than significant impact.** The SCAQMD CEQA Handbook states that an odor would occur if the project creates an odor nuisance pursuant to SCAQMD Rule 402. Potential sources of odors during construction

include application of materials such as asphalt pavement. Objectionable odors that may be produced during construction processes are short-term in nature and would cease once drying and hardening have taken place. These odors would disperse rapidly from the project site and should not reach objectionable levels at the nearest sensitive receptors. Therefore, due to the short-term nature and limited amounts of odor-producing materials being used, no significant impacts would result from odors during construction.

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding and the like. The proposed project does not include any uses identified by the SCAQMD as being associated with unpleasant or objectionable odors. The project site is in an area surrounded by residential uses on the north, west and east, and retail and other commercial uses to the south. The commercial uses to the immediate south do not include restaurants within 500 feet of the project site that may produce strong odors that could be objectionable to residents of the project. None of the other surrounding uses would generally produce odors that could have a significant impact on the project residents.

The project is not expected to generate significant objectionable odors during construction or during operation. The project has the potential to result in short-term odors associated with asphalt paving and other construction activities. However, construction-related odors would be quickly dispersed below detectable thresholds as distance from the construction site increases. Therefore, the project will result in less than significant impact from objectionable odors.

Mitigation Measures

AQ-1 Construction activities that include grading will be limited to a maximum of three acres per day and use of construction equipment listed in Appendix B of The District East Air Quality and Global Climate Change Analysis.

Regulatory Requirements:

RR-1 The project must comply with the Coachella Valley PM10 State Implementation Plan and SCQAMD Rules 403 and 403.1 regarding fugitive dust. As a standard condition of approval and pursuant to City Code section 8.54.040, the applicant will be required to prepare and submit a fugitive dust control plan before issuance of grading permits for the project.

IV. Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game 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?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

BIOLOGICAL RESOURCES BACKGROUND

This section is based on the Habitat Assessment for APN 681-310-014 and 681-310-016 dated May 25, 2017 that was prepared by Gonzales Environmental Consulting, LLC (Appendix B). The objectives of the habitat assessment were to determine the potential presence or absence of species of concern within the project vicinity and to determine the potential for the project to negatively impact biological resources.

The habitat assessment also included a burrowing owl focused survey and habitat assessment. The results of the survey and assessment are included in the report titled *Habitat Assessment and Focused Surveys for Burrowing Owl (for) APN 681-310-014 and 681-310-016,* dated May 25, 2017, that was also prepared by Gonzales Environmental Consulting, LLC. The burrowing owl assessment report is contained in Appendix E of the overall habitat assessment report.

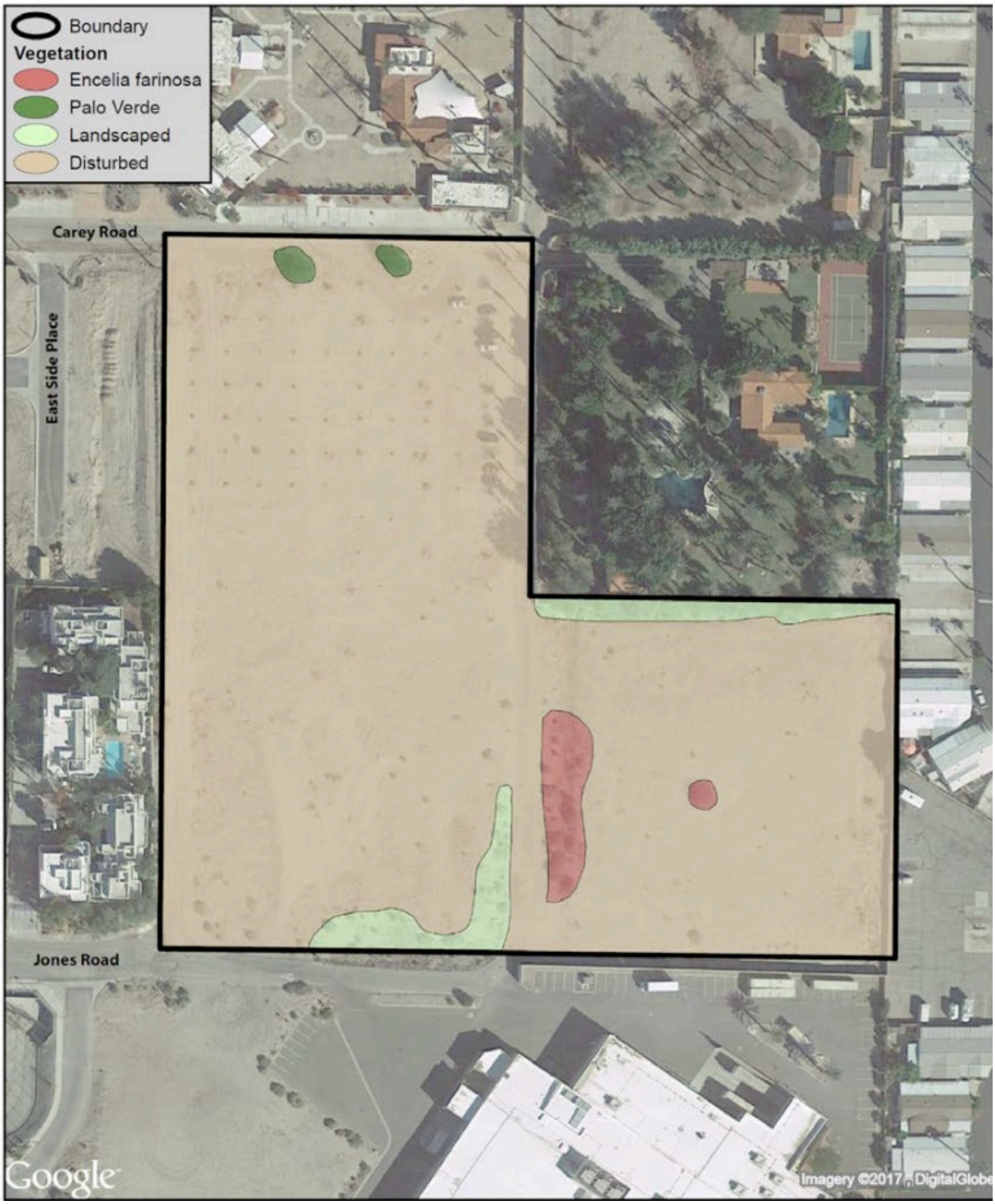
The following background and analysis are based on the habitat assessment prepared for the project.

Site and Surrounding Area

The site is currently vacant and has been graded and cleared of vegetation. Only low-lying vegetation, palm tree stumps and some landscape along the north and south property lines currently remain on the site. The majority of the site is covered by fine sand, with some gravelly sand in the northwest corner, and has a generally flat slope. A photo aerial of the project site shown in Figure 3-6, shows vegetation found across the site.

The site is surrounded by residential and commercial development on all sides. Adjacent to west are single-family homes and a rehabilitation facility, to the east is residential, and to the south is commercial shopping center. To the north across Carey Road is a partially developed former resort property that is currently unoccupied. The resort site to the north has recently been approved as a senior living facility that is slated to begin construction in early 2018.

Figure 3-6 Aerial of The District East Project Site with Vegetation Identified[11]



Special Status Species

Special Status species are commonly known in the scientific community as species considered sufficiently rare that they require special consideration and/or protection and have been, or have the potential to be, listed as rare, threatened, or endangered by the federal and/or state governments. Those agencies include, but are not limited to, California Department of Fish and Wildlife (CDFW) and United States Fish and Wildlife Service (USFWS).

Regulatory Framework

The following is a list of federal, state and local regulations that apply to biological resources. A detailed description of these laws and regulations is contained in the habitat assessment report in Appendix B of this Initial Study.

Federal Laws and Regulations

- Federal Endangered Species Act (FESA)
- Migratory Bird Treaty Act (MBTA)
- Sections 401 and 404 of the Clean Water Act
- Section 10(a) Permit
- Executive Order 13112 – Invasive Species

State Laws and Regulations

- California Endangered Species Act (CESA)
- Native Plant Protection Act
- California Fish and Game Code
- California Regional Water Quality Control Board (CRWQCB)

Regional Laws and Regulations

- Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)

Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)

The City of Cathedral City is located within the CVMSHCP area. The CVMSHCP is a regional multi-agency conservation plan that provides for the long-term conservation of ecological diversity in the Coachella Valley region. The plan area includes nine cities as well as parts of Riverside County and area water districts.

The plan considers economic development activities while at the same time providing for the conservation of species of concern. The stated overall goal of the CVMSHCP is, "… to enhance and maintain biological diversity and ecosystem processes while allowing future economic growth." The CVMSHCP balances environmental protection and economic development objectives in the plan area and simplifies compliance with endangered species laws.

Under the CVMSHCP, a Take Authorization is allowed for covered activities in accordance with the Federal Endangered Species Act (FESA) and the California Natural Community Conservation Planning Act. Covered activities include development permitted or approved by local permittees, which includes new projects approved pursuant to county and city general plans. However, the CVMSHCP designates certain areas as Conservation Areas to serve as natural

[11] Gonzales Environmental Consulting, LLC 2017, *Habitat Assessment including the Results of Focused Burrowing Owl and MSHCP Consistency Analysis APN 681-310-014 and 681-310-016,* May 2017

habitat for covered species, where development activities are limited. The project site is not located within or adjacent to a designated Conservation Area of the CVMSHCP.

Mitigation for the impacts of development on the covered species and their habitats is through payment of a Local Development Mitigation Fee that funds preservation of habitat in the Coachella Valley. The City of Cathedral City requires the fee to be paid before issuance of a building permit for a project. The fee is in turn used by the Coachella Valley Conservation Commission to minimize and mitigate impacts of the Takings and provide for conservation of the covered and non-covered species through the acquisition and maintenance of habitat.

Direct and Indirect Impacts to Wildlife

The project was assessed for its potential to have direct, indirect, and cumulative impacts to biological resources. Direct impacts generally consist of loss of habitat and plant and wildlife species within the project site area. All biological resources were found to be 100 percent lost due to past grading activities on the site.

Indirect impacts are those that result from adverse "edge effects", that would result from construction and long-term from location within in proximity to biological resources within natural open space. Since the site is surrounded by development and is not located within or adjacent to a conservation area of the CVMSHCP, the project would not result in any indirect impacts.

Cumulative impacts are incremental effects from the project and other past, present and reasonably foreseeable future projects.

Records Search

Before start of surveying, records searches were performed to determine the potential for sensitive biological resources to occur on the site and surrounding areas that could be directly or indirectly impacted by the project. Records searches included review of USFWS and CDFW, literature searches, examination of aerial photographs and database searches of the California Natural Diversity Database records, and sensitive species accounts for Riverside County. Environmental Impacts Reports prepared for other projects in the vicinity of the project were also reviewed. Records of known occurrences were also reviewed to identify plant and wildlife species that may occur in the project area. Those records when then compared with federal and state listed threatened, endangered, or special status wildlife and plant species.

A list of special status species compiled from the records searches included:

- Listed as endangered or threatened, proposed for listing, or candidates for listing under the FESA;
- Listed as endangered or threatened, proposed for listing, or candidates for listing under the CESA;
- Included in one of the CDFW publications on species of special concern;
- Fully protected by the State of California;
- Included in the CNPS compilations; and
- Identified as plants meeting the definition of rare or endangered under CEQA.

Details of the records searches and reviewed databases are included in the habitat assessment report for the project.

Biological Field Surveys

Biological surveys were conducted in spring 2017 using information on special status plant and animal species derived from the records searches. General reconnaissance and habitat assessment surveys were conducted to assess the presence of wildlife and plant species within the project area. Focused surveys for

special status species that have been documented in the area were conducted during the general biological and burrowing owl surveys.

All wildlife and plant species encountered during surveys were documented by the surveyors. Any specific areas (e.g., potential nesting, breeding, and foraging habitat) encountered during the surveys that have a high probability for supporting sensitive wildlife were documented. The likelihood of these species occurrence (not expected, low, moderate, and high, expected) was also assessed. The detailed results of the surveys are contained in the habitat assessment report.

A complete floristic survey of the project area, was also conducted at the time of the general biological surveys in spring 2017 to determine the presence of listed or special status plant species or sensitive plant communities within the study area. The plant surveys followed protocols recommended by the USFWS, CDFG, and CNPS guidelines.

Based on the findings of the biological surveys, focused habitat assessment and species-specific surveys were conducted for the burrowing owl in spring 2017.

Wildlife Corridors

Potential impacts on wildlife corridors would occur if a project would interfere with wildlife movement or cause habitat fragmentation. Habitat fragmentation occurs when a project would result in a single unified habitat being divided into two or more areas that caused isolation of the habitat. Isolation occurs when wildlife cannot move freely from one portion of the habitat to another or from one habitat type to another. Habitat fragmentation can also occur when one or more portions of a habitat are converted into another habitat, such as when burning converts scrub habitats to grassland.

During biological surveying, the project site was evaluated for its potential to facilitate wildlife movement and whether the project site provides links to seasonal foraging grounds or affects the exchange of genetic material. The site was found to have limited potential to act as a wildlife corridor since it has been graded and cleared of vegetation, and is surrounded by residential and commercial development on all sides.

CVMSHCP Covered Species

The biological study lists species covered under the CVMSHCP that were modeled to occur on the site and project impacts that could potentially occur to each species (See Table 3-9: CVMSHCP Cover Species). During the biological studies, none of the covered species were found to occur on the site and no suitable habitat was found. However, the CVMSHP still requires that a fee be paid by the project developer to mitigate for the incremental loss of habitat for the species covered under the plan.

Table 3-9: CVMSHCP Covered Species[12]

Common Name	Scientific Name
Arroyo toad	*Anaxyrus californicus*
Burrowing owl	*Athene cunicularia*
California black rail	*Laterallus jamaicensis coturniculus*
Coachella Valley fringe-toed lizard	*Uma inornata*
Coachella Valley giant sand-treader cricket	*Macrobaenetes valgum*
Coachella Valley Jerusalem cricket	*Stenopelmatus cahuilaensis*

[12] https://nrm.dfg.ca.gov/

Common Name	Scientific Name
Coachella Valley milkvetch	*Astragalus lentiginosus var. coachellae*
Crissal thrasher	*Toxostoma crissale*
Desert pupfish	*Cyprinodon macularius*
Desert tortoise	*Gopherus agassizii*
Flat-tailed horned lizard	*Phrynosoma mcallii*
Gray vireo	*Vireo vicinior*
Least Bell's vireo	*Vireo bellii pusillus*
LeConte's thrasher	*Toxostoma lecontei*
Little San Bernardino Mountains linanthus	*Linanthus maculatus*
Mecca aster	*Xylorhiza cognata*
Orocopia sage	*Salvia greatae*
Palm Springs pocket mouse	*Perognathus longimembris bangsi*
Palm Springs round-tailed ground squirrel	*Xerospermophilus tereticaudus chlorus*
Peninsular bighorn sheep DPS	*Ovis canadensis nelsoni pop. 2*
Southwestern willow flycatcher	*Empidonax traillii extimus*
Summer tanager	*Piranga rubra*
Triple-ribbed milkvetch	*Astragalus tricarinatus*
Western yellow bat	*Lasiurus xanthinus*
Yellow breasted chat	*Icteria virens*
Yellow warbler	*Dendroica petechia brewsteri*
Yuma clapper rail	*Rallus longirostris yumanensis*

CHECKLIST RESPONSES:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

a. **Less than significant with mitigation.** The purpose of the biological assessment study for the proposed project was to determine whether any special status plant and animal species have the potential to occur on the site, and whether there was suitable habitat that would support the special status species. The project was assessed for its potential to have either a direct, indirect or cumulative impact on biological resources within the project area.

   Sensitive Plant Communities

   The project site encompasses one vegetative community type, with a stand of Encelia farinosa, two palo verde and landscape areas. The palo verde trees are located along the northern boundary of the site and appear to have been planted for landscaping. Other landscaping includes oleanders, bougainvillea, and rosemary along the site boundaries. The vegetative community currently present is characterized as

disturbed. Figure 3-6 shows the location of the existing vegetation on the site. No sensitive plant communities were found that would be impacted by the project.

Special Status Plant Species

Of the special status plant species with the potential to occur on site, none were found to be present and no suitable habitat was found primarily due to the presence of disturbed soils and/or due to the type of terrain on the site.

Special Status Wildlife – Amphibians, Reptiles and Fish

Wildlife usage of the project site has been heavily impacted from previous land uses and removal of all native and non-native vegetation. Of those special status amphibians or reptiles that have been documented near the site, none were found to occur on site due to the presence of disturbed soils and / or lack of appropriate terrain (mountainous, desert, grasslands) or terrain features such as, forests, wetlands, rivers, etc., that would support the species.

Special Status Wildlife – Birds

Several bird species have been documented near the site. Of the 48 special status birds with the potential to occur on site, most were not found and no suitable habitat is present that would support the species. The following species were either found on or near the project site or their habitat was detected during surveying:

- Burrowing owl: The burrowing owl is a federal and state listed species of special concern and U.S. Fish and Wildlife Service Migratory Nongame Bird of Management Concern. The burrowing owl is only partially covered species under the CVMSHCP in that conservation areas serve to preserve its habitat. The burrowing owl is also protected by the federal MBTA from any kind of harm or harassment. During the focused survey no burrowing owls were found on the project site.

  The project has a low potential to impact burrowing owl since this species is currently not present on the site. However, due to the migratory nature of this species and the presence of suitable habitat, this species can occupy on the project site at any time. Should the project site become occupied prior to construction, the project has the potential to impact this species.

  Therefore, to protect from harm burrowing owls that may take up residence on the site, a clearance survey for the burrowing owl will be required for the project no more than five days before the start of construction. Therefore, with the implementation of mitigation measure BIO-1, which requires a clearance survey be conducted, the project impacts to the burrowing owl will be less than significant.

- Migratory birds: Migratory birds are protected by the MBTA, which requires that project-related disturbances at active nesting territories be reduced or eliminated during critical phases of the nesting cycle. Disturbances that cause nest abandonment and/or loss of reproductive effort or loss of habitat upon which the birds depend could be considered as "take". Since the project site is undeveloped and vacant, there is some potential for migratory birds to be present. However, mitigation measure BIO-2 that requires additional surveying during the nesting season and requires certain measures to be taken if nests are found to protect migratory birds. Therefore, the project will result a less than significant impact from use of the site by migratory birds with implementation of mitigation BIO-2.

Special Status Wildlife – Insects

Of the several special status insect species that have been documented in the surrounding quadrangles, only the following species was found to have the potential to occur on the site:

- Casey's June beetle: Casey's June beetle is a federally endangered species, whose habitat is limited to plains bordering the San Jacinto and Santa Rosa Mountains. This species is not covered by the CVMSHCP. Since the site has been impacted by human activities such as grading and application of dust suppression chemicals in the past, there is no potential for the beetle to occur on the site. In addition, this conclusion is also supported by a 2010 Casey's June beetle survey of the adjoining property that found no evidence of the insect and found that the insect has no potential to occur due to the disturbed nature of the site.

No sensitive species, with the potential to occur on the site, or their habitat were found on the site during surveying. Although the project will result in an incremental loss of habitat, a fee is required by the CVMSHCP to be paid to offset the loss for protection of habitat elsewhere. However, although not found to currently inhabit the site, the burrowing owl habitat was found to be present.

Mitigation measure BIO-1 will ensure that the burrowing owl subsequently has not taken up residence on the site that would be harmed by development of the project. Mitigation measure BIO-2 would ensure that migratory birds will not be harmed by the project. With implementation of mitigation measures BIO-1 and BIO-2, the project will result in a less than significant impact.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

b. **Less than significant impact.** Any sensitive natural communities that could potentially occur on the site were determined not to be present due to previous site grading and other site disturbances as determined by the biological resources assessment study conducted for the project. No riparian habitat was found on the project site during surveying. Therefore, the project would not result in a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California DFG or USFWS.

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?

c. **No impact.** The project site is not occupied by any federally protected wetlands as defined under Section 404 of the Clean Water Act. The project site is vacant with sandy soils and limited vegetation. During surveying, no indication of wetlands was found on the project site. The project site is not listed on the U.S. Fish and Wildlife Wetlands Inventory map as occupied by wetlands or located near wetlands. Therefore, the project will result in no impacts to wetlands.

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?

d. **Less than significant impact with mitigation.** The project would result in a negative impact to a wildlife corridor if it caused fragmentation of habitat or interfered with the movement of wildlife, or migratory fish. During surveying, no bodies of water were found on the project site where migratory fish could be present. The project site is also not located within a conservation area of the CVMSHCP.

The project site was evaluated for its potential to facilitate wildlife movement and whether the project site provides links to seasonal foraging grounds or affects the exchange of genetic material. In its current state, the project site does not provide connectivity. Land clearing and altering of native vegetation have compromised the integrity of the wildlife dispersion corridors that may have existed on the project site. Birds, due to their movement capabilities, can disperse via the existing vegetation on neighboring properties. The site provides seasonal foraging for them. Plant dispersion is also provided, but will be impacted by construction and maintenance activities. Fencing and barriers limit reptile and meso-predator dispersion, which are not likely to use the majority of the project site as a dispersion corridor.

Biological surveys conducted for the study found no overlapping tracks, wildlife trails or dropping concentrations that might indicate the site was being used as a wildlife corridor. The surveys also found no indication of use of the site as a native wildlife nursery.

Migratory Birds

Migratory birds are subject to the requirements of the MBTA, which requires that project-related disturbances at active nesting territories be reduced or eliminated during critical phases of the nesting cycle. Disturbances that cause nest abandonment and/or loss of reproductive effort or loss of habitat upon which the birds depend could be considered as an "incidental take" and constitutes a violation of the MBTA. In its current condition as an undeveloped vacant property, there is some potential for migratory birds to be present. However, mitigation measure BIO-2 that requires additional surveying during the nesting season and requires certain measures to be taken if nests are found to protect migratory birds. Therefore, the project will result a less than significant impact from use of the site as a migratory wildlife corridor with implementation of mitigation.

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

e. No impact. The City does not have any local ordinances such as a tree ordinance that is aimed at protecting biological resources. The City's General Plan contains policies that apply to the protection of biological resources within the City. The project is consistent with the following General Plan policies and programs in the Biological Resources Element:

Program 1.C: City staff will continue to request biological resource surveys for new development in compliance with applicable state and federal requirements.

Policy 2: As part of the development review process, projects shall be evaluated for the project's impacts on existing habitat and wildlife, and for the land's value as viable open space.

Biological surveys were conducted for the project to assess impacts to biological resources that have the potential to occur in the area and mitigation proposed as discussed under section IV(a) above. Therefore, the project would not result in any impacts resulting from a conflict with local ordinances and policies protecting biological resources.

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?

f. No impact. Cathedral City is a signatory to the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), which is a regional conservation plan. Within the Plan, there are multiple individual designated conservation areas where development is limited. The proposed project is not within, nor does it abut, a designated Conservation Area and thus will result in no impact to conservation areas. As part of

the CVMSHCP, participating cities are required to implement a Local Development Mitigation Fee (the fee) on new development in the plan area that will be used to offset incremental loss of habitat for plants and wildlife protected under the CVMSHCP. The City of Cathedral City requires developers to pay the fee before issuance of grading permits. The project would, therefore, not conflict with the provisions of the CVMSHCP and will result in no impact to an adopted conservation plan.

MITIGATION MEASURES

BIO-1. Before issuance of any building permit for the project, a pre-construction survey shall be conducted for the burrowing owl no more than 5 days before any ground-disturbing activities begin. The survey shall be conducted as close to the actual construction initiation date as possible. If evidence of the burrowing owl is found on the site, then the developer shall follow the recommendations of a professional biologist, hired by the City at the developer's expense, on the find before restarting the ground-disturbing activities in accordance with CDFW protocol. Evidence of the completed survey shall be submitted to the City Planner before building permit issuance. If the survey determines that burrowing owls are present, mitigation in accordance with the CDFW shall be implemented as follows:

- If burrowing owls are identified as being resident on-site outside of the breeding season (February 1 through August 31) they may be relocated to other sites by permitted biologist (permitted CDFW), as allowed in the CDFW Staff Report on Burrowing Owl Mitigation (March 2012).
- If an active burrow is found during the breeding season, the burrow shall be treated as a nest site and temporary fencing shall be installed at a distance from the active burrow, to be determined by the biologist, to prevent disturbance during grading construction. Installation and removal of the fencing shall be done with a biological monitor present.

BIO-2. If construction is to occur during the MBTA nesting cycle (February 1-September 30), a nesting bird survey shall be conducted by a qualified biologist, contracted by the applicant or City and paid for by the applicant. Disturbance that cause nest abandonment and/or loss of reproductive effort (e.g. killing or abandonment of eggs or young) may be considered take and is potentially punishable by fines or imprisonment. Active bird nests shall be mapped utilizing a hand-held global positioning system (GPS) and a 300' buffer shall be flagged around the nest (500' buffer for raptor nests). Construction shall not be permitted within the buffer areas while the nest continues to be active (eggs, chicks, etc.). Results of the survey shall be submitted to the City Planner before issuance of building permits.

V. Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

HISTORICAL RESOURCES BACKGROUND

This section is based on the cultural resources assessment (CRA) for the project by ASM Affiliates, Inc., dated July 15, 2017 (Appendix C). The purpose of the study was to determine whether there were potentially significant prehistorical or historical resources within the project's area of potential effects (APE) and whether the project would have a negative impact on any cultural resources found to be present. The APE is defined by the Section 106 regulations as, "The geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking." [36 CFR Part 800.16(d)].

The CRA was conducted pursuant to the requirements of the California Environmental Quality Act (CEQA) to determine the presence or absence of potentially significant prehistoric and historic resources within the project's Area of Potential Effects (APE). The study consisted of a review of all relevant site records and reports on file with the Eastern Information Center (EIC) of the California Historical Resources Information System (CHRIS) at the University of California, Riverside for the site and properties within a one-mile radius, a

pedestrian survey of the APE, and a review of the Sacred Lands File held by the California Native American Heritage Commission (NAHC).

Historical Resources Background

CEQA defines historical resources as those resources listed or eligible for listing on the California Register of Historical Resources, listed on a local register of historical resources, or those that have been determined by the Lead Agency to meet the criteria for listing on the California Register of Historical Resources (Public Resources Code section 5024.1, Title 14, CCR, Section 4852). An archaeological resource not listed or found ineligible for listing on a historical register may also be considered significant if it is an archaeological artifact, object or site that meets the CEQA definition of "unique archaeological resource", which is one that contributes to a body of knowledge, is the oldest or best of its type, or is associated with prehistoric or historic event.

Historical Context

Prehistoric Periods – A detailed description of the historic context of the site and surrounding area is included in the cultural resources study (Appendix C). A brief summary of the historic context is provided in this section.

Known occupancies within the Coachella Valley began in the Early Holocene-Middle Holocene period (8,000-3,000 B.C.). Evidence of early occupancy in the area of the project site have been found at the mouth of Tahquitz Canyon, but were deeply buried. Evidence of other occupancies has been found in the Coachella Valley dating from the Late Prehistoric period (A.D. 1000-1700).

The Cahuilla Indians began to settle in the Coachella Valley during the Late Prehistoric Period and continue to be a presence in the valley today. The Desert Cahuilla were able to maintain traditions and lifestyles and land bases for a longer period than the coastal tribes due to their relative isolation caused by geographic influences. Villages were occupied year-round while inhabitants would leave at specific periods for foraging. The Santa Rosa and San Jacinto mountains are at the center of Cahuilla territory. A dozen or more independent, politically autonomous land holding clans owned territory within the area. Each of the territories ranged from the desert or valley floor to mountain areas. Clans included one or more lineages, each of which had an independent community area with it owned within the larger clan area.

Historic Period – This section is based on information provided in the City of Cathedral City General Plan's Archaeological and Historic Resources Element[13]. The historic period refers to the time of the first European contact within the Coachella Valley, which began in the late 1770s and ends around the time of World War II. Generally historical resources are those that are listed in or eligible for listing on the California Register of Historical Resources, included on a local register of historical resources, or identified in an historical resources survey. A resource that is not found to be listed on one of the registers does not preclude the lead agency from determining the resource is historical. In this case, a resource may be considered historical provided the lead agency determines that the resource meets the criteria for listing of the California Register of Historical Resources (Section 15064.5 of the CEQA Guidelines).

European explorers began to use a trading route through the valley as early as 1815. Referred to as the "Bradshaw Trail" an historic overland stage route, it became the primary route between the Los Angeles Basin and the gold mines in Arizona. In the Coachella Valley, Highway 111 closely follows the Bradshaw Trail. The

[13] Archaeological and Historic Resources Element, City of Cathedral City Comprehensive General Plan, adopted July 31, 2002, amended November 18, 2009

Bradshaw Trail was blazed by William Bradshaw in 1862 as an overland stage route that was used extensively between 1862 and 1877 to haul miners and other passengers to the gold fields in Arizona.

The Southern Pacific Railroad brought non-Native American settlement to the Coachella Valley in the 1870s, which was prompted by the establishment of railroad stations, the Homestead Act, Desert Land Act and other federal laws. With the development of groundwater resources, farming became important to the area. The date palm industry was particularly important to the area. Beginning in the early 20th Century, the resort industry came to be established in the Coachella Valley and the area became an important winter retreat that continues today.

During the mid-19th Century, the site was used for date palm farming that continued until about 2002, possibly as early as the 1980s. Some remnants of the of the date palm trees currently exist on the property.

Records Search

The results of the records search indicated that ten cultural resource studies have been conducted within a 0.5-mile radius of the project site. None of the previous studies was found to intersect with the project area. Nine additional studies provide overviews of cultural resources in the general vicinity as shown in Table 3-10. Only one cultural resource is located within the 0.5-mile search radius. However, the CRA found that no previously recorded cultural resources are located within the project APE.

Table 3-10: Previous Cultural Resources Reports within One-Mile Radius of Project Area

Report ID	Authors	Date	Title
RI-00002	Malcolm J. Rogers	1953	*Miscellaneous Field Notes- Riverside County. San Diego Museum of Man*
RI-00161	Roberta S. Greenwood	1975	*Paleontological, Archaeological, Historical, and Cultural Resources, West Coast-Midwest Pipeline Project*
RI-01211	Elizabeth von Till Warren, Robert H. Crabtree, Claude N. Warren, Martha Knack, and Richard McCarthy	1980	*A Cultural Resources Overview of the Colorado Desert Planning Units*
RI-02145	Daniel F. McCarthy	1987	*Cultural Resource Identification and Reconnaissance for the Northern Sphere Specific Plan for the City of Palm Desert, Riverside County, California*
RI-02146	Daniel F. McCarthy	1989	*Cultural Resource Identification and Recommendations for the City of Rancho Mirage, Riverside County, California*
RI-02927	Joan Schneider, Linda Thieran, Gwyn Alcock, Andrea Maestrojuan, and Tom Tang	1992	*Cultural Resources, Palm Springs General Plan Environmental Impact Report*
RI-03054	Joan Schneider, Linda Thieran, Gwyn Alcock, Andrea Maestrojuan, and Tom Tang	1992	*Cultural Resources, Palm Springs Annexation Environmental Impact Report*

Field Survey

A field survey of the site and surrounding area was conducted on June 29, 2017 by a professional archaeological consultant. The survey consisted of a complete, systematic, pedestrian survey of the APE at 15-minute intervals. The APE was photographed and all areas of visible soil were examined for cultural resources.

The entire APE has been previously graded. No cultural resources were identified within the APE during surveying. Scattered modern refuse was observed on the site that included concrete rubble in the northwest corner and center of the site as shown in Figure 3-7 and Figure 3-8. None of the debris was of any historical or archaeological interest. In short, no buildings, structures, objects, sites, features, or artifacts more than 50 years of age were encountered during field surveying.

Figure 3-7: Photograph of Concrete Rubble Found at Northwest Corner of Project Site

Figure 3-8: Photograph of Concrete Rubble Found in Center of Project Site

City of Cathedral City General Plan

The City's General Plan indicates six areas of known archaeological resources within the City. Four are located along the base of the San Jacinto Mountains, two are located within stream beds and the sixth is in the Edom Hill area in the northwestern portion of the City. None of these sites is located within the project APE. Exhibit IV-9: Cahuilla Cultural Sites in the General Plan Archaeological and Historic Resources Element shows one cultural site as in the vicinity of the project site. However, further research found that the site referenced is not within the project APE. (J. Schaefer, personal communication, October 21, 2014).

A city-wide survey conducted in the early 1980s by the Riverside County Historical Commission led to the recordation of eight historic structures located within Cathedral City. All recorded structures are located within the City's old downtown area over two miles from the project site.

The General Plan Archaeological and Cultural Resources Element describes areas of the City that sensitive for historical resources dating from the 1910s to the 1950s. One of those areas is referred to as the Cree Road/Palm Valley School Road area located north of East Palm Canyon Drive, which includes the project site. No structures of any kind are located on the project site. However, there are two sites within the APE that contain buildings constructed in the early 19th Century. The former resort hotel dates from the mid-19th Century is located directly north of the project was evaluated for historical significance for the senior living project. The buildings were found to not have historical significance due to major alterations and not having association with any persons or events important in history.

A single-story structure that has the potential to be deemed a historic resource is located on property adjacent to the east of the project site. Referred to as the Cree Estate, the hacienda and surrounding property were developed in the 1930s by Raymond Cree. The main on-site building is an adobe building constructed in the hacienda style that was originally Cree's personal residence. A secondary building is also located on the estate grounds and appears to be similarly constructed. Cree was a well-known developer in the Palm Springs area during the early part of the 1900s. Figure 3-9 shows the front elevation of the main building.

Figure 3-9 Cree Estate Main Building[14]

[14] Google maps

Figure 3-10 Block Wall along Jones Road Along Eastern Boundary of Project Site[15]

CHECKLIST RESPONSES

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

a. **Less than significant impact with mitigation.** No historical resources were found on the site during the intensive level survey and a search of historical records did not indicate any historical resources on the site or within the surrounding area. The Cree Estate adjacent to the east has the potential to be listed as a historical resource since it was constructed in 1930 and is associated with a locally important person. However, the project will not result in any impacts to the significance of the on-site building or importance of the estate. The estate is walled and a paved road will remain between the project site will provide a buffer with development of the project. In addition, the main estate building is at least 175 feet from the exterior boundaries of the project site. The potential historic significance of the estate structure does have some potential to be impacted by vibration during construction of the project. However, the main building and one accessory building are located well over 25 feet from the common property line. There appears to be one other structure that is within 25 feet of the common property line. According to the Federal Transit Agency 25 feet is the minimum distance at which vibration could impact an historic structure. (See Noise section for additional information.) The historical significance of these other structures was unable to be determined at this time due to access issues. Additionally, surveying should be done at a later date. To be conservative, it is assumed that the Cree Estate has the potential to be historically significant. As such, historical structures have the potential to be impacted by vibration caused by construction equipment. Mitigation measure N-2 will ensure that vibration impacts from the project will be less than significant. Therefore, the project will result in a less than significant impact to the significance of a historical resource with mitigation.

[15] Google maps

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

b. Less than significant with mitigation. The historical/archaeological resources survey report did not indicate the presence of any archaeological resources on or near the project site. The intensive field survey did not result in the discovery of any archaeological resources present on the site. A review of cultural resources records research did not indicate any previously recorded archaeological resources on or within the APE for the project site. However, since the project site is vacant and has never been developed, there is a remote possibility that unknown archaeological resources may be uncovered during site disturbance activities. Accordingly, the project would be required to implement and comply with mitigation measure CR-1, which requires work stoppage if resources are uncovered and the find to be assessed. Therefore, implementation of this mitigation measure will reduce the impact from potential discovery of subsurface cultural resources to less than significant.

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

c. Less than significant with mitigation. Paleontological resources are fossilized remains or traces of prehistoric plant and animal life. Fossil remains such as bones, teeth, shells, leaves, and wood are found in geologic deposits or rock formations where they were originally buried. The City's General Plan does not identify any paleontological resources on the site or unique geological resources pursuant to CEQA Guidelines Section 15064.5. The Riverside County General Plan (RCGP) includes an inventory of paleontological and geological resources of the entire Riverside County. The RCGP inventory map shows Cathedral City as having A low potential for finding paleontological resources. In addition, the project site is primarily sandy soils and no rock formations were found to be present on the site that would yield fossils. Therefore, it is unlikely that the project will result in the uncovering of significant paleontological resources. However, in the unlikely event paleontological resources are uncovered during the construction phase of the project, implementation of mitigation measure CR-2 will ensure that the project will result in a less than significant impact.

Native American Participation

Native American participation was initiated by filing a Sacred Lands File and Native American Contacts List Request with the California Native American Heritage Commission (NAHC). The NAHC reported that no Native American cultural resources were found on or near the project site in previous surveys. The NAHC provided a list of local tribal contacts to be consulted for further information, all of which were contacted by mail or email by the consultant. As of the date of this report, no correspondence has been received.

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

d. Less than significant impact. The proposed site is not located on, or in proximity to a known cemetery and is not expected to disturb human remains. In the event previously unknown human remains are discovered during earth disturbing activities, the State of California requires all construction activities be stopped, the Riverside County Coroner's Office be contacted, and the find accessed by the appropriate professionals. The project will be required to comply with State law regarding uncovering of human remains. Therefore, the project will have a less than significant impact on human remains.

Cultural Resources Mitigation Measures

CR-1 If during excavation, grading or construction, artifacts or other archaeological resources are discovered, all work in the immediate area of the find shall be halted and the applicant shall immediately notify the City Planner. A qualified archaeologist shall be called to the site by, and at the expense of, the

applicant to identify the find and propose mitigation if the resource is culturally significant. Work shall resume after consultation with the City of Cathedral City and implementation of the recommendations of the archaeologist. If archaeological resources are discovered, the archaeologist will be required to provide copies of any studies or reports to the Eastern Information Center for the State of California located at the University of California, Riverside and the Agua Caliente Tribal Historic Preservation Office (THPO) for permanent inclusion in the Agua Caliente Cultural Register.

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

N-2. During construction, the following measures shall be implemented to the extent possible:

- Heavily loaded trucks shall be routed away from residential streets.
- The operation of earthmoving equipment or vibratory rollers on the project site shall take place as far away from vibration-sensitive uses, i.e. mobile homes and historical buildings as possible.

Regulatory Requirements

RR-1 If human remains are uncovered during excavation or grading activities on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

A) The Riverside County Coroner has been contacted and determined that no investigation of the cause of death is required, and
B) If the coroner determines the remains to be Native American: The coroner shall contact the Native American Heritage Commission (NAHC) or the Agua Caliente Tribal Historic Preservation Office (THPO) within 24 hours. The NAHC or THPO shall identify the person or persons it believes to be the Most Likely Descendent (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Sec. 5097.98. The City and developer shall work with the designated MLD to determine the final disposition of the remains.

VI. Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk				

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
substantial risks to life or property?				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

BACKGROUND

Information in this section is based on the July 12, 2017 *Geotechnical Investigation: The District East: APN 681-310-014 and 681-310-016 Jones Road Cathedral City* (Appendix D) prepared by Sladden Engineering. The report covers the proposed project and includes a description of the geological setting and geological hazards of the site and provides an analysis of how the hazards will affect the proposed project. The geotechnical report also included recommendations on foundation design criteria and site preparation based on project site conditions.

The geotechnical investigation included a site reconnaissance to assess the surface conditions on the site and surrounding area, exploratory borings to depths of from 11 to 41 feet below ground; laboratory testing on soils samples, review of geologic literature and discussing geologic hazards; and engineering analysis to develop recommendations on design.

The following background also includes a brief description of regulations germane to the project's geological setting.

Seismicity and Faulting

The City of Cathedral City is located within Southern California, which is a known seismically active area that is within the influence of several fault systems that are active or potentially active. The State of California defines an active fault as a, "sufficiently active and well-defined fault" that has exhibited surface displacement with the Holocene epoch (about the last 11,000 years). A potential active fault is one the state defines as a fault with a history of movement within the Pleistocene time (between 11,000 and 1.6 million years ago.)

The Coachella Valley is also crossed by multiple faults within the region. Figure 3-11 shows a map of the regional fault locations in the valley. Table 3-11 shows the known active faults closest to the project site and their maximum events. Strong seismic shaking could be produced by any of these faults during the life of the project.

Project Site Geological Conditions

The site is undeveloped and has scattered desert vegetation across the property. The project site is covered with a thin layer of artificial soil to a depth of less than five feet. Native earth materials consists primarily of

poorly graded sand with minor potions of silty sand. Groundwater is well below the surface of the site as ascertained by borings conducted during the on-site geologic investigation.

Seismically-Induced Geotechnical Hazards

Ground Shaking

According to the geotechnical report, the site has been subjected to strong seismic ground shaking related to active faults in the region. Strong seismic shaking from nearby active faults is expected to produce strong seismic shaking during the project lifetime. According to the geotechnical report, the peak ground acceleration at the site is judged to have a 475-year return period and a 10 percent chance of exceedance in 50 years.

The most significant geologic hazard to the project is, therefore, the potential for moderate to strong seismic shaking during the design life of the project. As shown in Figure 3-11, the Coachella Valley region has been subject to significant seismic events in the recent past. Table 3-11 shows the closet know potentially active faults that could influence the site. The intensity of the ground-shaking will be influenced by several factors including: 1) distance to the earthquake focus; 2) earthquake magnitude; 3) response characteristics of the underlying materials; and 4) the quality and type of construction.

REGULATIONS AND LAWS

Alquist-Priolo Earthquake Fault Zoning Act (State)

The Alquist-Priolo Earthquake Fault Zoning Act was enacted in 1972 with the primary purpose of mitigating rupture hazards from surface faults through the prevention of construction of buildings used for human habitation on active faults. The Act requires the state geologist to establish and map zones around active faults and then distribute them to county and city agencies. The Act requires cities to withhold development permits for sites within an earthquake fault zone and requires the preparation of site specific reports by licensed geologists to demonstrate that proposed buildings will not be constructed across active faults.

Seismic Hazards Mapping Act (State)

The Seismic Hazards Mapping Act (Mapping Act) of 1990 addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. The Mapping Act requires the state geologist to prepare maps delineating areas prone to ground shaking, liquefaction, and earthquake landslides to assist local governments in land use planning. Cities and counties are required to use the maps in their land use planning and building permit processes.

Cathedral City General Plan

The City's General Plan Geotechnical Element Exhibit V-3[16] (Faults in the Cathedral City General Plan Area) shows two known fault zones within the City. The San Andreas Fault line is approximately six miles north of the project site and is considered an active fault with respect to the Alquist-Priolo Earthquake Fault Zoning Act. The San Andreas Fault historically has produced moderate to severe earthquakes. The project would be thus subject to secondary effects from earthquakes stemming from this fault. The Garnet Hill Fault is approximately four miles north of the project site.

[16] P. V-11, City of Cathedral City Comprehensive General Plan, adopted July 31, 2002, amended November 18, 2009

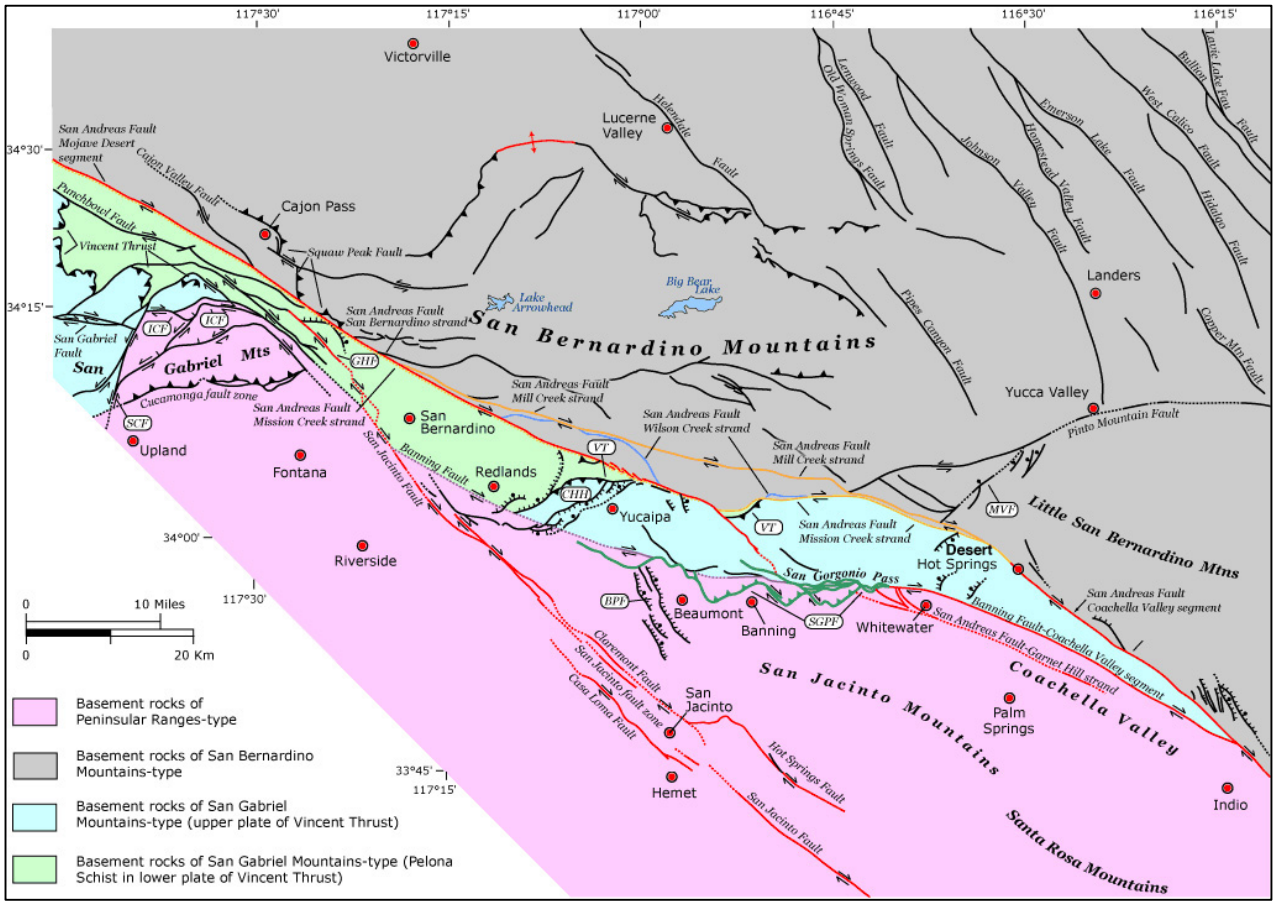
Table 3-11: Known Active Faults Closest to Project Site

Fault name	Distance (km)	Maximum event
San Andreas – Coachella	12.5	7.2*
San Andreas – Southern	12.5	7.2*
San Andreas – San Bernardino	14.7	7.5*
Burnt Mountain	19.7	6.5
Eureka Peak	23.8	6.4
San Jacinto – Anza	30	7.2
San Jacinto – Coyote Creak	33	6.8
San Jacinto – San Jacinto Valley	37.2	6.9

*8.2 for multiple segment rupture

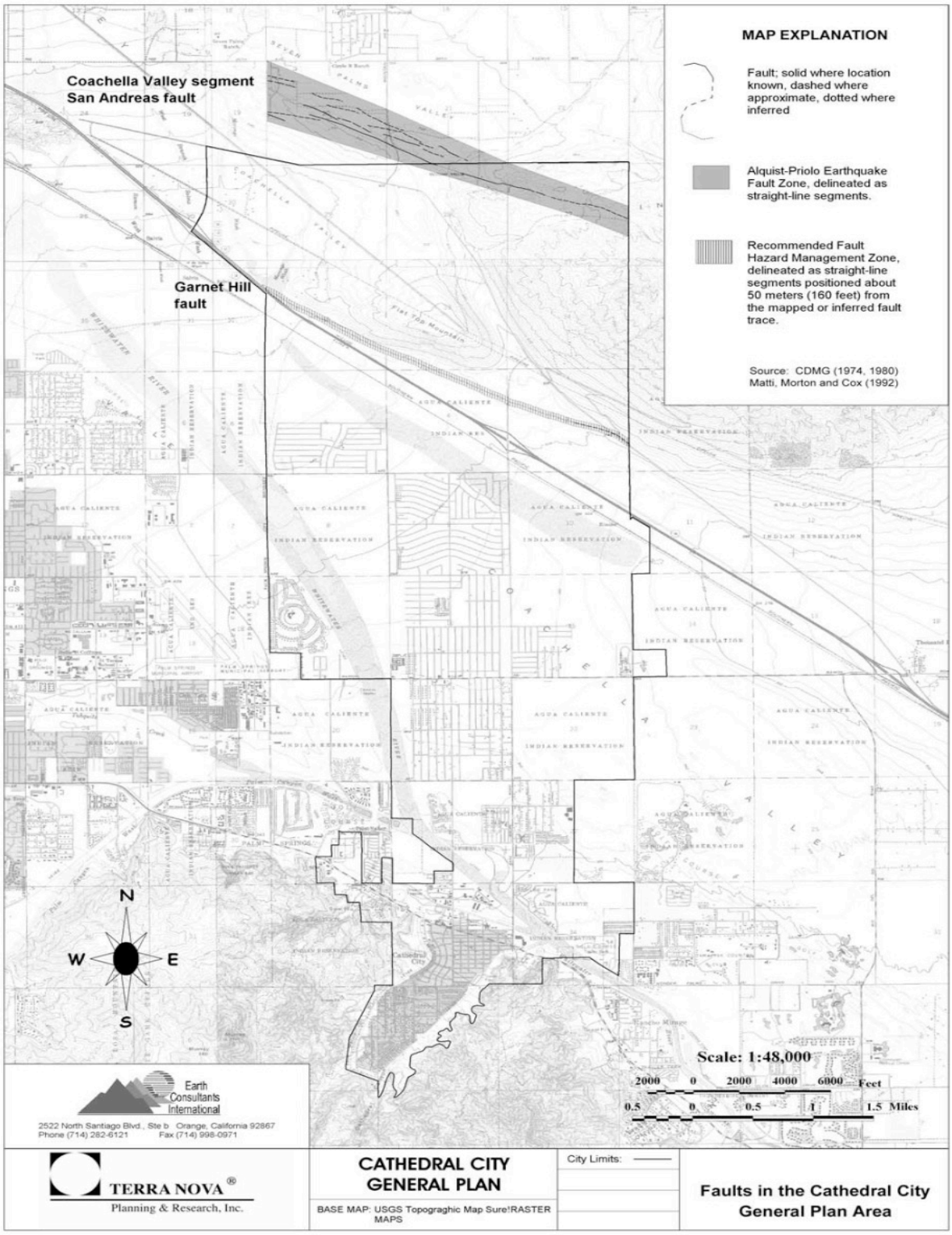
Source: Sladden Engineering, *Geotechnical Investigation for The District East APN 681-310-014 & 681-310-016 Jones Road, Cathedral City, CA,* July 2017*8.2 for multiple serment rupture

Figure 3-11: Map of Regional Faults*



**USGS Southern California Geology Areal Mapping Project – San Andreas Fault Zone Coachella Valley Segment Map, USGS website: https://geomaps.wr.usgs.gov/*

Figure 3-12: Faults in the Cathedral City General Plan Area



California Building Code (CBC)

The primary tool used by the City to ensure seismic safety is the CBC. The CBC contains specific requirements for seismic safety, excavation, foundations, retaining walls and site demolitions. It also regulates grading activities that include drainage and erosion control measures.

CHECKLIST RESPONSES

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?

a.i. Less than significant impact. The City of Cathedral City is located within the Southern California region, a known seismically active area. The San Andreas Fault line is located approximately six miles north of the project site and is considered an active fault with regards to the Alquist-Priolo Earthquake Fault Zoning Act. The San Andreas Fault historically has produced moderate to severe earthquakes and the project would be thus subject to secondary effects from earthquakes stemming from this fault. The Garnet Hill Fault is approximately four miles north of the project site. However, the project site is not within an Alquist-Priolo Earthquake Fault Zone.

Surface rupture is expected to occur along preexisting, known active fault traces. Surface rupture could also splay or step from known active faults or rupture along unidentified traces. The geotechnical investigation found that known active faults are not mapped on or projecting towards the project site. According to the geologic investigation, risks associated with primary surface ground rupture is, therefore, low. Therefore, the project would result in a less than significant impact from rupture of a known earthquake fault.

ii) Strong seismic ground shaking?

a ii. Less than significant with mitigation. The site has been subject to past ground-shaking by faults in the region as shown by evidence uncovered during the geotechnical investigation. Strong seismic ground-shaking from nearby faults is expected during the life of the project. According to the geologic investigation, the site could be subject to ground motions on the order of 0.60g and peak ground acceleration at the site was judged to have a "475-year return period and a 10 percent change of exceedance in 50 years."

Although the probability of primary surface rupture is considered low, ground-shaking hazards caused by earthquakes along regionally active faults exist and would be considered in the design and construction of the project as required by the California Building Code. In addition, the geotechnical investigation includes project design recommendations related to ground-shaking from earthquakes. Mitigation measure GEO-1 requires that the project show compliance with the 2016 California Building Code (or most recent version) seismic requirements and the recommendations of the design recommendations contained in the geotechnical investigation report. Therefore, the project would result in a less than significant impact from strong seismic ground shaking with implementation of mitigation.

iii) Seismic-related ground failure, including liquefaction?

a.iii. Less than significant impact with mitigation. According to the Cathedral City General Plan Geotechnical Exhibit V-4[17] (Liquefaction susceptibility map) the project site is in an area with low to very low probability of liquefaction susceptibility.

Liquefaction is the total or substantial loss of shear strength of loose, sandy, saturated sediments in the presence of ground accelerant conditions. Liquefaction occurs due to the tendency of these sediments to behave like a liquid substance. Liquefaction can result when all of the following conditions apply: 1) liquefaction-susceptible soil; 2) groundwater within a depth of 50 feet or less; and 3) strong seismic shaking.

According to the County of Riverside, the site is located within a moderate liquefaction zone. However, the geotechnical investigation found that groundwater levels at the site are at greater than 50 feet; therefore, risks associated with liquefaction and liquefaction-related hazards were considered "negligible."

All structures must comply with the seismic requirements of the most recent version of the California Building Code, and recommended engineering design measures as required by mitigation measure GEO-1. Compliance with these standards will limit hazards from seismic ground failure, including liquefaction, to less than significant with implementation of mitigation.

iv) Landslides?

a.iv. No impact. The project site and surrounding area are located on relatively flat land and are not near any steep slopes that would make the project site susceptible to landslides. The General Plan Ex. V-6[18] (Areas susceptible to seismically induced slope instability) shows that the project site is within an area of low susceptibility to rockslides and seismically induced mudslides. As such, risks associated with slope instability are considered negligible. Therefore, the project would result no impacts from exposure to people or structures from landslides.

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

b. Less than significance impact. The City's General Plan Wind Hazards Zone map[19] shows the project site, as well as the majority of the City, is located within an area of moderate to very severe wind erosion hazards. Construction of the project would result in disruption of on-site soils and exposure of uncovered soils, thereby increasing the potential for wind or water-related erosion and sedimentation until construction is completed.

Pursuant to South Coast Air Quality Management District Rules 403 and 403.1 pertaining to fugitive dust, the project developer will be required to submit a fugitive dust control plan to the City for approval before issuance of grading permits (RR-1). The plan must contain "best available control measures" that will avoid or minimize soil erosion caused by high winds. After construction, the site soils will be stabilized long term by landscaping, paving, and structures. Consequently, the project will have in a less than significant impact from soil erosion and loss of topsoil.

[17] P. V-15, City of Cathedral City Comprehensive General Plan, adopted July 31, 2002, amended November 18, 2009

[18] P. V-18, City of Cathedral City Comprehensive General Plan, adopted July 31, 2002, amended November 18, 2009

[19] P. V-8, City of Cathedral City Comprehensive General Plan, adopted July 31, 2002, amended November 18, 2009

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?

c. **Less than significant with mitigation.** According to the General Plan Geotechnical Element, the proposed project is not located within an area susceptible to seismically induced landslide, liquefaction, or lateral spreading hazards. The geotechnical investigation provided project site included a specific analysis pertaining to the soils and geology at the site.

Settlement

The City's General Plan Exhibit V-5[20] (Areas susceptible to seismically-induced settlement), places the project within an area having high susceptibility to seismically induced settlement. The geotechnical investigation found that settlement from the project buildings is expected to be minimal. However, the report includes recommendations pertaining to foundation design and construction of the project pertaining to settlement. Mitigation measure GEO-1 requires the project to comply with the design recommendations of the project geotechnical report and soils investigation.

Subsidence

Land subsidence is associated with areas where aquifer systems have been subject to extensive groundwater pumping such that it exceeds groundwater recharge. The Coachella Valley is documented as having significant subsidence. However, the geological investigation did not observe any fissures or other evidence of subsidence on the project site or surrounding area.

Subsidence related to groundwater depletion is not typically found across short distances such as across individual buildings. Regional subsidence is a documented problem in the Coachella Valley mainly due to groundwater withdrawal. The Coachella Valley Water District has a commitment to groundwater replenishment programs intended to limit future subsidence. At this time, subsidence is considered a regional problem requiring regional mitigation not specific to the project vicinity.

Liquefaction

Liquefaction is the process whereby loose, saturated granular soil loses strength from cyclic loading. The strength loss results from a decrease in granular sand volume and a positive increase in pore pressures. General, liquefaction can occur if all the following conditions apply: liquefaction-susceptible soil, groundwater within a depth of 50 feet or less, and strong seismic ground shaking. According to the County of Riverside, the site is within a moderate liquefaction zone. However, based on the geotechnical investigation for the project, risks associated with liquefaction for the project are negligible due to groundwater level depth at the site.

Soils

The geotechnical investigation found that there are concerns regarding the presence of loose artificial infill. The report includes recommendations on soil preparation prior to construction that include, but are not limited to, remedial grading, over-excavation and re-compaction of the proposed building areas.

Mitigation Measure GEO-1 requires that the project comply with all recommendations contained in the geotechnical investigation report. With the implementation of mitigation measure GEO-1, the project will result in a less than significant impact resulting from location on a geologic unit or soil that is unstable, or

[20] P. V-16, City of Cathedral City Comprehensive General Plan, adopted July 31, 2002, amended November 18, 2009

that would become unstable as a result of the project, that could 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?

d. **Less than significant impact.** The City's General Plan states that expansive soils, i.e. soils that expand due to water intake, can cause pressure on loads placed on them, including buildings, and can result in structural damage. According to the City's General Plan Geotechnical Element[21], there is a relatively minor amount of expansive soils in the City and that expansive soils are not considered a hazard within the City. The geotechnical investigation found that the soils underlying the site have a very low expansion potential. Therefore, the project would result in a less than significant impact from location on expansive soils.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

e. **No impact.** The project would connect to the existing sewer system and would not involve the use of septic tanks or alternative waste water disposal system.

MITIGATION MEASURES

GEO-1: Before issuance of building permits, the project applicant shall submit plans to the City of Cathedral City for review and approval demonstrating project compliance with the 2016 California Building Code (or the most recent version) seismic requirement and the recommendations of the design level geotechnical analysis contained in the geotechnical investigation report for the project. All geotechnical engineering recommendations and structural foundation recommendations shall be designed by a licensed professional engineer and shall be incorporated into the approved grading and building plans. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.

REGULATORY REQUIREMENTS

RR-1 Pursuant to CCMC Section 8.54.04, the project applicant must prepare and submit a Fugitive Dust Control Plan in accordance with SCAQMD Rules 403 and 403.1 pertaining to fugitive dust control, prior to issuance of grading permits.

RR-4 The project is required to be designed in compliance with the most current version of the California Building Code.

[21] p. V-5 to V-6, City of Cathedral City Comprehensive General Plan, adopted July 31, 2002, amended November 18, 2009

VII. Greenhous Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

GREENHOUSE GAS EMISSIONS BACKGROUND

The *District East Air Quality and Climate Change Impact Analysis* report dated July 12, 2017 was prepared for the proposed project by Kunzman Associates, Inc. (Appendix A) Greenhouse gas emissions (GHG) were required to be addressed in CEQA documents beginning in 2007 with the State of California's adoption of SB 97. Pursuant to CEQA, a greenhouse gas analysis was prepared to analyze the project-related GHG impacts. The following discussion and analysis are based on the information in the report.

Existing Conditions

Climate Change Background

Gases that trap heat in the atmosphere are known as Greenhouse Gases (GHGs) that are believed to be responsible for the global average increase in the surface temperature of the earth and associated impacts through climate change. The release of GHGs into the atmosphere has become a worldwide concern since the quantity of GHGs is known to have increased significantly during the 20th century. California state law defines GHGs as water vapor, carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), ozone (O3), and chlorofluorocarbons (CFCs), which act as effective global insulators, reflecting visible light and infrared radiation back to earth. Most scientists agree that human activities, such as producing electricity and driving internal combustion vehicles, have contributed to the elevated concentration of these gases in the atmosphere that is referred to as the "greenhouse effect".

Climate Change and Greenhouse Gas Regulations and Impacts in California

Carbon dioxide is the primary GHG that has raised global warming concerns. The year 2004 saw the State of California generating 492 million metric tons of carbon dioxide equivalent (CO2E). In 2013 the State of California generated an overall decrease of 7% since 2004. During the 2000 to 2013 period, per capita GHG emissions in California have continued to drop from a peak in 2001 of 14.0 tons per person to 12.0 tons per person in 2013; representing a 14% decrease. GHG emission reductions are attributed to energy conservation

measures such as use of more fuel-efficient vehicles, energy-efficient appliances and building materials that are prescribed under Title 24 of the California Building Code.

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Debate continues over the potential effects of climate change, but there is a general consensus that the levels of emissions need to be reduced in order to minimize air pollution and limit the amount of carbon dioxide and other pollutants that are released into the atmosphere.

Regulatory Setting

A detailed background and review of the current federal and state laws and regulations applicable to greenhouse gas emissions is included in the project *Air Quality and Global Climate Change Impact Analysis* report found in Appendix A. The analysis for the project is restricted to GHGs identified by AB 32 and the CEQA Guidelines (Section 15364.5), which include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

Greenhouse Gases

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHG), play a critical role in the Earth's radiation amount by trapping infrared radiation emitted from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO2), methane (CH4), ozone, water vapor, nitrous oxide (N2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate.

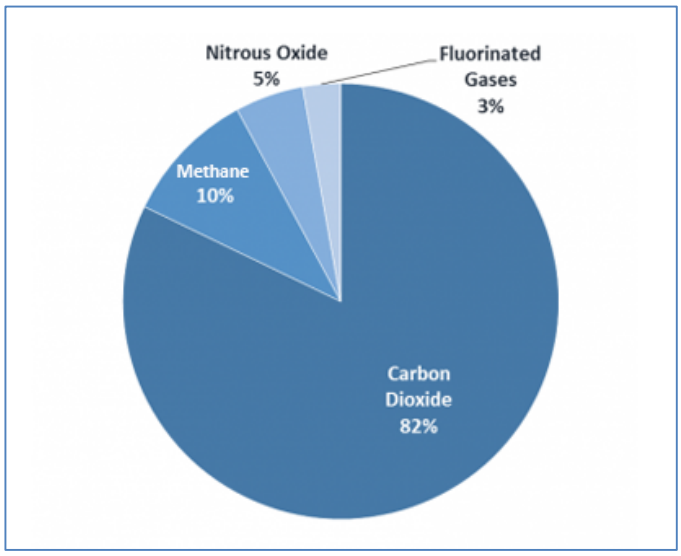
Human-caused emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Transportation is responsible for 41 percent of the State's greenhouse gas emissions, followed by electricity generation. Emissions of CO2 and nitrous oxide (NOx) are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO2, where CO2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. The main greenhouse gases include:

- Carbon Dioxide (CO_2): Carbon dioxide is produced by burning fossil fuels (coal, natural gas, and oil), solid waste, trees and wood products, and sometimes as a result of certain chemical reactions (such as the manufacturing of cement). Carbon dioxide is removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.
- Methane (CH4): Methane is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.

- Nitrous oxide (N2O): Nitrous oxide is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.
- Fluorinated gases: Hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride are synthetic, powerful greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for stratospheric ozone-depleting substances (e.g., chlorofluorocarbons, hydrochlorofluorocarbons, and halons). These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes referred to as High Global Warming Potential gases ("High GWP gases").

According to the Environmental Protection Agency (EPA), the major greenhouse gas is CO2 and nearly all CO2 emissions is from fossil fuels and land-use change. The percentages of greenhouses gases produced in 2015 are displayed in Figure 3-13.

Figure 3-13 U.S. Greenhouse Gas Emissions in 2015[1]



[1]Source: https://www.epa.gov/ghgemissions/overview-greenhouse-gases

Global Warming Potential

The Global Warming Potential (GWP) was developed to allow comparisons of the global warming impacts of different greenhouse gases. For each greenhouse gas, a GWP has been calculated to reflect how long it remains in the atmosphere, on average, and how strongly it absorbs energy. Gases with a higher GWP absorb more energy, per pound, than gases with a lower GWP, and thus contribute more to a warming Earth. The larger the GWP, the more that a given gas warms the Earth compared to CO2 over that time period. The time period usually used for GWPs is 100 years. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases (e.g., to compile a national GHG inventory), and allows policymakers to compare emissions reduction opportunities across sectors and gases. A summary of the atmospheric lifetime and the global warming potential of selected gases are summarized in Table 2 of the Air Quality and Global Warming report. The global warming potential of GHGs ranges from 1 to 22,800.

SCAQMD Threshold Development

Currently there are no adopted significance thresholds for GHGs for analyzing private develop projects. On December 5, 2008, the SCAQMD Governing Board adopted an interim greenhouse gas significance threshold for stationary sources, rules, and plans where the SCAQMD is lead agency (SCAQMD permit threshold).

The SCAQMD is in the process of preparing recommended significance thresholds for greenhouse gases for local lead agency consideration ("SCAQMD draft local agency threshold"); however, the SCAQMD Board has not approved the thresholds as of the date of this document. The current draft thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant:
  - All land use types: 3,000 MTCO2e per year
  - Based on land use type: residential: 3,500 MTCO2e per year; commercial: 1,400 MTCO2e per year; or mixed use: 3,000 MTCO2e per year.
  - Based on land type: Industrial (where SCAQMD is the lead agency), 10,000 MTCO2e per year.
- Tier 4 has the following options:
  - Option 1: Reduce emissions from business as usual (BAU) by a certain percentage; this percentage is currently undefined.
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
  - Option 3, 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO2e/SP/year for projects and 6.6 MTCO2e/SP/year for plans;
  - Option 3, 2035 target: 3.0 MTCO2e/SP/year for projects and 4.1 MTCO2e/SP/year for plans
- Tier 5 involves mitigation offsets to achieve target significance threshold.

To determine whether the project GHG emissions would be significant, the GHG analysis used Tier 3 threshold of 3,000 MTCO2e per year for all land use types.

CHECKLIST REPONSES

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

a. **Less than significant impact.** The project is expected to generate GHG emissions from area sources, energy use, mobile sources, waste, water, and construction equipment. CalEEMod version 2016.3.1 was used to calculate the GHG emissions from the proposed project. The project emissions were compared to the SCAQMD draft local agency tier 3 threshold of 3,000 MTCO2e per year for all land use types. Emissions reductions included carbon sequestration for the project that would remove carbon from the atmosphere and best management practices that are technologically feasible and cost effective.

A summary of the results for the project are shown in Table 3-12 Project GHG Emissions. The project's expected unmitigated GHG emissions would be 903.98 metric tons of CO2 equivalents per year, which is well below the 3,000 MTCO2e per year threshold for all land use types. Therefore, operation of the project would result in a less than significant impact from greenhouse gas emission.

Table 3-12: Project GHG Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO2	NonBio-CO_2	CO_2	CH_4	N_2O	CO_2e
Area Sources[2]	0.00	35.33	35.33	0.00	0.00	35.55
Energy Usage[3]	0.00	243.32	243.32	0.01	0.00	244.42
Mobile Sources[4]	0.00	539.61	539.61	0.04	0.00	540.49
Waste[5]	11.65	0.00	11.65	0.69	0.00	28.87
Water[6]	1.01	20.37	21.38	0.10	0.00	24.79
Construction[7]	0.00	29.75	29.75	0.00	0.00	29.85
Total Emissions	12.66	868.38	881.05	0.84	0.01	**903.98**
SCAQMD Screening Threshold						**3,000**
Exceeds Threshold?						**No**

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

b. No Impact.

Cathedral City adopted a Climate Action Plan (CAP) in November 2013 to establish goals and policies that incorporate environmental responsibility into the daily management of residential, business, building, transportation, municipal, hospitality, recreation, and education. The plan includes development and implementation of policies directed at reducing GHG emissions within the City. The CAP will implement 77 measures in three phases over the course of eight years to reduce GHG emissions to coincide with the State's goal of reducing GHGs within California. The CAP provides a framework for reducing GHG emissions citywide and managing resources to best prepare for a changing climate. The CAP recommends GHG emissions targets that are consistent with the reduction targets of the State of California and presents strategies that will make it possible for the City to meet the recommended targets. The CAP also suggests best practices for implementation and makes recommendations for measuring progress.

Cathedral City's 2010 inventory amounted to 236,863 MTCO2e of total emission, which is approximately 53,439 MTCO2e above the 1990 baseline emissions. Following the State's adopted AB 32 greenhouse gas reduction target, the City has set a goal to reduce emissions by 23% from year 2010 remissions to achieve the AB32 target by 2020. With implementation fo the 77 measures, GHG emission reductions for the City are expected to be in line with those of AB32.

Additionally, as the project meets the current interim emissions targets/thresholds established by the SCAQMD (as described in Section V, Air Quality Standards), the project would also be on track to meet the reduction target of 40% below 1990 levels by 2030 mandated by SB 32. Furthermore, all the post 2020 reductions in GHG emissions are addressed via regulatory requirements at the State level and the project will be required to comply with these regulations as they come into effect.

The CAP does not set thresholds for GHGH emissions for private development projects. Although the measures proposed in the CAP for improving a building's energy efficiency were primarily voluntary at the

time of adopt of the CAP, some of the measures have since become requirements. For example, the CAP promoted, but did not require, compliance with the Green Building Standards Code, to achieve greenhouse gas reductions.

At a level of 903.98 MTCO2e per year, the project GHG emissions fall well below the SCAQMD draft local agency tier 3 threshold of 3,000 MTCO2e for all land use types and is in compliance with the reductions goals of the City's CAP, AB32, and SB32. Furthermore, the project will comply with applicable green building standards and City policies regarding sustainability (as dictated by the City's General Plan). Therefore, implementation of the project would not conflict with an applicable plan, policy, or regulation adopted with the goal of reducing GHG emissions and would result in no impacts.

Regulatory Requirements

RR 7-1 Design and construction of the project will comply with Title 24 Energy Efficiency Standards. These standards prescribe required energy efficient measures, including ventilation, insulation, and construction and use of energy saving appliances, heating, air conditioning systems, water heating, and lighting.

VIII. Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐
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	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
are intermixed with wildlands?				

BACKGROUND

According to the Cathedral City General Plan Environmental Hazards Element, there are no large industrial or commercial users of hazardous materials in the City and only a few identified hazardous or toxic material generators in the City, including commercial, quasi-industrial, and medical operations that could be associated with accidental spills and illegal dumping. In addition, gasoline stations, auto repair shops, dry cleaners and medical clinics could also contribute to accidental spills and illegal dumping. Underground storage tanks for fuel storage also have the potential to leak causing hazardous soils and contaminated underground water.

A Phase I Environmental Site Assessment (Attachment E) dated June 20, 2017 was prepared for the project by Sladden Engineering. The Phase I ESA was prepared to evaluate the site for potential environmental concerns regarding past hazardous materials use, handling or storage on or near the site with contaminants within the scope of the Comprehensive Environmental Response Compensation and Liability Act (CERCLA) and petroleum products.

The assessment included a search of environmental databases, a field survey, and interviews to determine whether the site and surrounding area contained hazardous materials that would pose an environmental risk. The following background information and CEQA hazards and hazardous materials impact analysis are based on the Phase I ESA report findings.

Project Site Conditions

The site consists of two adjacent parcels in an L-shaped configuration that is bounded by Carey Road on the north, Jones Road to the south. Jones Road runs east to west along the southern boundary of the westerly parcel. Jones Road then turns north to connect to Carey Road. The north-south portion of Jones Road, which is unpaved, runs along the western boundary of the easterly parcel.

The project site is undeveloped, but disturbed by past grading and agricultural use. The approximately 7.5-acre site is covered with palm tree stumps and some scattered concrete refuse. A partial chain-link fence separates the eastern and western portions of the site. An irrigation stand-pipe is located near the northeast corner of the property. A slightly elevated pad fill is located near the southern portion of the site. The property has a general elevation of 324 feet above sea level. Groundwater is expected to be more than 30 feet below the ground surface.

The project site is an infill property that is bounded by single-family home PUD in the development stage and a resort hotel on the west, commercial development on the south, a partially developed resort site to the north and a mobile home park on the east. The resort site is currently unoccupied but was recently approved for as a senior living community slated to begin construction in 2017.

Historically the site has been used for agricultural purposes until the late 20th century. Aerial photos show that as of the year 2002, and possibly as early as the 1980s, the property was no longer is used as agricultural land and the surrounding area has mostly been developed.

Regulatory Setting

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

CERCLA, also known as Superfund, was passed in 1980 to provide a federal "superfund" to cleanup uncontrolled or abandoned hazardous-waste sites as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment. Through CERCLA, EPA was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup. CERCLA) section 104 (i), as amended by the Superfund Amendments and Reauthorization Act (SARA), requires ATSDR and the EPA to prepare a list, in order of priority, of substances that are most commonly found at facilities on the National Priorities List (NPL) and which pose, "… the most significant potential threat to human health due to their known or suspected toxicity and potential for human exposure at NPL sites."[22]

National Pollution Discharge Elimination (NPDES) Permit

The NPDES program regulates stormwater discharges from municipal, industrial and construction activities. NPDES permits required for construction and operation of a project include a Stormwater Pollution Prevention Plan (SWPPP) and a Water Quality Management Plan (WQMP). The SWPPP includes a list of Best Management Practices (BMPs) to be employed during construction. The WQMP is required to include BMPs to be employed during post-construction operations to prevent soil erosion and discharge from contaminating nearby water sources.

CHECKLIST RESPONSES:

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?

a., b. & c. Less than significant impact. Development of the site and operation of the proposed project is not expected to significantly increase the amount of hazardous waste materials stored, transported, or used on the project site. The project will result in development of 48 single-family homes, a private road system, and associated infrastructure improvements on the site. As such, this type of use would not be expected to involve routine transport, use or disposal of significant amounts of hazardous materials. Residents may store and use materials such as household hazardous waste, such as paints, cleaners, motor oil, and pesticides. The City of Palm Springs has a Household Hazardous Waste Facility that accepts all household hazardous waste from Riverside County residents. The Coachella Valley Association of Governments hosts used oil filter exchange events to encourage residents to recycle.

State law prohibits transportation of more than five gallons or 50 pounds of hazardous waste without a hazardous materials transport license thereby limiting transport of hazardous materials by future residents of the project.

During construction of the proposed project, petroleum-based fuels and hydraulic fluid will be used by the construction equipment where there is a possibility of accidental release. However, risk from accidental

[22] ATSDR (Agency for Toxic Substances and Disease Registry),https://www.atsdr.cdc.gov/

spills would not be significant due to the small volume and low concentration of hazardous materials used during construction. During construction, BMPs would be required to be implemented by the City as well as standard construction controls and safety procedures that would avoid or minimize the potential for accidental release of these substances. Standard construction practices would be observed and any materials released would be appropriately contained and remediated as required by local, state, and federal law.

There is a private primary school within a quarter-mile north of the project site. As stated above, any accidental spills would be minimal and required to adhere to standard construction practices. After construction, only typical cleaning products and landscape maintenance chemicals will be used and stored on the site. Therefore, the risk of exposure to hazardous materials by school children would not be significant.

The use and transportation of hazardous materials will be limited due to the residential nature of the proposed project. Storage, use and disposal of chemicals and similar materials will be subject to the requirements of the Riverside County Environmental Health and Fire Department and other applicable local, state, and federal law. Therefore, the project will result in a less than significant impact from the routine transport, use, or disposal of hazardous materials on the project site both during construction and after project implementation.

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?

d. **Less than significant impact.** The Phase I ESA included a records search to identify environmental impairment on or within the site and a one-mile radius of the site. The ESA also included a site reconnaissance and interviews with local government officials to determine whether there are hazardous materials on the site or within a one-mile radius. The Phase I ESA investigation included a review of hazardous materials considered "Recognized Environmental Conditions (RECs)" in the area that may impact the project. RECs are defined as "The presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include *de minimus* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies."

The records search included a review of federal, tribal, state, and local environmental databases (for database list refer to report) and included the following databases:

Federal Records:

- National Priority List (NPL)
- Proposed National Priority List (Proposed NPL)
- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)
- CERCLIS No Further Remedial Action Planned (CERCLIS-NFRAP)
- Corrective Action Report (CORRACTS)
- Resource Conservation and Recovery Information System (RCRIS)

- Emergency Response Notification System(ERNS)
- Biennial Reporting System (BRS)
- Superfund (CERCLA) Consent Decrees
- Records of Decision (ROD)
- National Priority List Deletions (Deleted NPL)
- Facility Index System/Facility Identification Initiative Program
- Hazardous Materials Information Reporting System
- Material Licensing Tracking System
- Mines Master Index Files
- Federal Superfund Liens
- PCB Activity Database System
- RCRA Administrative Action Tracking System
- Toxic Chemical Releases Inventory System
- Toxic Substances Control Act
- FIFRA/TSCA Tracking System (FTTS INSP)
- FIFRA/TSCA Tracking System (FTTS)

California Records:

- Annual Workplan Sites (AWP)
- Calsites Database (CAL-SITES)
- California Hazardous Material Incident Report System (CHMIRS)
- Cortese Hazardous Waste & Substances Sites List (CORTESE)
- Proposition 65 Records (NOTIFY 65)
- Toxic Pits Cleanup Act Sites (TOXIC PITS)
- Solid Waste Information System (SWIS)
- Waste Management Unit Database (WMUDS/SWAT)
- Leaking Underground Storage Tank Information System (LUST)
- Bond Expenditure Plan (CA BOND EXP. PLAN)
- Active UST Facilities (UST)
- Facility Inventory Database (CA FID UST)
- Hazardous Substances Storage Container Database (HIST UST)
- Aboveground Petroleum Storage Tank Facilities (AST)
- Cleaner Facilities (CLEANERS)
- Waste Discharge System (CA WDS)
- List of Deed Restrictions (DEED)
- Hazardous Waste Information System (HAZNET)

Local Records:

- Riverside County Underground Storage Tank Cleanup Sites (LUST)
- Riverside County Information System (HAZNET)

The search findings are reported in detail in the Phase I ESA report. In short, no RECs were found on the site. Although RECs were found in the surrounding area that were included on a list of hazardous materials sites, none were found that would create a significant hazard to the public or the environment. Therefore,

the project would result in a less than significant impact location 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 not 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?

e. **Less than significant impact with mitigation.** The project site sits approximately three miles southeast of the closest runways at the Palm Springs International Airport. Volume 1 of the Riverside County Airport Land Use Compatibility Plan (the Plan) adopted on October 2004 provides land use policies for development in the vicinity of airports within Riverside County. The Plan establishes policies applicable to land use compatibility for those areas within the airport's "influence". The Palm Springs International Airport areas of influence include the majority of the City of Cathedral City and the project site itself.

The Riverside County Airport Land Use Commission (ALUC) is responsible for reviewing projects for consistency with the Plan for all development projects in cities without a General Plan Element that is consistent with the Plan. Since Cathedral City's General Plan has not been revised to be consistent with the Plan, the project was submitted to ALUC for review and approval.

On October 26, 2017, ALUC found the project to be consistent with the 2005 Palm Springs International Airport Compatibility Plan with conditions of approval. ALUC's conditions of approval are included as mitigation measures HAZ-1 through HAZ-4. Therefore, the project will result in a less than significant impact on people residing or working within the project area due to safety hazards from location within an airport land use plan with implementation of mitigation measures.

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?

f. **No impact.** There are no private airstrips within the vicinity of the project site; therefore, no impacts would result from the implementation of the proposed project.

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

g. **Less than significant impact.** The General Plan Preparedness Element[23] states that the City is a member of the Riverside County Emergency Services Organization and has also developed its own Emergency Operations Plan that would plan for different types of emergencies. Construction of the proposed project may require some temporary work within the public right-of-way. However, any street closures would only include one lane and work in the right-of-way would be required to be reviewed and approved by the City's Public Works Department and alternative routes provided as needed. Fire and Police Department personnel would also be notified of any street closures. In addition, the project must be reviewed by the City's Fire Department before development to ensure proper Fire Department access is provided to the project site and surrounding areas after construction. Therefore, the project would result in a less than significant impact to emergency response or emergency evacuation plans.

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?

[23] City of Cathedral City Comprehensive General Plan, adopted July 31, 2002, amended November 18, 2009

h. **No impact.** The project site is located within an urbanized area and is not near any wildlands. The State of California Department of Forestry and Fire Protection (CDFFP) website provides maps that display areas at high risk for wildlands fires. The project site is not located within or near any areas at high risk for wildlands fires as shown on the CDFFP maps. Therefore, the project would not result in any impacts relating to exposure of people or structures to significant risk from wildlands fires.

Mitigation Measures

HAZ-1: Any outdoor lighting installed shall be hooded or shielded to prevent either spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

HAZ-2: The following uses shall be prohibited:

a. Any use that would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational light or visual approach slop indicator.

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

c. Any use that would generate smoke or water vapor or that would attract large concentrations of birds, or that may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sun flower, and row crops, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, and construction and demolition debris facilities.)

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

HAZ-3: A "Notice of Airport in Vicinity" shall be provided to all potential purchases of the property and tenants of the buildings.

HAZ-4: Any new retention or detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more) and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

IX. Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
would result in flooding on- or off-site?				
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?	☐	☐	☐	☒

BACKGROUND

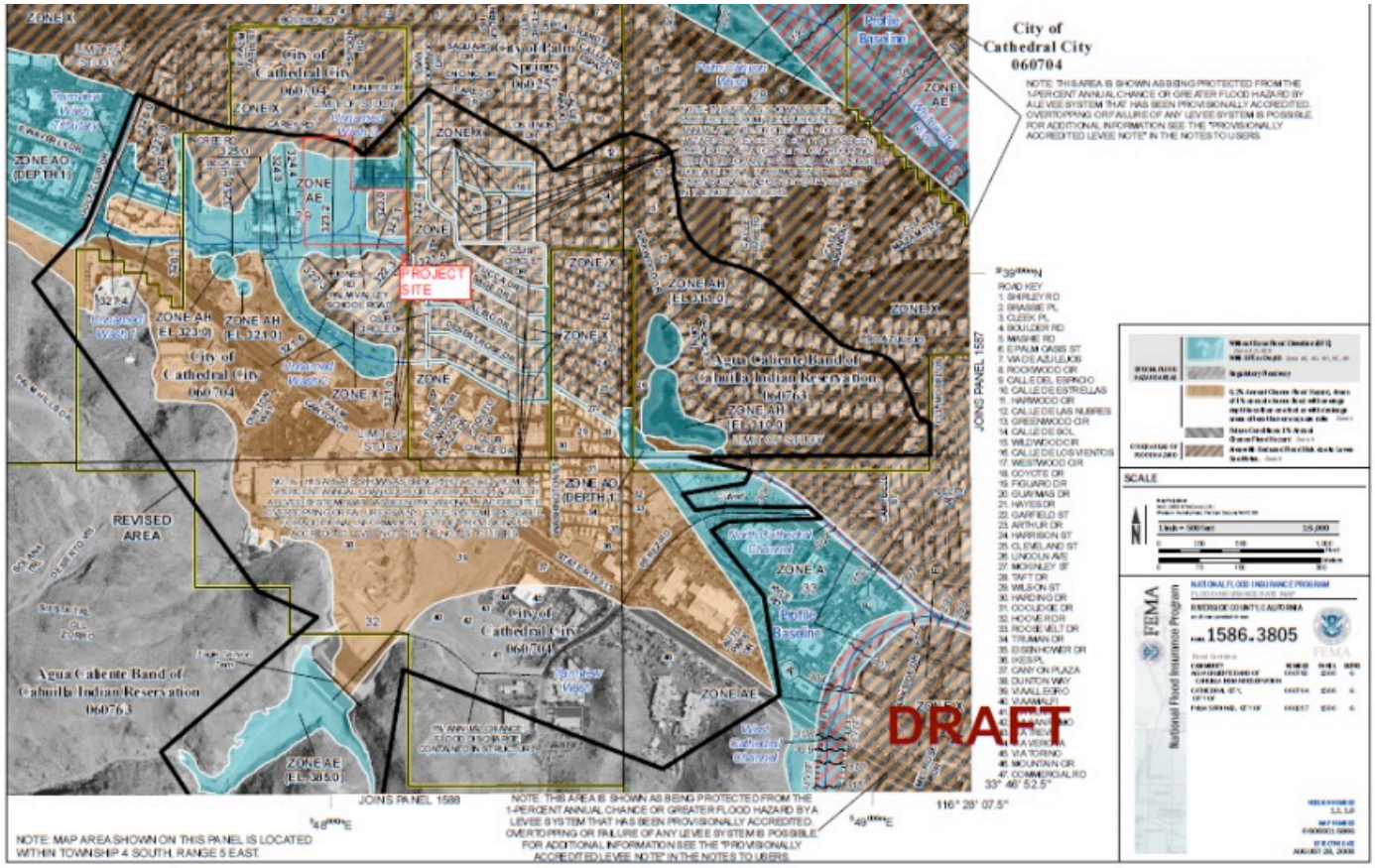
The background information and analyses in the section references the Preliminary Hydrology Study for District East Tentative Tract Map 37354, dated July 17, 2017, prepared by Fomotor Engineering. The report is found in Appendix G of this Initial Study.

Project Setting

The project involves subdivision of a 7.46-acre property for a residential planned development and construction of 48 single-family homes and a pool cabana building. The project site is a vacant undeveloped property with sparse vegetation and palm tree stumps. The project site has an average 0.5 percent slope and hydrologic soil type "A".

The site is located in a FEMA special flood hazard area that is subject to inundation by a one percent annual chance flood. The Flood Insurance Rate Map (FIRM) for the project site shown in Figure 3-14, shows the majority of the project site as located in Special Flood Hazard Zone AE, which is defined as those areas with, "Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined."[24] The FIRM shown in Figure 3-14 is a draft proposed to become effective in October 2017. Prior to the draft becoming effective the project site was located in Flood Hazard Zone AO (1-foot). The draft FIRM is intended to allow for future development to be removed from the AE flood zone classification through CLOMR-F and LOMR-F applications.

Figure 3-14: FEMA Draft Flood Insurance Rate Map (FIRM) for Panel 1586 of 3805



[24] FEMA Flood Insurance Rate Map Panel 1586 of 3805

Regulatory Background

Clean Water Act (CWA)

The federal Clean Water Act (CWA) provides the statutory basis for the National Pollutant Discharge Elimination System (NPDES) permit program which controls water pollution by regulating point sources that discharge pollutants into waters of the United States.

The CWA prohibits anybody from discharging "pollutants" through a "point source" into a "water of the United States" unless they have a National Pollution Discharge Elimination (NPDES) permit. The permit will contain limits on what you can discharge, monitoring and reporting requirements, and other provisions to ensure that the discharge does not harm water quality or people's health. In essence, the permit translates general requirements of the Clean Water Act into specific provisions tailored to the operations of each person discharging pollutants.

The CWA allows for the delegation of certain responsibilities of water quality control and water quality planning to the states. California's Regional Water Quality Control Boards (RWQCB) implement portions of the CWA, such as the NPDES program. The City of Cathedral City is located in the Colorado River Basin RWQCB, Region 7. Each regional water quality control board is responsible for preparation of water quality control plans for their region that set water quality standards for surface waters and groundwater. The RWQCB prepares the Water Quality Control Plan that sets the regulatory standards for water quality in the Colorado River Basin, which issues the NPDES permits for the region.

SWPPP

Before grading for a project can start, the project proponent is required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and submit a Notice of Intent (NOI) to the SWRCB which then will issue a Waste Discharge Identification (WDID) number for the project. A copy of the SWPPP and WDID is required to be on site and made available for review and implementation during all phases of construction. The SWPPP must include best management practices (BMPs)for the control and treatment of runoff from the project for the following:

- Soil stabilization and erosion control;
- Sediment control;
- Tracking control;
- Wind erosion control;
- Construction site management;
- Non-stormwater control; and
- Waste management and materials pollution control.

Local Regulations

Cathedral City has integrated water conservation and irrigation principles into its Design Guidelines. In addition, the City adopted the Water Efficient Landscape Ordinance which adopts by reference the Coachella Valley Water District (CVWD) ordinance no. 1302.1. The goal of the ordinance is to preserve water in the region through strict landscape design criteria. All landscape plans for new development must be approved by the CVWD as consistent with the ordinance. The City Planning Division is responsible for ensuring CVWD approval has been obtained before installation landscaping for the project.

City code section 8.24.070 "Storm water storage facilities" requires that all development include provisions for management of storm water runoff from the project site. All development must include provisions to store

on-site runoff from the 100-year, three-hour storm event that include detention or retention basins where stormwater from the project site can be retained. The City Engineering Department reviews projects for compliance with this requirement before development can proceed.

The City requires project applicants to submit a Preliminary WQMP to be submitted to the City of Cathedral City upon application of project and Project-Specific WQMP (final) prior to approval of Grading Plan. The WQMP must include provisions showing how the project will employ water quality control measures best management practices (BMPs) contained in the regional water quality control plan for the Colorado River Basin.

Regional – Desert Water Agency (DWA)

The project site is located within the DWA's jurisdiction. The City requires applicants to provide DWA preliminary approval of the project attesting to water supply availability before it is approved by the City. The DWA has provided the applicant with a "will-serve" letter, dated July 5, 2017, stating that the agency will provide water and sewer services to the project subject to all the applicable Rules, regulations, ordinances, and orders of the DWA.

CHECKLIST RESPONSES

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

f) Otherwise substantially degrade water quality?

a. & f. Less than significant impact.

Construction Activities

The RWQCB regulates discharges of groundwater from construction activities. Short-term construction activities for the project have the potential to impact surface water quality as a result of minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into local storm drains. Storm Water Pollution Prevention Plans (SWPPPs) are a requirement of the National Pollutant Discharge Elimination System (NPDES). A SWPPP addresses all pollutants and their sources, including sources of sediment associated with construction, construction site erosion, and all other activities associated with construction activity and controlled through the implementation of Best Management Practices (BMPs). Before start of construction, the project developer would be required to file a Notice of Intent with the California State Water Quality Control Board which informs the board that the developer has determined their facility is required to prepare a SWPPP and that a SWPPP will be prepared and implemented for the construction phase of the project. As such, construction of the project will be in compliance with NPDES requirements relating to discharges from construction sites.

Sewer

All new development within Cathedral City is required to connect to the sewer system. The Desert Water Agency (DWA) is the regional water agency that operates the sewer system whereby project wastewater will be conveyed to a wastewater treatment plant that is operated by the Coachella Valley Water District (CVWD). The DWA and CVWD implement all of the requirements of the RWQCB Water Quality Management Plan as they relate to wastewater discharge and water quality standards. As the project will be required by the City to connect to the sewer system regulated by the DWA and CVWD, the project will be consistent with those water quality standards or waste discharge requirements implemented by the DWA and CVWD.

Water Quality Management Plan

Cathedral City requires the preparation of a Water Quality Management Plan (WQMP) for certain priority projects such as the proposed project. The WQMP is intended to provide information related to the project's generation and mitigation of water quality pollutants and assessment of hydrological impacts after construction of the project. Project developers are required by the City to submit a project-specific WQMP at the time of application for a grading permit. The WQMP contains information related to expected pollutants and hydrology impacts, and must show how the project will comply with the NPDES requirements relating to discharges of Potential Pollutants and Non-Stormwater discharges, and minimization of urban runoff from impacting receiving waters to the Maximum Extent Practicable (MEP).

In summary, the project would be required to comply with all local, state and regional regulatory standards and permitting requirements regarding water quality and storm water discharge to eliminate or reduce non-storm water discharges to storm water systems and other waters of the nation, develop and implement any related storm water pollution prevention plans, and perform inspections of storm water control structures and pollution prevention measures. Before start of construction, the project developer is required to prepare a SWPPP to show how the project will minimize runoff through the use of BMPs. In addition, the developer's project-specific WQMP will ensure compliance with the RWQCB water quality regulations and to minimize runoff including BMPs to be implemented during post-construction operations to ensure compliance with RWQCB water quality standards. The project will also be required to connect to the sanitary sewer system operated by the DWA which operates in compliance with the RWQCB water quality regulations. Therefore, the project would result in a less than significant impact resulting from violation of any water quality standards or waste discharge requirements and from runoff water.

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)?

b. **Less than significant impact.** The project involves the construction of a residential planned unit development (PUD) that includes construction of 48 single-family homes, a pool cabana building recreation areas, landscaped retention areas, and private roadways. The project would not result in a demand for water that could interfere with groundwater recharge. One of the largest demands for water would come from the installation of landscaping. In 2010, the City adopted the Coachella Valley Water District's (CVWD) Ordinance establishing Landscaping and Irrigation System Design requirements intended to conserve water in the Coachella Valley region through the use of desert landscaping, limited turf areas, and water conservation irrigation techniques. The project landscaping would be required to be consistent with the CVWD landscape ordinance through plan submittal and approval by the CVWD. Onsite buildings would also be constructed pursuant to Title 24 standards which require the implementation of water conservation measures in the construction of new buildings.

   Water will be supplied to the site by the Desert Water Agency (DWA). This part of the City is covered by the DWA's Urban Water Management Plan 2010 Update, which is a long-term planning document that helps the DWA plan for current and future water demands. Before approval of the project, the City's requires a developer/project applicant to provide a "will serve" letter from the applicable water agency indicating sufficient water supplies are available for the project's needs. The DWA provided a will-serve letter to the applicant on July 5, 2017 and subsequently forwarded to the City attesting to the availability of sufficient water supply for the project. Therefore, the project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

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

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

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

c, d., & e. Less than significant impact. The project site is vacant and undeveloped and slopes gently from northwest to southeast at an average of 0.5 percent. With development of the site, the current storm flow will be altered by the presence of buildings and other impervious surfaces such as private roads on the site. The preliminary water quality study for the project includes a plan for the post-construction of the project to provide for water drainage as required by the City. The plan includes a retention basin and drainage system that will reduce the amount of surface runoff from the project. The site retention basin will be designed to capture a 100-year, three-hour storm event flows per City drainage requirements.

Off-site, the project will include roadway improvements that will collect runoff and direct the off-site flow into existing and proposed storm drains as proposed in the preliminary hydrology study. A proposed combination inlet on Carey Road will collect water from drainage north of Carey Road. An offsite bypass line is proposed to direct runoff south across the project site, tie into two proposed curb inlets along Jones Road, and then connect to the existing Riverside County Flood Control and Water Control District (RCFC&WCD) 56-inch RCP sub that extends the nearby RCFC and WCD dual 96-inch RCP in Jones Road. The final hydrology plan must be approved by the City before start of construction.

The City requires the submittal of a project-specific Water Quality Management Plan (WQMP) before approval of Grading Plan. The WQMP must include provisions showing how the project will employ water quality control measures best management practices (BMPs) contained in the regional water quality control plan for the Colorado River Basin. As part of the WQMP, the project would also be required to show how storm water will be retained on site after construction. The applicant/developer has prepared a preliminary hydrology study for the project to determine how the project will meet the City's requirements for retaining storm water onsite that require the project to retain post development storm runoff from a 100-year, three-hour storm event. As such the project includes an underground storm drain system and retention area on the project site that will handle the predicted runoff from the storm event. With the implementation of the WQMP, the project will be in compliance with NPDES permit program requirements and result in a less than significant impact from erosion or siltation, flooding and polluted runoff or otherwise degrade water quality. The project will include on- and off-site improvements that will contain runoff and reduce project impacts related to flooding on- and off-site to less than significant.

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?

g., & h. Less than significant with mitigation. The project site is presently vacant and undeveloped. The project involves the proposed construction of 48 single-family homes, private roads, landscaping and hardscape. The majority of the project site is located within a Special Flood Hazard Area (SFHA) defined by FEMA as, "the area that will be inundated by the flood event having a 1-percent change of being equipped or

exceeded in any given year." The project site is located within SFHA AO flood hazard area as mapped on a Flood Insurance Rate Map (FIRM). Mandatory flood insurance purchase requirements and floodplain management standards apply. The Flood Hazard Zone will change to AE effective in October 2017.

Therefore, the project may: 1) place housing within a 100-year flood hazard area; 2) may place structures within a 100-year flood hazard area that may impede or redirect flood flows; and 3) may expose people or structures to a significant risk of loss, injury or death involving flooding.

The City of Cathedral City has regulations that specifically apply to construction of homes and other structures within FEMA flood hazard zones. As such, specific measures will be required in construction of the project to mitigate flood hazards including raising building pad elevations, implementing a street design on Jones Road that continue to pass through regional flood waters, retaining onsite storm waters as required by the project's WQMP and completing the FEMA CLOMR-F and LOMR-F applications.

The site currently has an elevation drop of approximately three feet from north to south with an average overall slope of 0.5%. The site is entirely composed of Hydrologic Soil Type "A". The project is located in FEMA Flood Zone AO (1-foot), which is described as: "Special flood hazard areas subject to inundation by 1% annual chance flood; flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depth determined…"

Along with the proposed improvements on the project site, the two perimeter roads (Jones Road and Carey Road) will be improved and will be designed to mitigate local storm waters and drainage.

In addition to mitigating the regional flood waters pass through, the proposed on-site building pads will be constructed to be elevated above the current Zone AE flood zone, effective October 2017. With all the mitigation measures in place, the project proponent will be required to file all the necessary submittals with FEMA to remove the project from the current FIRM Zone AO/AE designation. The City can only issue a grading permit once it receives a FEMA approved CLOMR-F letter if needed. The City can only issue building permits when it receives a LOMR-F letter.

The proposed interior roads will convey flows around the proposed homes and direct runoff via onsite storm drains to a proposed onsite retention basin. The proposed storm drains and retention basin system have been sized to handle the City-required 100-year, three-hour storm event.

With implementation of mitigation measures involving raising pad elevations, designing Jones Road to continue to pass through regional flood waters, retaining onsite stormwater flows and completing the FEMA CLOMR-F and LOMR-F processes, the project would not: 1) place housing within the 100-year flood hazard area as mapped on the FIRM map, 2) would not place within a 100-year flood hazard structures that would impede or redirect flows and 3) would not expose people or structures to significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. Therefore, the project will have a less than significant impact with implementation of mitigation measures HWQ-1, HWQ-2, and HWQ-3.

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?

I. **Less than significant impact.** The Eagle Canyon Dam located at the base of the south-facing San Jacinto/Santa Ana Mountains is approximately one-third of a mile southeast of the project site. Therefore, the project site is located in an area where there is some potential for flooding to occur as a result of an unlikely event of failure of the dam caused by earthquakes or other means.

The purpose of the dam project was to alleviate past flooding from Eagle Canyon, a primary drainage point from the south-facing Santa Rosa Mountains. The drainage area from Eagle Canyon runoff included a portion of the project site, so failure of the dam has the potential to cause downstream flooding at the project site.

Construction for the Eagle Canyon Dam was completed in 2015. An EIR prepared for the dam project analyzed the potential for failure of the dam and resultant downstream flooding. The design of the dam was analyzed by various engineering experts for potential to fail due to design flaws. Section 3.6-7 of the DEIR states as follows, "The design of the dam was based on discussions with the District and the State Division of Safety of Dams (DSOD). In addition, the design considered the results of the project's hydrology and hydraulic analyses, the interpretation of the foundation conditions, the available borrow materials, the need to control seepage through the foundation, abutments and embankment, and the importance of providing a section which meets commonly accepted static and seismic stability analysis criteria. The dam, the foundation of the dam, and the abutments would be properly designed to be safe under static and earthquake conditions. The slopes of the dam and debris basin would be stable at the end of construction, under full storage, steady seepage conditions, rapid drawdown conditions, and pseudostatic (seismic resistance) conditions." (p. 3.6-27, *DEIR for the Eagle Canyon Dam)*

Based on the engineering analysis, it was concluded in the DEIR that no flooding impact would result from dam failure due to settlement, erosion, seepage or seismic deformation. Therefore, the project would result in a less than significant impact from exposure to people or structures to a significant risk from flooding as a result of dam failure.

j) Inundation by seiche, tsunami, or mudflow

j. **No impact.** According to the National Oceanic and Atmospheric Administration's (NOAH) website, a seiche is a standing wave that oscillates in a body of water from strong winds and rapid changes in atmospheric pressure that push water from one end of a body of water to the other. Bodies of water that are subject to seiches are enclosed or partially enclosed such as lakes, reservoirs and harbors. There are no large bodies of water near the City of Cathedral City that would present a hazard from seiches. Tsunamis are large ocean waves that result from earthquake or volcanic activity that can have devastating consequences when they reach the shore. The project site is located over 75 miles from the Pacific Ocean and not within any areas prone to tsunamis as determined by the California Department of Conservation. Therefore, the project would not be subject to risks from tsunamis. The project site is also not located near any areas with mudslide potential (Exhibit V-6, General Plan Geotechnical Element)[25] such that mudslides would present a hazard at the project site. Therefore, the project would not result in the placement or people or structures where there is potential for inundation from a seiches, tsunamis or mudslides and would result in no impacts from these hazards.

MITIGATION MEASURES:

HWQ-1: The applicant/developer shall provide construction plans to the City Engineer showing the following site improvements:

- All perimeter roads (Jones Road and Carey Road) shall be improved per City Engineer requirements adjacent to the project site to mitigate local storm waters and drainage.
- Jones Road shall be designed to continue to pass through regional flood waters.

[25] P. 18, City of Cathedral City Comprehensive General Plan, adopted July 31, 2002, amended November 18, 2009

- All proposed on-site building pads shall be constructed to the CLOMR-F/LOMR-F FEMA-approved pad elevation above the current base flood elevation (BFE).
- All proposed interior roads shall convey flows around the proposed homes and direct runoff via onsite storm drains to the proposed onsite retention basin. The proposed storm drains and retention basin system have been sized to handle the 100-year 3-hour storm event.
- The above site improvements shall be designed to the satisfaction of and approved by the City Engineer before issuance of any grading permits for the proposed project.

HWQ-2: The applicant/developer shall provide to FEMA all studies, calculations, plans and other information required to meet FEMA requirements, and shall obtain a Conditional Letter of Map Revision Based on Fill (CLOMR-F) prior to grading, recordation or other final approval of the project. The CLOMR-Fill shall be provided to the City Engineer prior to issuance of any permits for grading for the project.

HWQ -3: Prior to issuance of a building permit for the project, the applicant/developer shall obtain from FEMA and provide to the City Engineer a Letter of Map Revision Based on Fill (LOMR-F).

REGULATORY REQUIREMENTS

RR-1 Project construction must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No 2009-009-DWQ, NPDES No. CAS000002, or the latest approved general permit). This Construction General Permit requires construction activities that involve the disturbance of one acre or more of total land area to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) that contains Best Management Practices (BMPs) to reduce or eliminate construction-related pollutants in runoff.

RR-2 The project will comply with the NPDES Order No. R7-2013-0011 (MS4 Permit) through the preparation and implementation of a Water Quality Management Plan (WQMP) that identifies permanent BMPs that would be built, maintained, and implemented on site to reduce pollutants in the storm water.

X. Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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	☐	☐	☒	☐

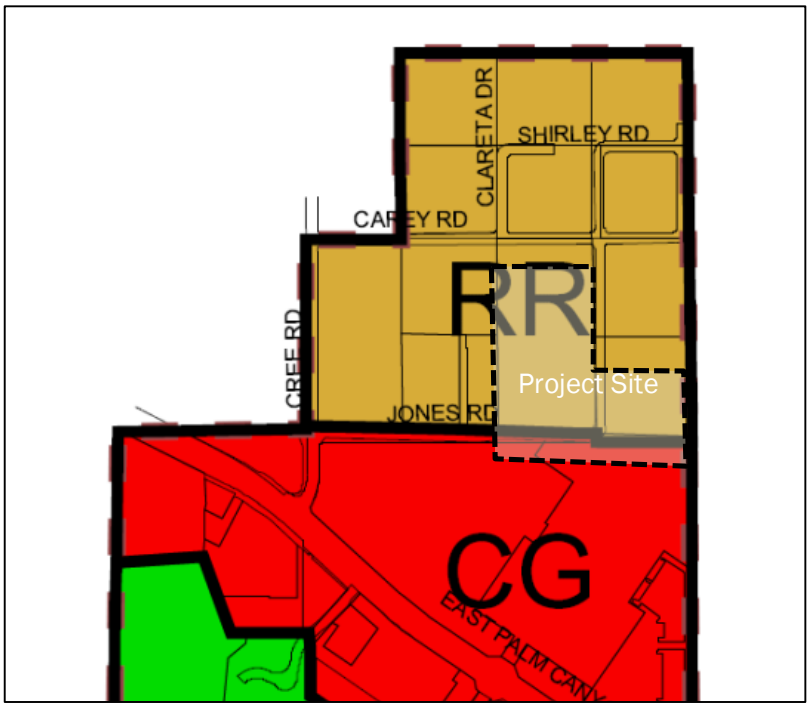
	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
mitigating an environmental effect?				
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

BACKGROUND

The project consists of the development of a vacant site with a 48-unit residential planned unit development. The project site is located in the RR (Resort Residential) District zone which permits densities of up to 6.5 units per acre. The project site is designated as RR (Resort Residential 3-6.5 units per acre) General Plan land use district. The RR land use district is intended for single-family and attached residential development in a master planned resort setting with on-site amenities.

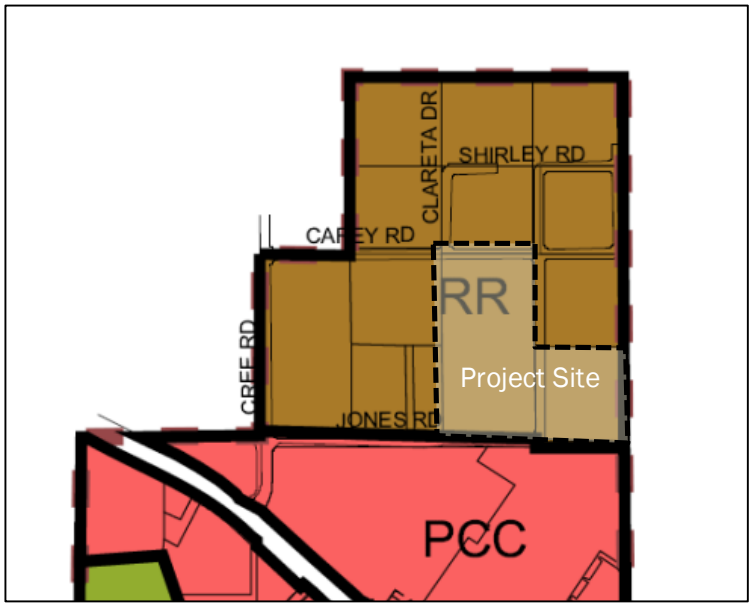
The project site is surrounded by residential development and a resort facility on the west, the Cree Estate (a wedding venue facility) and mobile home park on the east, vacant resort site to the north, and a shopping center to the south. The properties to the north, east and west are located in the RR zone. The area located to the south is within the PCC (Planned Community Commercial) zone. The mobile home park adjacent to the east is within the boundaries of the City of Palm Springs.

Figure 3-15: General Plan Land Use Map of Site and Surrounding Area



RR = Resort Residential
CG = General Commercial

Figure 3-16: Zoning Map of Project Site and Surrounding Area



RR = Resort Residential
PCC = Planned Community Commercial

Specific Plan No. 88-30

The project site is located within the Specific Plan 88-30 area and would be subject to applicable requirements of the plan. The specific plan was adopted in 1988 by ordinance no. 219 and covers the area north of East Palm Canyon Drive, south of Bolero Road, east of Cree Road, and west of the Eldorado Mobile Home Park. The specific plan contains provisions that require installation of public facilities and roadway improvements for new development.

CHECKLIST RESPONSES:

a) Physically divide an established community?

a. **No impact.** The project site is an infill property that is currently vacant and undeveloped. It is bounded by a mobile home park and the Cree Estate on the east, a resort and single-family residential PUD on the west, and commercial uses to the south. Across Carey Road to the north is a partially developed property that was recently approved by the City as a senior living facility, which is slated to begin construction in 2018. The project involves development of the property with a single-family residential PUD that is similar in design and size to the District, a 47-unit residential PUD, adjacent to the west. The project will be compatible with surrounding residential and resort uses. As such, development of the project is compatible with the surrounding area and would not 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?

b. **Less than significant impact.** The proposed project involves development of a vacant property with 48 single-family residences, recreation areas, retention basins, and private roads designed as a comprehensively planned master community.

The project site is located in the RR (Resort Residential) Zoning District, which permits PUDs with the approval of a PUD overlay and a Tentative Tract Map (TTM) by the City. PUDs and TTMs will require the implementation of conditions of approval that will ensure that the project will be consistent with surrounding development.

The project is also consistent with the General Plan RR (Resort Residential, 3-6.5 units per acre) land use designation in that it will be compatible with other uses permitted in the RR. The proposed density of 6.4 units per acre is within the RR density range. The project is also consistent with the following General Plan policies and objectives:

> **Policy 2** All land use planning shall be directed toward the creation of internally integrated neighborhoods and development districts, which also enhance and optimize their connections to surrounding neighborhoods and districts. (General Plan Land Use Element)
>
> **Policy 4** In-fill development and lot consolidation shall be encouraged as means of enhancing existing development and as a means of optimizing the use of existing roadways and utility infrastructure. (General Plan Land Use Element)

The project consists of a comprehensively planned community with recreational amenities and internal roadway system that integrates the community. The project also includes pedestrian linkages to the commercial shopping center adjacent to the south with Carey Road to the north.

As an infill property consisting of two parcels, that will be consolidated with the project and subdivided into a PUD for single-family and community lots within a single development. The site is surrounded by residential development on the west and east and a proposed senior living facility to the north. Commercial development occurs to the south. As such, the proposed residential community will use existing infrastructure and roadways with some proposed improvements.

The project is also located within a specific plan (SP 88-30). The project is consistent with several provisions of SP 88-30. However, the specific plan has become outdated. For example, the zoning change to RR district for the project site has not been reflected in the specific plan. The density proposed for the project is less than permitted under the specific plan R3 zone. However, the project is consistent with the General Plan RR land use designation for the site and density provisions. Several inconsistencies remain due to the outdated provisions of the specific plan. However, the City plans to revoke the plan in the future since most of the specific plan area has been developed and the majority of the infrastructure has been installed. The project will include development of public right-of-way improvements and installation of a cul-de-sac at the end of Carey Road as required by the City Engineer.

PUDs and TTMs are approved through a City entitlement process and any impacts, such as noise and traffic, would be mitigated through the imposition of conditions of approval that would ensure the project is compatible with surrounding residential development. The project will result in a less than significant impact from any conflicts with the General Plan, specific plan or Zoning Ordinance.

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

c. **No impact.** The City of Cathedral City has adopted the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) which encompasses the Coachella Valley region of Riverside County. The CVMSHCP is a regional conservation plan comprising close to 1.14 million acres.

The purpose of the CVMSHCP is to act as a multi-agency conservation plan to ensure ecological diversity and the preservation of habitat and sensitive species residing in the Coachella Valley. The CVMSHCP establishes conservation areas that ensure the conservation of covered species and natural communities. According to the CVMSHCP Conservation Areas Map[26], the project site is not within or adjacent to a designated conservation area, as defined in the CVMSHCP, and will have no impact to conservation areas. Since the site is within the CVMSHCP boundaries, the developer would be required to pay a fee to offset incremental impacts to plant and wildlife habitat caused by development of the project. The project will, therefore, not conflict with the provisions of the CVMSHCP and result in no impacts to a habitat conservation plan.

XI. Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

BACKGROUND

According to the City's General Plan, Exhibit IV-10 (Mineral Resources in the Planning Area), the majority of the City including the project site is within Mineral Resource Zone 3 (MRZ-3), which designates areas containing mineral resources where the significance cannot be evaluated from available data. MZ-3 generally refers to areas where development has the ability to determine the presence or amount of mineral resources. The General Plan Energy and Mineral Resources Element describes sand and gravel, found throughout the valley, as the sole locally important mineral resources.

[26] Figure 4-1, Coachella Valley Multiple Species Habitat Conservation Plan

CHECKLIST RESPONSES:

a. & b. No impact. The project site does not have any known mineral resources except for sand and gravel and no mineral production occurs on or adjacent to the site. Mineral production is not compatible with the project area due to urbanization and location of residential uses on three sides of the project site. Therefore, the project will not result in any adverse impacts to a significant mineral resource.

XII. Noise

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

BACKGROUND

According to the City's General Plan Noise Element, noise sensitive receptors include residences, churches, hospitals and nursing homes, and destination resort areas. To some extent outdoor activity areas can be sensitive to noise levels.

The project includes residential uses on the site and in the surrounding areas to the west, north and east. Commercial uses located south of the project site include a shopping center parking lot and truck delivery area and southwest include a small amusement park. Commercial uses are not considered noise sensitive uses.

A noise study (Appendix H) was prepared by Kunzman Associates for the project to analyze and assess potential impacts on the project residents from noise sources in the surrounding area. Potential noise sources in the surrounding area included the wedding venue adjacent to the northeast corner of the site, Boomers amusement park to the southwest of the site, and the Target shopping center south and southeast of the project site. The noise study used the noise thresholds in Chapter 11.96 of the Cathedral City Municipal Code (CCMC) for day and night. The maximum daytime level established in the CCMC is 65 dBA Leq at the property line between 7:00 a.m. and 10:00 p.m. The maximum night noise level established in the CCMC used was 50 Leq between the hours of 10:00 p.m. and 7:00 a.m.

NOISE

Cathedral City Noise Ordinance

Chapter 11.96 of the municipal code establishes community-wide noise standards for different types of uses. The ordinance prohibits residential exterior noise from exceeding 65 dBA during the day and 50 dBA during evening hours. Interior noise levels most not exceed 50/40 dBA during the same times.

Construction Noise

The CCMC exempts construction activities from the noise level limits established in the code provided that construction activities take place only during the following hours:

- October 1 through April 30:

Monday through Friday	7 a.m. to 5:30 p.m.
Saturday	8:00 a.m. to 5:00 p.m.
Sunday and holidays	Not permitted

- May 1 through September 30:
  Monday through Friday 6:00 a.m. to 7:00 p.m.
  Saturday 8:00 a.m. to 5:00 p.m.
  Sunday and holidays Not permitted

General Plan Noise Element

The General Plan Noise Element establishes that maximum noise levels in residential areas in California and the City should not exceed a CNEL of 65 dBA.

VIBRATION

Vibration is oscillatory movement through a solid medium that is typically described in peak levels, referred to as peak particle velocity (PPV). Vibration can negatively impact persons in terms of annoyance levels and by causing damage to structures. Operation of the project would not result in vibration impacts since residential uses are not typically associated with high levels of vibration.

Construction can result in varying degrees of vibration depending on the equipment and methods employed. Construction equipment and activities with the greatest potential of resulting in negative impacts on nearby residents and buildings are pile drivers and demolition and blasting.

Depending on the vibration levels, vibration from construction equipment may result in adverse effects on both buildings and people. Ground-borne vibration and its secondary effects such as rattling of things inside a home can be annoying to people. Ground-borne vibration attenuates rapidly with distance from the vibration source. Vibration is usually confined to short distances from the source, i.e. less than 50 feet.

Vibration Significance Standards

Neither the City nor the State of California have adopted criteria for assessing vibration impacts. Caltrans provides guidance for projects that have the potential to cause impacts from ground-borne vibration related to transportation and construction. The guidance provided by Caltrans serves as a basis for reviewing potential impacts from the project.

Caltrans provides guidance on the levels at which people perceive vibration as annoying. Those levels are shown in Table 3-13, which shows the levels of vibration and associated human response from transient vibration associated with short-term activities.

Table 3-13 Human Response to Transient Vibration[27]

Human response	Continuous/frequent sources (Maximum PPV (in/sec)
Barely perceptible	0.035
Distinctly perceptible	0.24
Strongly perceptible	0.9
Severe	2.0

Since the City does not have adopted standards or policies for assessing impacts from vibration, the project was assessed using Caltrans and Federal Transportation Administration (FTA) provided guidance in assessing

[27] Caltrans, "Transportation and Construction Vibration Guidance Manual", Sept. 2013

vibration impacts from construction, Table 3-14 provides a summary of Caltrans and FTA vibration levels generated by construction equipment at 25 feet from the source.

Table 3-14 Vibration Source Amplitudes for Construction Equipment[28]

Equipment	Reference PPV at 25 ft. (in/sec)
Vibratory roller	0.210
Large bulldozer	0.089
Caisson drilling	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003
Crack-and-seat operations	2.4

Sources: Federal Transit Administration 1995 (except Hanson 2001 for vibratory rollers) and Caltrans 200 for crack-and-seat operations.

Vibration from construction activity also has the potential to damage structures. Damage can be structural or more cosmetic such as cracked plaster, stucco, or tile. The following table shows the Caltrans guidelines for assessing potential vibration damage to structures. Table 3-15 shows Caltrans guidelines relating to damage potential on buildings from source 25 feet away.

Table 3-15 Guideline vibration damage potential threshold criteria[29]

Structure and condition	Continuous/frequent intermittent sources (Maximum PPV (in/sec)
Fragile buildings	0.1
Historic buildings	0.25
Older residential structures	0.3
New residential structures	0.5
Modern commercial/industrial buildings	0.5

CHECKLIST RESPONSES

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?

a. Less than significant with mitigation.

Operational Noise

For residential properties, Chapter 11.96 of the CCMC prohibits noise levels at the property line from exceeding 65 dBA Leq between 7:00 a.m. and 10:00 p.m. and 50 dBA Leq as the exterior noise level between 10:00 p.m. and 7:00 a.m. Interior daytime noise standard is 50 dBA Leq from 7:00 a.m. and

[28] Caltrans, "Transportation and Construction Vibration Guidance Manual", Sept. 2013

[29] Caltrans, "Transportation and Construction Vibration Guidance Manual", Sept. 2013

10:00 p.m. and 40 dBA Leq from 10:00 p.m. and 7:00 a.m. The General Plan contains the same noise standards of 65 dBA for residential areas.

The noise study measured noise from Boomers, the wedding venue and the Target Shopping Center at various times to determine whether it would exceed the CCMC noise standards. The noise study analysis found that noise associated with the three prime noise sources with potential to impact the project would not exceed the daytime exterior noise standard of 65 dBA Leq. Since Boomers does not operate after 10:00 p.m., no nighttime standard would be exceeded. In addition, the noise study found that noise from the Target shopping center and the wedding venue would not exceed the nighttime noise standard of 50 dBA Leq would not be exceeded at the project site perimeter property line. Any noise from event at the wedding venue that continued after 10:00 p.m. would be subject to the noise ordinance restrictions.

Construction Noise

Short-term noise project impacts would result from noise generated by operation of heavy construction equipment during construction. The project is adjacent to a residential community and a resort hotel on the west and by a mobile home park on the east, which could be negatively impacted by construction noise from the project.

The City's noise ordinance exempts construction noise from the standards provided construction activities are limited to daytime hours Monday through Saturday. However, the project construction activities could exceed noise levels for residential uses established in the General Plan.

Typical noise levels of construction equipment shown in Table 3-16 would thereby exceed the noise levels compatible with sensitive uses established in the General Plan.

Table 3-16 Typical Noise Levels of Construction Equipment

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

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

Mitigation measures N-1 requires that the applicant/developer noise reduction measures to be implemented during construction activities, including a requirement at all construction vehicles and equipment use available noise suppression devices and be equipped with mufflers during construction activities and staging equipment away from sensitive uses. Due to the restricted construction hours, equipment restrictions, and relatively short period of construction, noise resulting from construction-related activities is not considered a significant impact with implementation of mitigation measure N-1.

Traffic Noise

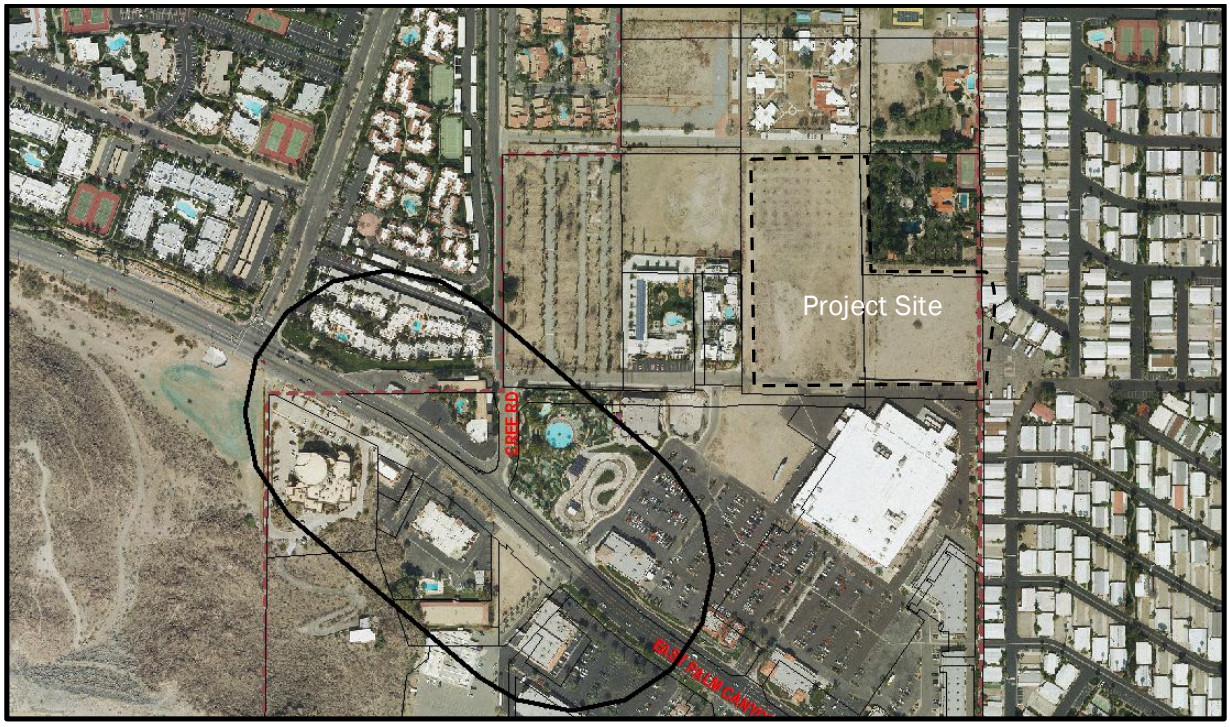
The project site is within 395 feet of East Palm Canyon Drive, a major roadway through the Cathedral City. As such there is potential for noise from traffic on East Palm Canyon Drive to impact the project. Table 3-17 shows the project noise contours from East Palm Canyon Drive.

Table 3-17 General Plan Buildout Noise Projected Noise Contours

East Palm Canyon Drive (w/o) Perez Road			
CNEL (dBA) contour	60	65	70
Distance from centerline	395'	186'	92'

The General Plan 60 CNEL contour projections for East Palm Canyon Drive would not intrude into the project site. As shown in Figure 3-17, none of the project site would be located within the 60 CNEL contour. Therefore, the roadway would result in a normally acceptable noise level for homes with no special reduction requirements. Traffic noise on East Palm Canyon Drive would be partially reduced by the six-foot-high block perimeter walls proposed for the project. Therefore, traffic from nearby arterial roadway would not significantly impact the project.

Figure 3-17: 60 CNEL Noise Contour 395' from East Palm Canyon Drive



The project will result in both short- and long-term impacts on nearby sensitive receptors. However, operational noise will be less than significant due to the site design and location of six-foot-high walls between along the exterior boundaries of the project site. Noise levels from East Palm Canyon Drive traffic, the Target shopping center, and the amusement park will have a less than significant impact on the residents of the project due to design features and noise ordinance requirements.

Construction impacts on the nearest residential uses will be reduced to less than significant with the implementation of mitigation measures. With implementation of mitigation measure N-1, the project will result in a less than significant impact resulting from exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance.

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

b. **Less than significant with mitigation.** During construction, the project may result in adverse impact from the generation of ground-borne vibration during construction from operation of construction equipment. After construction, the project would not generate vibration impacts due to the residential nature of the project.

During construction, nearby residences have the potential to be exposed to excessive vibration from the use of large bulldozers and other construction equipment. The nearest surrounding residential structures include both new construction and older residential structures that could be adversely impacted by vibration caused by construction equipment. Buildings with the potential to be impacted by vibration are mobile homes adjacent to the property line on the southeast and the Cree estate buildings adjacent to the east of the project site.

Caltrans has provided guidance on thresholds for determining impacts from ground-borne vibration caused by construction in terms of causing damage to structures within the project vicinity. Vibration levels that have the potential to damage structures within 25 feet of the vibration source for the most vibration-sensitive structures include the following:

- Fragile buildings (mobile homes): 0.1 PPV at 25 feet (in/sec)
- Historic buildings: 0.25 PPV at 25 feet (in/sec)
- Older residential structures 0.3

These types of structures would be most impacted by the following equipment that may be used during construction of the project and resulting vibration amplitudes at 25 feet:

- 0.210 PPV at 25' (in/sec.) for vibratory rollers
- 0.089 PPV at 25' (in/sec.) for large bulldozers
- 0.076 PPV at 25' (in/sec.) for loaded trucks

The use of vibratory rollers during construction also has the potential to impact nearby fragile buildings such as mobile homes, older residential buildings and historical buildings. According to Caltrans, a vibratory roller can produce vibrations levels of up to 0.210 PPV at 25'. The only historic structure within the project area is located on the Cree Estate adjacent to the east. The Cree Estate contains a single-story hacienda-style building and accessory structure constructed in 1930s. The Cree Estate buildings, the resort hotel building along the west property line, and the mobile homes along the east property line are vibration-sensitive structures that could be negatively impacted by vibration from use of vibratory rollers, large trucks and bulldozers in the vicinity.

The vibration levels at which damage would be caused to older residential structures would not be exceeded during construction. The main historical building on the Cree property is approximately 175 away from the project's exterior boundary and, therefore, would not be impacted by vibration from construction equipment. Aerial maps and a reconnaissance survey showed at least one outbuilding that appears to be an adobe structure within five to ten feet of the common property line. At least two mobile homes are within ten feet of the project boundary and, therefore, there is a potential for the mobile homes to suffer

damage from use of vibratory rollers during construction. Mitigation measure N-2 requires that the use of vibratory rollers during construction be kept away from the mobile homes and the building within the Cree Estate within 25 feet of the common boundary. In addition, large trucks operating on the property during construction also have the potential to cause vibration levels to exceed damage to vibration-sensitive mobile homes. Therefore, mitigation measure N-2 also includes a requirement that large trucks avoid the areas closest to the adjacent mobile homes. As such, vibration impacts causing damage to structures will be reduced to less than significant.

Human disturbance thresholds from construction vibration include:

- Distinctly perceptible: 0.24 PPV (in/sec)
- Strongly perceptible: 0.9 PPV (in/sec)
- Severe: 2.0 PPV (in/sec)
- Operation of a vibratory roller at a distance of 25 feet would result generate 0,210 PPV resulting in distinctly perceptible human reaction. However, vibration from project construction activities would be temporary and intermittent and result in a less than significant impact related to human disturbance.
- The project will result in less than significant impact with mitigation from ground-borne vibration or vibration noise.

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

c. **Less than significant impact.** The project would result in a minor contribution to ambient noise levels that currently exist in the area. The project site is near to an arterial roadway approximately 300 feet to the south with significant amounts of traffic and a shopping center parking lot and truck delivery area to the south where ambient noise is already high. Any additional permanent noise introduced by the project would result from traffic generated by the project on adjacent streets.

The greatest permanent noise impacts would be from vehicles using the project entry driveways proposed for Jones Road and Carey Road. The traffic impact analysis prepared for the proposed project (See section XVI. TRANSPORTATION/TRAFFIC of this Initial Study) showed that the project would generate 36 vehicles trip per hour during the am peak hour and 49 vehicles for the p.m. peak hour. Therefore, traffic associated with development of the project would result in a minor increase in traffic on adjacent roadways relative to the existing traffic that would not generate significant adverse noise impacts. Existing block walls along the rear of the residences and proposed six-foot-high perimeter block wall for the project will act to reduce traffic noise. Therefore, the project will result in a less than significant impact that from an increase in permanent ambient noise levels.

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

d. **Less than significant impact.** The project would result in noise impacts from an increase in ambient noise levels from construction activities. However, construction noise would be intermittent and temporary. After construction, the project would not significantly increase ambient noise levels due to the residential nature of the project. Therefore, the project will not result in substantial temporary or periodic increase in ambient noise levels with the imposition of mitigation measures.

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?

e. **Less than significant impact.** The project is located within the environs of the Palm Springs International Airport, the closest runway of which is approximately two miles northwest of the project site. The Riverside County Airport Land Use Compatibility Plan (ALUCP) establishes compatibility zones for areas within the airport flight paths for airports within Riverside County. The ALUCP also establishes noise contours for airports within Riverside County. The airport land use compatibility map for Palm Springs International Airport shows that the project site is located within Compatibility Zone E, Other Airport Environs. Zone E indicates an area where the noise generated by aircraft will be low and beyond the 55-CNEL contour with occasional overflights that may be intrusive to some outdoor activities. Therefore, the project will result a less than significant impact from location within an airport land use plan.

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?

f. **No impact.** The project site is not located within the vicinity of a private airstrip. Therefore, the project will have no impact from exposing people residing or working in the project area to excessive noise levels from a private airstrip.

NOISE MITIGATION MEASURES:

N-1. Before issuance of grading permits for the project, the project applicant/developer shall submit plans or contract specification to the City that include noise reduction measures that will be implemented during construction activities, as feasible, including the following:

- Construction equipment will use available noise suppression devices and properly maintained mufflers. Construction noise shall be reduced by using quiet or "new technology", equipment, particularly the quieting of exhaust noises by use of improved mufflers where feasible. All internal combustion engines used at the project site will be equipped with the type of muffler recommended by the vehicle manufacturer. In addition, all equipment will be maintained in good mechanical condition so as to minimize noise created by faulty or poorly maintained engine, drive-train and other components.
- During all site preparation, grading and construction, contractors shall minimize the staging of construction equipment and unnecessary idling of equipment in the vicinity of residential land uses.
- The equipment staging area will be situated so as to provide the greatest distance separation between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- Stationary noise sources shall be located as far from sensitive receptors as possible, and shall be muffled and enclosed within temporary sheds, or insulation barriers or other measures shall be incorporated to the extent feasible.
- Temporary walls/barriers/enclosures will be erected around stationary construction equipment when such equipment will be operated for an extended period of time and where there are noise sensitive receptors substantially affected. Noise barriers and enclosures will consist of absorptive material in order to prevent impacts upon other land uses due to noise reflection. In addition, complete enclosure structures will close or secure any openings where pipes, hoses or cables penetrate the enclosure structure.

N-2. During construction, the following measures shall be implemented to the extent possible:

- Heavily loaded trucks shall be routed away from residential streets.
- The operation of earthmoving equipment or vibratory rollers on the project site shall take place as far away from vibration-sensitive uses, i.e. mobile homes and historical buildings as possible.

Regulatory Requirements

RR-1. Construction-related activities are required to be limited to the hours and days in accordance with the Construction Noise Standards pursuant to Chapter 11.96.070 (Noise Control) of the City of Cathedral City Municipal Code.

XIII. Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

BACKGROUND

The California Department of Finance reported that in January 2017 the City's population was 54,557, an increase of 1% from the year 2016. The project site is currently vacant and has never been developed. Surrounding uses include resort hotel and a single-family development to the west, shopping center to the south, a mobile home park and hotel resort/wedding venue facility to the east, and a vacant property across Carey Road to the north. The City recently approved development of a senior living facility on the property to the north that is expected to begin construction in 2018.

The City's General Plan projects that the population will be 121,145 and the City will have total of 39,982 housing units at buildout. The site is designated as RR (Rural Residential) in the General Plan land use map, which permits a density range of 3-6.5 dwelling units per acre and is intended to accommodate single-family and attached residential development in a master planned resort setting.

CHECKLIST RESPONSES:

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)?

a. **Less than significant impact.** The project consists of the construction of 48 single-family homes within the PUD. Using the State's factor of 3.09 persons per household, the project would increase the City's population by 148 new residents. The population increase would result in a 0.37% increase over the City's January 2017 population and would make up 0.12% of the City's population at buildout.

   The project proposes a density of 6.43 dwelling units per acre within a planned community. The proposed density is within the range for the General Plan RR land use designation. As such, the project is consistent with the General Plan land use designation and would not increase population over that expected in the RR land use district and General Plan population 2035 projects at buildout

   Existing commercial and retail uses in close proximity to the project site would serve the future residents. The project site is an infill property and infrastructure to the site is existing. No new roads, except on-site driveways and an interior private roadway for circulation within the project site, will be constructed. Some off-site road improvements, are proposed as part of the project, such as the construction of sidewalks, increase in width of the roads where they are adjacent to the site, and construction of a cul-de-sac at the end of Carey Road. The off-site road improvements will improve the existing roads for better off-site circulation. However, all of the adjacent properties are currently developed or have been approved for development, so these improvements will not induce additional growth in the area.

   The projected increase in population generated by the project is minimal when compared with the current population of the City. The project is consistent with the RR General Plan land use designation. Infrastructure for the project site is currently in place. The project would not involve the extension of roads or other infrastructure to unserved areas that would induce indirect population growth. Therefore, the project would result in less than significant impact resulting from population growth either directly or indirectly.

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?

b. & c. **No impact.** The project involves the construction of 48 single-family homes on a vacant undeveloped site. Therefore, the project will not result in the displacement of housing or people.

XIV. Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☒	☐
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

CHECKLIST RESPONSES:

a) **Fire and police protection. Less than significant impact.** The City of Cathedral City operates its own fire and emergency services from three stations located within the City. The City also has its own police force that operates out of the Civic Center. The project involves construction of 48 single-family homes on a vacant undeveloped parcel and would result in a minor increase in the need for police and fire services. The current General Plan (2002, updated 2009) indicates that the existing ratios of firefighters and police to number of residents, (1.0 firefighters to 1,000 residents and 1.5 officers to 1,000 residents respectively) is adequate at this time and the proposed project would not significantly affect those ratios. The project site is an infill site that is currently served by the City's Police and Fire Departments and would not result in a need for new facilities. In addition, the project will be required to annex into the City's Communities Facility District, which requires payment of fees to offset impacts on police and fire services. Therefore, the project will result in a less than significant impact on fire and police protection services.

Schools. **Less than significant impact.** The Palm Springs Unified School District (PSUSC) provides kindergarten through 12th grade educational services and facilities to the City of Cathedral City. The project would involve the construction of 48 new single-family homes and would likely increase the student population. The PSUSC requires the payment of a school fee to offset impacts from new residential development on schools. Therefore, although development of the project would result in additional housing that may negatively impact existing school facilities, payment of a school fee would offset the impacts and the project will result in a less than significant impact on schools.

Parks. **Less than significant impact.** The proposed project is located within the RR zoning district and requires approval of a PUD. Residential PUDs require that a minimum of 500 square feet of active recreational area per dwelling unit be provided on the project site. The project will provide 28,970 square feet of active recreation area, or approximately 604 square feet per unit, on the site for use by the residents. Therefore, outdoor recreational space to be provided on the site will offset some of the additional need for public parks.

The General Plan goal is a minimum of three acres per one thousand population. As of the 2009 General Plan update, the City does not have sufficient park space available for its current (2001) population. The City's Quimby ordinance was enacted to increase park space within the City. Per the ordinance, the project developer will be required to pay Quimby fees or dedicate land for parks as a condition of map approval. Therefore, the project will not result in a significant impact on parks within the project vicinity.

Other public facilities. **Less than significant impact.** Development of the proposed project is consistent with the residential land use designation, the General Plan and Zoning Ordinance. The project is an infill site that has existing infrastructure and public services. Therefore, the project will have a less than significant impact on other public facilities.

XV. Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
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?	

BACKGROUND

The General Plan goal is a minimum of three acres per one thousand population. As of the 2009 General Plan update, the City does not have sufficient park space available for its current (2001) population. The City's Quimby ordinance was enacted to increase park space within the City. Pursuant to City ordinance 9.106, developers proposing residential subdivisions are required to pay fees or dedicate land for parks to meet the needs of the community as a condition of map approval.

CHECKLIST RESPONSES:

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?

a. **Less than significant impact.** The project involves the construction of 48 single-family homes. Based on the City's 3.03 average household size[30], the number of residents of the project would be approximately 143 people. The construction of the project could increase demands on nearby recreational facilities. Since the project will provide approximately 29,000-square-feet of outdoor recreational areas on-site, the project would result in fewer impacts on neighborhood parks in the area. Other than City parks, there are large regional parks in the area including the Santa Rosa and San Jacinto Mountain National Monument and the Mount San Jacinto State Park that south of the project site. Although the project could result in a minor increase in the use of the nearby recreational parks and facilities, it would not cause substantial deterioration of these facilities due to the on-site recreational space, nearby State and federal recreation areas and payment of parkland fees or dedication of land for parks. Therefore, the project will result in a less than significant impact on nearby recreational facilities.

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?

b. **Less than significant impact.** The project involves the construction of a planned unit development with 48 single-family homes and approximately 29,000-square-feet of outdoor recreational area within the community. Environmental impacts resulting from the construction and long-term use of the landscape and hardscape areas would be minor in nature. Therefore, the project will result in a less than significant resulting from construction of recreational facilities.

[30] P. III-79, Cathedral City Comprehensive General Plan, adopted 2002 and updated 2009

XVI. Transportation/Traffic

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards 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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

BACKGROUND

The District East Traffic Impact Analysis, dated July 5, 2017, was prepared by Trames Solutions, Inc. The purpose of the traffic impact analysis was to determine whether the project would result in either direct or indirect adverse impacts from traffic generated by the project. The following analysis and background provide a summary of the report background and findings.

To determine traffic impacts from the project, the traffic impact analysis (TIA) included the following four different scenarios:

1) Existing (2017) traffic was determined to provide a basis for the CEQA analysis at the time the hearing body reviews the project.

2) Existing (2017) plus project traffic conditions from traffic expected to be generated by the project plus the existing traffic to determine impacts to the studied intersections.

3) Existing plus ambient plus project (2019) traffic conditions for opening year 2019. The project traffic plus increased traffic determined by using a predetermined rate of ambient growth for the area over two years. Impacts from this scenario are then analyzed. Future traffic analysis was based on two years of ambient growth of two percent per year along with traffic generated by other future developments in the area. Traffic generated by the project was then added and the impacts to the circulation system analyzed. This is the basis used in the TIA for determining project specific impacts, mitigation and conditions of approval.

4) Existing plus ambient plus project plus cumulative (2019) includes traffic expected to be generated by other approved projects in the area, and added to scenario three. This scenario included projects that have been proposed and in the review process but not approved. The TIA used this scenario to determine if improvements

funded through an approved mechanism could accommodate the cumulative traffic at the LOS D indicator or, if not, whether mitigation would be necessary.

The TIA study area included intersections of a collector street and higher classification street with another collector, or high classification street, at which the project would add 50 or more peak-hour trips. The study area included the following intersections:

- Golf Club Drive and East Palm Canyon Drive
- Cree Road and Golf Club Drive
- Cree Road and Carey Road
- Cree Road and Jones Road
- Cree Road and East Palm Canyon Drive
- Project driveway 1 at Carey Road (future intersection project only)
- Project driveway 2 at Jones Road (future intersection project only)

Figure 3-18: Map of Studied Intersections

City of Cathedral City Level of Service Threshold

The City of Cathedral City has established Level of Service (LOS) D as the city-wide target for the maximum allowable threshold for the operation of intersections. LOS E and F are considered unacceptable levels of intersection operation and would require improvements.

Analysis Methodology

The TIA analysis was based on the Transportation Research Board – Highway Capacity Manual (HCM). The TIA used the HCM methodology, which expresses LOS at an intersection in terms of delay time for the various intersection approaches. Different procedures were used depending on the type of intersection control. The LOS at the study area intersections were evaluated using the HCM intersection analysis program referred to as Synchro 8.0.

The following table shows the LOS and associated amount of delay used in the TIA for evaluating the intersections in the study area.

Table 3-18 LOS for Signalized and Unsignalized Intersections

LEVEL OF SERVICE	AVERAGE TOTAL DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED	UNSIGNALIZED
A	0 to 10.00	0 to 10.00
B	10.01 to 20.00	10.01 to 15.00
C	20.01 to 35.00	15.01 to 25.00
D	35.01 to 55.00	25.01 to 35.00
E	55.01 to 80.00	35.01 to 50.00
F	80.01 and up	50.01 and up

Project trip generation was determined using the Institute of Transportation Engineers (ITE) rates for 48 single-family detached units. The trips determined for the project are shown in Table 3-19.

Table 3-19 Project Trip Generation Rates

LAND USE	ITE CODE	QUANTITY[2]	PEAK HOUR TRIP RATES[1]						DAILY
			AM			PM			
			IN	OUT	TOTAL	IN	OUT	TOTAL	
Single Family Detached	210	49 DU	0.19	0.56	0.75	0.63	0.37	1.00	9.52

[1] Source: ITE (Institute of Transportation Engineers) Trip Generation Manual, 9th Edition, 2012.

[2] DU = Dwelling Units

Existing 2017 Traffic Conditions

The results of the existing traffic conditions analysis are summarized in Table 3-20. All of the studied intersections were found to current operate at an acceptable LOS of C or better during peak hours.

Table 3-20 Existing Traffic Conditions 2017[31]

ID	Intersection	Traffic Control [1]	Intersection Approach Lanes [2]												Delay [3] (secs.)		Level of Service [3]	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	Golf Club Dr. / E. Palm Cyn. Dr.	TS	0	0	0	1	1!	0	1	2	0	0	2	d	13.0	12.2	B	B
2	Cree Rd. / Golf Club Dr.	CSS	0	0	1	0	0	0	0	2	0	0	2	0	9.0	9.2	A	A
3	Cree Rd. / Carey Rd.	CSS	0	1	0	0.5	0.5	0	0	0	0	0	1!	0	9.1	9.0	A	A
4	Cree Rd. / Jones Rd.	CSS	0	1	0	0.5	0.5	0	0	0	0	0	1!	0	8.8	8.9	A	A
5	Cree Rd. / E. Palm Cyn. Dr.	CSS	0	0	0	0	1!	0	1	2	0	0	2	1	18.4	20.2	C	C
6	Project Dwy. 1 / Carey Rd.	-	Future Intersection												-	-	-	-
7	Project Dwy. 2 / Jones Rd.	-	Future Intersection												-	-	-	-

[1] TS = Traffic Signal; AWS = All Way Stop

[2] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; 1! = Shared Left-Through-Right Lane; 0.5 = Shared Lane ; d = Defacto right turn lane

[3] Delay and level of service calculated using the following analysis software: Synchro Software

Existing 2017 Plus Project Traffic Conditions

The results of the existing plus project conditions intersection analysis are summarized in Table 3-21. Trip distribution and assignments represent the directional orientation of the traffic to and from the project based on proposed driveway locations, surrounding trip attractors such as commercial uses, schools, employment bases, etc., and freeway interchanges. (For location of trip assignment and distribution, refer to Figure 3-A in the TIA.) All of the studied intersections with project traffic would operate at an acceptable LOS during peak hours with existing geometry and traffic controls.

Table 3-21 Intersection Analysis for Existing Plus Project Conditions

ID	Intersection	Traffic Control [1]	Intersection Approach Lanes [2]												Delay [3] (secs.)		Level of Service [3]	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	Golf Club Dr. / E. Palm Cyn. Dr.	TS	0	0	0	1	1!	0	1	2	0	0	2	d	13.0	12.3	B	B
2	Cree Rd. / Golf Club Dr.	CSS	0	0	1	0	0	0	0	2	0	0	2	0	9.0	9.2	A	A
3	Cree Rd. / Carey Rd.	CSS	0	1	0	0.5	0.5	0	0	0	0	0	1!	0	9.0	9.0	A	A
4	Cree Rd. / Jones Rd.	CSS	0	1	0	0.5	0.5	0	0	0	0	0	1!	0	9.3	9.2	A	A
5	Cree Rd. / E. Palm Cyn. Dr.	CSS	0	0	0	0	1!	0	1	2	0	0	2	1	19.9	23.1	C	C
6	Project Dwy. 1 / Carey Rd.	**CSS**	0	0	0	0	**1!**	0	**0.5**	**0.5**	0	0	**1**	0	8.4	8.4	A	A
7	Project Dwy. 2 / Jones Rd.	**CSS**	0	**1!**	0	0	0	0	0	**1**	0	**0.5**	**0.5**	0	8.6	8.6	A	A

[1] TS = Traffic Signal; AWS = All Way Stop

[2] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; 1! = Shared Left-Through-Right Lane; 0.5 = Shared Lane ; d = Defacto right turn lane; **1** = Improvement

[3] Delay and level of service calculated using the following analysis software: Synchro Software

[31] Trames Solutions, Inc., The District East Traffic Impact Analysis, July 5, 2017, p. 14

Year 2019 Traffic Conditions

The project is expected to be completed and begin operations in the year 2019. Scenarios for future traffic conditions were based on the opening year 2019 for the project and the fact that the project would be completed in a single phase.

Ambient Growth

Some traffic volume on roadways is attributed to vehicles originating outside the study area and will end up in the study area or pass through it, and that traffic must be included in the future traffic scenario. To account for these trips, referred to as ambient growth, a growth rate is applied to determine the traffic impacts for 2019. As such, traffic growth in the study area was accounted for using a 2 percent per year growth rate. Total ambient growth of 4% was used for opening year 2019 conditions to account for traffic not attributed to the project or other planned developments within the study area.

Cumulative Growth

Cumulative factors for the year 2019 include trips generated by projects expected to be completed in the near future in the proximity to the project. Future trips for cumulative projects were calculated using ITE land use factors. Table 3-22 shows projects that were included in the calculation of the future growth for development of scenario 4.

Other Trip Generation Factors

The project consists of residential units that do not generate a significant amount of pass-by trips. In addition, it was found that it is unlikely that trips would be reduced to or from the site by non-motorized modes of travel due to the lack of either convenient transit options, nearby bike paths or pedestrian trails.

Table 3-22 Cumulative Developments Trip Generation Summary

MAP ID	PROJECT NAME	LAND USE	QUANTITY [1]	PEAK HOUR						DAILY
				AM			PM			
				IN	OUT	TOTAL	IN	OUT	TOTAL	
1	Canyon View TTM 36969	Single Fam. Detached	92 DU	17	52	69	58	34	92	876
2	Rimrock Cove	Single Fam. Detached	90 DU	17	50	67	57	33	90	857
3	Rainbow Vision	Senior Adult Housing - Detached	184 DU	15	26	41	29	20	49	677
4	The District TR 36747	Single Fam. Detached	47 DU	9	26	35	30	17	47	447
5	Assisted Living	Assisted Living	58 BEDS	5	3	8	6	7	13	154
		Congregate Care Facility	14 DU	1	1	2	1	1	2	30
	Assisted Living Subtotal			6	4	10	7	8	15	184
6	Senior Housing	Senior Adult Housing - Attached	68 DU	5	9	14	10	8	18	234
Total Cumulative Projects Trip Generation				**69**	**167**	**236**	**191**	**120**	**311**	**3,275**

[1] DU = Dwelling Units

Scenario 3: Existing Plus Ambient Plus Project for Year 2019

Table 3-23 shows the HCM calculations based on the geometrics at the study area intersections for existing plus ambient plus project for 2019. For Scenario 3 traffic conditions, the study area intersections were projected to operate an acceptable LOS during peak hours with existing geometry.

Table 3-23 Existing Plus Ambient Plus Project for 2019

ID	Intersection	Traffic Control [1]	Intersection Approach Lanes [2]												Delay [3] (secs.)		Level of Service [3]	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	Golf Club Dr. / E. Palm Cyn. Dr.	TS	0	0	0	1	1!	0	1	2	0	0	2	d	13.3	12.6	B	B
2	Cree Rd. / Golf Club Dr.	CSS	0	0	1	0	0	0	0	2	0	0	2	0	9.0	9.3	A	A
3	Cree Rd. / Carey Rd.	CSS	0	1	0	0.5	0.5	0	0	0	0	0	1!	0	9.0	9.1	A	A
4	Cree Rd. / Jones Rd.	CSS	0	1	0	0.5	0.5	0	0	0	0	0	1!	0	9.3	9.2	A	A
5	Cree Rd. / E. Palm Cyn. Dr.	CSS	0	0	0	0	1!	0	1	2	0	0	2	1	20.8	24.4	C	C
6	Project Dwy. 1 / Carey Rd.	CSS	0	0	0	0	1!	0	0.5	0.5	0	0	1	0	8.4	8.4	A	A
7	Project Dwy. 2 / Jones Rd.	CSS	0	1!	0	0	0	0	0	1	0	0.5	0.5	0	8.6	8.6	A	A

[1] TS = Traffic Signal; AWS = All Way Stop

[2] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; 1! = Shared Left-Through-Right Lane; 0.5 = Shared Lane ; d = Defacto right turn lane; 1 = Improvement

[3] Delay and level of service calculated using the following analysis software: Synchro Software

Scenario 4: Existing plus ambient plus project plus cumulative (2019)

To determine the traffic increase for the year 2019 with project plus ambient plus cumulative, traffic generated by other approved, or soon to be approved projects, in the area were included in the TIA calculations. In addition, a growth ambient traffic of a total of 4 percent was included. As shown in Table 3-24, the project would not result in any of the studied intersections exceeding the acceptable LOS and would remain operating at acceptable levels in scenario 4.

Table 3-24 Intersection Analysis for Existing Plus Ambient Plus Project Plus Cumulative 2019 Conditions

ID	Intersection	Traffic Control [1]	Intersection Approach Lanes [2]												Delay [3] (secs.)		Level of Service [3]	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	Golf Club Dr. / E. Palm Cyn. Dr.	TS	0	0	0	1	1!	0	1	2	0	0	2	d	13.7	12.9	B	B
2	Cree Rd. / Golf Club Dr.	CSS	0	0	1	0	0	0	0	2	0	0	2	0	9.1	9.3	A	A
3	Cree Rd. / Carey Rd.	CSS	0	1	0	0.5	0.5	0	0	0	0	0	1!	0	9.3	9.4	A	A
4	Cree Rd. / Jones Rd.	CSS	0	1	0	0.5	0.5	0	0	0	0	0	1!	0	9.6	9.7	A	A
5	Cree Rd. / E. Palm Cyn. Dr.	CSS	0	0	0	0	1!	0	1	2	0	0	2	1	25.1	31.7	D	D
6	Project Dwy. 1 / Carey Rd.	CSS	0	0	0	0	1!	0	0.5	0.5	0	0	1	0	8.4	8.4	A	A
7	Project Dwy. 2 / Jones Rd.	CSS	0	1!	0	0	0	0	0	1	0	0.5	0.5	0	8.6	8.6	A	A

[1] TS = Traffic Signal; AWS = All Way Stop

[2] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; 1! = Shared Left-Through-Right Lane; 0.5 = Shared Lane ; d = Defacto right turn lane; 1 = Improvement

[3] Delay and level of service calculated using the following analysis software: Synchro Software

Note: Level of Service D for an unsignalized intersection may have 35.0 seconds of delay for any one movement.

CHECKLIST RESPONSES:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

a. **Less than significant impact.** None of the project scenarios were shown in the TIA to result in a studied intersection operating at an unacceptable LOS. The project is not expected to generate traffic that would adversely impact study area intersections using the City's LOS D as a measure of effectiveness. All area intersections are expected to operate at an acceptable level of service during peak hours with existing geometry for all of the scenarios analysis in the TIA. The results of the TIA for the four scenarios are summarized as follows:

   Scenario 1: Existing 2017 conditions. The study intersections are currently operating at an acceptable level of service during peak hours with existing geometry.

   Scenario 2: Existing plus project conditions 2019. The study area intersections were projected to operate at acceptable level of service during peak hours with existing geometry.

   Scenario 3: Existing plus project plus ambient conditions for 2019. The study area intersections were projected to operate at acceptable level of service during peak hours with existing geometry.

   Scenario 4: Existing plus project conditions plus ambient plus cumulative for 2019. The study area intersections were projected to operate at acceptable level of service during peak hours with existing geometry.

   Based on the collected traffic data and the estimated trip generation, the traffic study concluded that the increase in traffic generated by the project would not have the potential to result in a significant effect on the levels of service at the studied intersections during peak hours. All studied intersections would operate at or above LOS D with the project plus ambient traffic and project plus ambient plus cumulative conditions. Therefore, the project will result in a less than significant impact from traffic generated by the project causing the traffic to drop below an unacceptable LOS for the studied intersections.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

b. **Less than significant impact.** Every county in California is required to develop a Congestion Management Program (CMP) that looks at the links between land use, transportation and air quality. In its role as Riverside County's Congestion Management Agency, Riverside County Transportation Commission (RCTC) prepares and periodically updates the county's CMP to meet federal Congestion Management System guidelines as well as state CMP legislation. The Southern California Association of Governments (SCAG) is required under federal planning regulations to determine that CMPs within its region are consistent with the Regional Transportation Plan. RCTC's current CMP was adopted in December 2011.

   RCTC does not require Traffic Impact Assessments for development proposals. However, local agencies are required to maintain minimum level of service (LOS) thresholds included in their respective general plans. Therefore, Traffic Impact Assessments on developments are required by the local agencies. Local agencies whose development impacts cause the LOS on a non-exempt segment to fall to "F" must prepare deficiency plans. The closest CMP roadway is East Palm Canyon Drive segment west of Golf Club Drive.

The impact from project generated traffic on the East Palm Canyon Drive and Golf Club Drive intersection was analyzed in the TIA. The project would not result in the intersection to drop below LOS D with project traffic for that intersection. Therefore, the project would have a less than significant impact on a CMP roadway segment and the project would result in a less than significant impact due to a conflict with the regional Congestion Management Plan.

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?

c. **No impact.** The project involves the construction of 48 single-family homes on a 7.46-acre site. As such it would result in a minor increase in population in the area and, thus, would not cause substantial population growth that would result in an increase in air traffic levels. In addition, the project site is located approximately three miles southeast of the Palm Springs International Airport. The proposed project would construction of any buildings that exceed the plan's height limit. Therefore, the project would not result in a change in air traffic patterns, including an increase in traffic levels or change in the location that would result 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)?

d. **Less than significant impact with mitigation.** Primary vehicular access to the project site will be from the main entrance on Jones Road and secondary access will be from Carey Road. The driveways will not have sharp curves or be close to a dangerous intersection whereby traffic from the project would be impacted. Driveway widths are consistent with emergency access requirements of the Fire Department and will be consistent with visibility requirements and other design features required by the City Engineering Department. There are no incompatible uses in the area that would negatively impact traffic from either entrance.

   All project entryways and access points are rounded and no potentially hazardous design features such as sharp curves or dangerous intersection are proposed. The proposed project design does not introduce any design features that would substantially increase hazards.

   During construction of the subject project, there may be temporary detours, lane closures and off-road construction equipment that may pose a temporary hazard. A traffic control plan is required to be submitted to the City that will assure that any delays, lane closures or traffic rerouting are minimized. Construction equipment will be stored in a staging area onsite and set back from the existing streets so as to avoid incompatibility or reduced visibility.

   Operation of the project may require additional roadway improvements to ensure that site specific circulation and access does not create a safety hazard. The TIA provided on-site recommendations for the project to ensure project design would not create safety hazards. The TIA recommendations are included in mitigation measure T-1 and will be included as conditions of project approval. Therefore, potential hazards associated with incompatible design features will be less than significant with implementation of mitigation.

e) Result in inadequate emergency access?

e. **Less than significant impact.** The project would be required to meet all emergency access requirements of both the Cathedral City Police and Fire Departments. The site plan has been reviewed by both departments for consistency with their requirements. The project includes two vehicular entrances that include a primary entrance on Jones Road and secondary access on Carey Road, which satisfy access

requirements of both departments regarding the provision of driveways that can accommodate emergency vehicles. The City also requires that emergency access be provided during construction activities and notification of emergency services including Police and Fire Department of lane closures. As such, the project will result in a less than significant impact from inadequate emergency access.

f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

f. **Less than significant impact.** The project includes the installation of sidewalks on Carey Road and Jones Road. The installation of sidewalks and on-site walkways will improve pedestrian access to and from the project site.

Sunline Transit operates transit bus service within the City. The closest bus stop for the project site is located on East Palm Canyon Drive and Perez Road approximately 800 feet away from the project site. As a result of the construction of 48 single-family home, the project will result in an increase in population that would increase use of transit. The project would therefore result in minor increase in use of bus services. However, the project site is just north of a large shopping center with both retail shops, grocery stores, and restaurants. Since the nearest bus stop is located on East Palm Canyon Drive at a distance of approximately 800 feet and the shopping center is located between the shopping center on the bus stop, residents would be more likely to walk or drive to the shopping center. Therefore, the project would not result in significant impacts to public transit or transit stops.

The Coachella Valley Association of Government adopted the Non-Motorized Transportation Plan Update in 2010 which includes existing and proposed bike paths and bike facilities plan for the City of Cathedral City. The plan serves as the basis for master planning of these facilities within the City and the Coachella Valley region. None of the existing or proposed bike paths or facilities within the City of Cathedral City is adjacent to the project site. The nearest bike path is proposed to be located along East Palm Canyon Drive approximately 800' south of the project site. Therefore, the project would not conflict with a bike paths or facilities plan and would not decrease the performance of such plan. Therefore, the project will result in a less than significant impact due to a conflict with adopted policies, plans or programs relating to transit, bicycle or pedestrian facilities.

MITIGATION MEASURES:

TR-1: The project applicant shall submit plans to the City showing consistency with the following on-site circulation recommendations in the TIA for the project:

Construction of on-site improvements shall occur in conjunction with adjacent project development activity or as needed for project access purposes. The recommended on-site roadway improvements are illustrated on Figure 5-A of the TIA and as described below.

- Project Driveway 1 / Jones Road (#6)
  - Install a stop sign control for the southbound approach.
  - Construct a shared southbound left/right turn lane.
- Project Driveway 2 / Carey Road (#7)
  - Install a stop sign control for the northbound approach
  - Construct a shared southbound left/right turn lane.
- Construct the appropriate improvements as directed by the City Engineer along Carey Road between the westerly project boundary to the easterly project boundary which include off-set cul-de-sac, curb/gutter, sidewalk, landscaping, etc.

- Construct the appropriate full-street improvements as directed by the City Engineer along Jones Road between the westerly project boundary and east of project entry (Project Driveway 1) which include turn-around, curb/gutter, sidewalk, landscaping, etc.
- On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.
- Verify that minimum sight distance is provided at the project access points.

XVII. Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

TRIBAL CULTURAL RESOURCES BACKGROUND

A cultural resources (CR) study (Appendix C) dated July 5, 2017 was prepared for the project by ASM Affiliates. The study was conducted in conformance with CEQA to determine if the project site and surrounding area harbored, or had to potential to harbor, prehistoric or historic resources. The study and results of the study are summarized below as they pertain to tribal cultural resources.

A tribal cultural resource (TCR) is generally defined as a site feature, place, cultural landscape, sacred place or object, which is of cultural value to a Tribe. To be considered a resource, a TCR is must be either on or eligible for listing on the CA Historic Register or a local historic register. A TCR may also be one that the lead agency, at its discretion, chooses to treat the resource as a TCR.

Regulatory Setting

California Register of Historical Resources

In assessing whether a resource is significant, both the California Public Resources Code (PRC) and CEQA were consulted. Pursuant to PRC section 5020.1(j), a "'historical resource' includes, but is not limited to, any object, building, site, area, place, record, or manuscript that is historically or archaeologically significant, or is

significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California."

CEQA defines historical resources as those resources listed or eligible for listing on the California Register of Historical Resources, listed on a local register of historical resources, or those that have been determined by the Lead Agency to meet the criteria for listing on the California Register of Historical Resources (CRHR) (Public Resources Code section 5024.1, Title 14, CCR, Section 4852). For CEQA purposes, a historical resource is any building, site, structure, object, or historic district listed in or eligible for listing in CRHR. A resource is eligible for listing in the CRHR if it meets one or more of the following criteria:

a. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

b. Is associated with the lives of persons important in our past.

c. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

d. Has yielded, or may be likely to yield, information important in prehistory or history [PRC 5024.1(c)].

An archaeological resource not listed or found ineligible for listing on a historical register may also be considered significant if it is an archaeological artifact, object or site that meets the CEQA definition of "unique archaeological resource." A unique archaeologic resource means: 1) one that contributes to a body of knowledge; 2) is the oldest or best of its type; or 3) is associated with a prehistoric or historic event.

Assembly Bill 52 (AB 52)

AB 52, which went into effect on July 1, 2016, requires a lead agency to consider a project's impacts on "Tribal Cultural Resources" (TCRs).

TCRs are defined in Public Resources Code § 21074 as follows:

(a) "Tribal cultural resources" are either of the following:

(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

(A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.

(B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

(b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

(c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in

subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms to the criteria of subdivision (a).

AB 52 establishes a consultation process between a Lead Agency and California Native American tribes as part of the CEQA process. Lead agencies must consult with tribes regarding potential tribal cultural resources (TCRs) in the project vicinity, potential impacts to TCRs, project alternatives, and the type of environmental document that should be prepared. Native American tribes must initiate contact with lead agencies to request to be notified of projects in areas in which the tribe is traditionally affiliated.

AB52 Consultation

In accordance with AB 52 requirements, the City of Cathedral City, acting as Lead Agency, sent letters to all tribal requesting to be notified of projects within the City. Of the seven letters mailed on November 16, 2017, none of the tribes have responded as of the date of this document. The tribes have 30 days from the date of the request to respond. If no responses are received, the consultation will be considered completed.

As of the date of this report, the following two tribes have responded to the original request for consultation. In a letter dated December 19, 2017, Anthony Madrigal of the Twenty-Nine Palms Band of Mission Indians requested a copy of the cultural resources report for the project. Mr. Madrigal further stated that, since the project was located adjacent to the Chemenhuevi Traditional Use Area, the Tribe would review the report and respond with any recommendations. The report was sent to him on January 9, 2018. Mr. Madrigal has not responded to date.

Katie Croft, Cultural Resources Manager of the Agua Caliente Band of Cahuilla Indians THPO, also requested a copy of the cultural resources report for the project. The City mailed a copy of the report to the Tribe on January 9, 2018. Ms. Croft has not responded to date.

Cultural Resources Study

The CR study was conducted in accordance with CEQA to determine if potentially significant prehistoric and historic resources were present within the project site and area of potential effects (APE). The CR study consisted of review of all relevant site records and reports on file with the Eastern Information Center (EIC) of the California Historical Resources Information System (CHRIS) at the University of California, Riverside. The APE included the site and all property within a one-mile radius of the site. A review of the Sacred Lands File held by the California Native American Heritage Commission were also included in the background research.

Field Survey

An intensive field survey was conducted on June 29, 2017, by ASM Associate Archaeologist Lucas Piek. Field methods consisted of a complete, systematic pedestrian survey of the APE at 15-m intervals. The area was photographed, and all areas of visible soil were examined for cultural resources.

CR Study Results

EIC Records Search Results

The results of the EIC records search indicate that 35 cultural resources studies have been conducted within a 1-mi. radius of the project area. None of these previous studies intersect the currently proposed District East Project area. Eight additional studies provide overviews of cultural resources in the general vicinity (refer to Table 1 in the CR study). The records search indicated that seven previously recorded resources are located within the one-mile search radius (Table 2 of the CR study). None of the previously recorded resources were found to intersect with the proposed project area.

California Native American Heritage Commission (NAHC)

A request was submitted to the NAHC for a search of the Sacred Lands Files (SLF) and for a list of tribal contacts that may have additional information regarding culturally significant properties in the area of the project site.

The request was submitted June 30, 2017. Once ASM receives the results of the SLF search and the list of contacts from the NAHC, the CR consultation will submit a revision to the CR report along with a copy of the NAHC response in Appendix C

Field Survey

The field survey was conducted on June 29, 2017, by ASM Associate STAFF. Field methods consisted of a complete, systematic pedestrian survey of the APE at 15-m intervals. The APE was photographed, and all areas of visible soil were examined for cultural resources.

The southern portion of the project area was found to consist of imported fill and has greater density of vegetation than the northern half of the project area. The entire surface of the project area was found to be disturbed. The area was at one time the location of a date palm grove as evidenced by date palm stumps. The only items noted on the surface during the survey were modern trash and various pieces of concrete and construction debris that indicate some demolition and grading in the area. No cultural resources were identified within the APE as a result of the field survey.

CHECKLIST RESPONSES:

a) i. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

a) i No impact. The project site is vacant and highly disturbed from past grading activities. The cultural resources study prepared for the project site found that no TCRs were found to be present either on the site or within the surrounding area during the field survey. Neither the search of the CHRIS files nor the search of the NAHC sacred lands files search resulted in finding any Native American traditional cultural properties on the project site and immediate surrounding area.

Tribal consultation was conducted in accordance with AB 52 and seven tribes were contacted by letter dated October 19, 2017. In accordance with AB 52, the tribes have 30 days to respond. No responses have been received from the contacted tribes to date. However, since there is no evidence of any known tribal cultural resources on the project site or within the surrounding area and the field survey did not find any cultural resources present on the site or surrounding area, the project would have no impact on tribal cultural resources that meet the criteria for listing, or are eligible for listing, on the California Register of Historic Places or otherwise considered to be significant pursuant to criteria in subdivision (c) of PRC section 5024.1.

a)ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

a) ii. No impact No known TRCs have been found within the APE either during a records search and none were found during the field survey. Therefore, there is no evidence that there are any TCRs within the site and surrounding area. Therefore, the City of Cathedral City, as Lead Agency, has determined that there are no significant TCRs on the site are within the APE. Therefore, the project would have no impact on a TCR that could be determined by the lead agency to be significant.

XVIII. Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
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?	☐	☐	☒	☐

BACKGROUND AND SETTING

Wastewater

The City requires all new development to connect to a citywide sewer system. Sewer services to the project site will be provided by the Desert Water Agency (DWA), which provides local connections, and the Coachella Valley Water District (CVWD), which covers an area of about 1,000 square miles within the Coachella Valley area. The CVWD maintains over 1,000 miles of sewer lines and more than 30 lift stations that collect and transport wastewater to the the nearest water reclamation facility. The CVWD operates six reclamation plants in the Coachella Valley, and three of those plants treat wastewater to meet state standards for non-potable water for irrigation.

The Desert Water Agency (DWA) and Coachella Valley Water District (CVWD) provide wastewater collection and treatment services to the project site. DWA and CVWD implement all the requirements of the Colorado River Basin Regional Water Quality Control Board as they relate to wastewater discharge requirements and water quality standards.

Solid Waste

California Assembly Bill 939 (AB 939) was signed into law on September 29, 1989. AB 939 established an integrated waste management hierarchy that included source reduction, recycling and composting and environmentally safe transformation and land disposal of solid wastes. AB 939 requires that California cities prepare a SRRE (Source Reduction Recycling Element) report which shows how they will divert 50% of their jurisdiction's waste stream from landfill disposal each year. Cathedral City has implemented a number of diversion programs that have resulted in the City consistently surpassing the 50% goal.

According to the California Green Building Standards (CalGreen) Code, the contractor will be required to implement a Construction Waste Management Plan that will recycle and/or salvage at least 50 percent of the estimated volume or weight of all nonhazardous construction and demolition waste from the project.

Water Supply

The project site is located within the boundaries of the Desert Water Agency (DWA). DWA is responsible for water supply management within its boundary, which encompasses 335 square miles including the City of Palm Springs, the southwestern portion of the City of Cathedral City, the City of Desert Hot Springs, and some unincorporated areas. DWA provides water to its customers primarily from groundwater sources with imported water used as the main source of groundwater replenishment. The DWA prepared the 2015 Urban Water Management Plan in compliance with State law. The plan includes conservation programs aimed primarily at reducing water usage within its boundaries primarily through water conservation programs aimed at reducing landscaping water usage.

CHECKLIST RESPONSES:

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

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?

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?

a., b. & e. Less than significant impact.

Wastewater treatment

The main sources from which the project would generate wastewater will be from kitchens and bathrooms as well as the swimming pool and spa. Therefore, the project would result in an increased demand for wastewater services.

The project will be required to connect to the existing sanitary sewer system that is operated and maintained by DWA. DWA does not operate a wastewater treatment plant, but instead its wastewater collection system connects to the CVWD sewer system whereby wastewater is transported to the Cook Street wastewater treatment plant.

Given that adequate wastewater treatment and collection/conveyance infrastructure and capacity would be provided to the project from existing infrastructure, the project would not result in the need for new or expanded wastewater collection or treatment facilities. The development of the project would connect to the existing sewer system. According to the CVWD, the Cook Street wastewater treatment facility has sufficient capacity to serve the project. The CVWD also has plants undergoing expansion to handle increased demand as a result of regional growth. Therefore, adequate sewer collection facilities exist to serve the proposed project. Therefore, the project would result in a less than significant impacts resulting from exceeding wastewater treatment requirements of the Colorado River Basin Regional Water Quality Control Board, or require new construction of wastewater treatment facility or expansion of existing facilities.

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?

c. No impact. As noted in Section IX. Hydrology and Water Quality of this Initial Study, construction of the project would increase the amount of impervious surface compared to existing conditions. Existing storm drain facilities include the City's primary drainage facility, the Whitewater River Stormwater Channel with a capacity of 40,000 AFY (CVWD 2010 UWMP). The Whitewater River Stormwater Channel extends from Vista Chino, southeast to East Palm Canyon Drive. Dikes, levees, debris and detention/retention basins have been constructed to manage community and regional drainage systems in the City.

The project would be required to prepare and submit a WQMP to the City before issuance of construction permits to show compliance with the NPDES permit program. As part of the WQMP, the project would also be required to show how stormwater from a 100-year three-hour storm event will be retained on site after construction. To comply, the project design includes an underground storm drain system and retention area on the project site that are expected to handle the predicted runoff.

With the planned use of stormwater detention facilities on site, the overall volume of stormwater overflows would be minor. Given the minor increase in overall runoff volume and the construction of on-site water retention basins, the amount of stormwater resulting from the project would be negligible and would not require expansion of existing stormwater facilities. Therefore, the project will not result any impacts from construction or expansion of stormwater drainage facilities.

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

d. Less than significant impact. The CVWD and DWA are the primary water service providers for the City. The proposed project will be served by DWA for domestic water. The proposed development of 48 single-family

homes on the project site will result in additional water demands. One of the largest demands for water would come from the installation of landscaping. In 2010, the City adopted the Coachella Valley Water District's Ordinance establishing Landscaping and Irrigation System Design requirements intended to conserve water in the Coachella Valley region through the use of desert landscaping, limiting turf areas, and use of water conservation irrigation techniques. The project landscaping would be required by the Coachella Valley Water District Ordinance 1302 to be consistent with ordinance's landscape design criteria through plan submittal and approval by the CVWD before issuance of water meters for the project.

Onsite buildings would also be constructed pursuant to Title 24 standards which require the implementation of water conservation measures in the construction of new buildings. Therefore, water demands from the project would be further reduced.

Water will be supplied to the site by the DWA. The City is covered by the DWA's Urban Water Management Plan 2010 Update, which is a long-term planning document that helps the DWA plan for current and future water demands. Before approval of the project, the developer/project applicant is required to receive approval from the DWA indicating sufficient water supplies are available for the project's needs. The project applicant has provided a letter, dated July 5, 2017, from the DWA acknowledging that sufficient water supplies are available to meet the project demand. Therefore, the project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

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?

f. & g. Less than significant impact. The project involves construction of 48 single-family homes. As such, the project will result in a need for solid waste disposal. The amount of solid waste estimated to be generated from the project would be approximately 105 tons per year[32]. The amount of solid waste from the City of Cathedral City's sent to landfills in 2016 was 40,000 tons[33]. The project would result in only a minor increase of about 0.2 percent over the total of City's overall solid waste for 2016.

California Assembly Bill 939 (AB 939) was signed into law on September 29, 1989. AB 939 established an integrated waste management hierarchy that included source reduction, recycling and composting and environmentally safe transformation and land disposal of solid wastes. AB 939 requires that California cities prepare a SRRE (Source Reduction Recycling Element) report which shows how they will divert 50% of their jurisdiction's waste stream from landfill disposal each year. Cathedral City has implemented a number of diversion programs that have resulted in the City consistently surpassing the 50% goal.

Although the project would generate solid waste, the Lamb Canyon landfill has sufficient capacity to serve the project's waste disposal needs. The City's diversion programs would act to further contain the need to dispose solid waste in landfills. The project would be accommodated in the landfills serving the City and comply with federal, state, and local statutes and regulations related to solid waste, and thereby result in a less than significant impact.

[32] https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates

[33] http://www.calrecycle.ca.gov/

XIX. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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?	☐	☒	☐	☐

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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

a. Less than significant with mitigation

Biological resources

The biological resources study found no sensitive plant or animal species. However, marginal habitat was found that may be suitable for the burrowing owl. Implementation of mitigation, the project will require a burrowing owl survey be conducted no more than 5 days before start of construction to further ensure that no burrowing owls have taken up residence on the site. In addition, the project will also require a nesting survey if construction is to occur during the MBTA nesting cycle (February 1-September 30). With the implementation of mitigation for the burrowing owl and migratory birds, development of the site will not threaten to eliminate a plant or animal species or reduce the number or restrict the range of rare or endangered plant or animal species.

Cultural Resources

The project site is vacant and undeveloped. No historical resources were found on the site and the historical resources records search did not find evidence that historical resources could be present on the site. The project site is not included in any list of known historical resources. Neither the records search nor the CR field survey found evidence of archaeological resources were found on the site or within the surrounding area. However, there is a remote possibility that archaeological resources may be uncovered during site excavation since the site has never been developed. Accordingly, the project would be required to implement and comply with mitigation measure CR-1. Implementation of this mitigation measure will reduce the impact from potential discovery of subsurface cultural resources to less than significant.

Paleontological Resources

The site was found to have low potential for finding paleontological resources. No rock formations appear to be present on the site that would yield fossils. However, in the unlikely event paleontological resources are uncovered during the construction phase of the project, implementation of mitigation measure CR-2 will ensure that the project will result in a less than significant impact.

Other Resources

The proposed site is not located on, or in proximity to a known cemetery and is not expected to disturb human remains. In the event of human remains are discovered during earth disturbing activities for the project, the State of California requires all construction activities be stopped, the Riverside County Coroner's Office be contacted, and the find accessed by the appropriate professionals. Although it is unlikely human remains occur onsite, State regulations require that if human remains are uncovered during site grading and excavation, work shall be halted and the find examined by an expert for significance and, if human remains are found to be Native American, the Native American Heritage Commission (NAHC) or the Agua Caliente Tribal Historic Preservation Office (THPO) is required to be notified.

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)?

b. **Less than significant impact.** The project is consistent with the City's General Plan land use designation and the City's long-range plan for future development for the project area. Public utility providers will be capable of serving the project with existing facilities. Potential environmental impacts are expected to

remain at 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 significant.

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

c. **Less than significant with mitigation.** As demonstrated in this analysis, the project may have short- and long-term impacts human beings that area associated with construction noise and vibration, air quality, geology, hazards and hazardous substances, hydrology and water quality, and traffic. However, compliance with regulatory requirements and implementation of mitigation measures that will reduce impacts related to construction noise and vibration, air quality, geology, hazards and hazardous material, hydrology, and traffic to less than significant. With implementation of mitigation and compliance with regulatory requirements, all direct or indirect impacts on humans resulting from the project are expected to be less than significant.

CHAPTER 4 – Mitigation Monitoring and Reporting Program (MMRP)

Mitigation measures are included within each section of the initial study checklist and are provided below. The 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.

Section	Mitigation Measure and Regulatory Requirements	Monitoring responsibility	Timing	Impact after mitigation
Air Quality	Mitigation Measures AQ-1 Construction activities that include grading will be limited to a maximum of three acres per day and use of construction equipment listed in Appendix B of The District East Air Quality and Global Climate Change Analysis. Regulatory Requirements: RR-1 The project must comply with the Coachella Valley PM10 State Implementation Plan and SCQAMD Rules 403 and 403.1 regarding fugitive dust. As a standard condition of approval and pursuant to City Code section 8.54.040, the applicant will be required to prepare and submit a fugitive dust control plan before issuance of grading permits for the project.	City Engineer/ City Building Department	During construction/ grading activities	Less than significant
Biological	BIO-1. Before issuance of any building permit for the project, a pre-construction survey shall be conducted for the burrowing owl no more than 5 days before any ground-disturbing activities begin. The survey shall be conducted as close to the actual construction initiation date as possible. If evidence of the burrowing owl is found on the site, then the developer shall follow the recommendations of a professional biologist, hired by the City at the developer's expense, on the find before restarting the ground-disturbing activities in accordance with CDFW protocol. Evidence of the completed survey shall be submitted to the City Planner before building permit issuance. If the survey determines that burrowing owls are	City Planner	Not more than 5 days before start of construction / before building permit issuance	Less than significant

Section	Mitigation Measure and Regulatory Requirements	Monitoring responsibility	Timing	Impact after mitigation
	present, mitigation in accordance with the CDFW shall be implemented as follows: • If burrowing owls are identified as being resident on-site outside of the breeding season (February 1 through August 31) they may be relocated to other sites by permitted biologist (permitted CDFW), as allowed in the CDFW Staff Report on Burrowing Owl Mitigation (March 2012). • If an active burrow is found during the breeding season, the burrow shall be treated as a nest site and temporary fencing shall be installed at a distance from the active burrow, to be determined by the biologist, to prevent disturbance during grading construction. Installation and removal of the fencing shall be done with a biological monitor present.			
	BIO-2. If construction is to occur during the MBTA nesting cycle (February 1-September 30), a nesting bird survey shall be conducted by a qualified biologist, contracted by the applicant or City and paid for by the applicant. Disturbances that cause nest abandonment and/or loss of reproductive effort (e.g. killing or abandonment of eggs or young) may be considered take and is potentially punishable by fines or imprisonment. Active bird nests shall be mapped utilizing a hand-held global positioning system (GPS) and a 300' buffer shall be flagged around the nest (500' buffer for raptor nests). Construction shall not be permitted within the buffer areas while the nest continues to be active (eggs, chicks, etc.). Results of the survey shall be submitted to the City Planner before issuance of building permits.	City Planner / Biologist	During the MBTA nesting cycle cycle (February 1-September 30)	Less than significant
Cultural Resources	CR-1 If during excavation, grading or construction, artifacts or other archaeological resources are discovered, all work in the immediate area of the find shall be halted and the applicant shall immediately notify the City Planner.	City Planner Archaeologist surveyor	During construction activities	Less than significant

Section	Mitigation Measure and Regulatory Requirements	Monitoring responsibility	Timing	Impact after mitigation
	A qualified archaeologist shall be called to the site by, and at the expense of, the applicant to identify the find and propose mitigation if the resource is culturally significant. Work shall resume after consultation with the City of Cathedral City and implementation of the recommendations of the archaeologist. If archaeological resources are discovered, the archaeologist will be required to provide copies of any studies or reports to the Eastern Information Center for the State of California located at the University of California, Riverside and the Agua Caliente Tribal Historic Preservation Office (THPO) for permanent inclusion in the Agua Caliente Cultural Register. CR-2 If a paleontological resource is accidentally uncovered during demolition or construction activities for the proposed project, the project applicant/developer shall be required to notify the City of Cathedral City Planner immediately and all excavation work within ten feet of the find shall cease immediately. A qualified paleontologist or archaeologist shall be consulted to determine the necessity for monitoring any excavation and to evaluate any paleontological resource exposed during construction. Construction activity shall resume upon consultation with the City of Cathedral City and upon implementation of the recommendations of the paleontologist or archaeologist.			
	N-2. During construction, the following measures shall be implemented to the extent possible: • Heavily loaded trucks shall be routed away from residential streets. • The operation of earthmoving equipment or vibratory rollers on the project site shall take place as far away from vibration-sensitive uses, i.e. mobile homes and historical buildings as possible.	Construction manager / City Staff	During construction	Less than significant

Section	Mitigation Measure and Regulatory Requirements	Monitoring responsibility	Timing	Impact after mitigation
	Regulatory Requirements RR-1 If human remains are uncovered during excavation or grading activities on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: A) The Riverside County Coroner has been contacted and determined that no investigation of the cause of death is required, and B) If the coroner determines the remains to be Native American: The coroner shall contact the Native American Heritage Commission (NAHC) or the Agua Caliente Tribal Historic Preservation Office (THPO) within 24 hours. The NAHC or THPO shall identify the person or persons it believes to be the Most Likely Descendent (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Sec. 5097.98. The City and developer shall work with the designated MLD to determine the final disposition of the remains.	Riverside County Coroner	During construction activities	Less than significant
Geology	**GEO-1:** Before issuance of building permits, the project applicant shall submit plans to the City of Cathedral City for review and approval demonstrating project compliance with the 2016 California Building Code (or the most recent version) seismic requirement and the recommendations of the design level geotechnical analysis contained in the geotechnical investigation report for the project. All geotechnical engineering recommendations and structural foundation recommendations shall be designed by a licensed professional engineer and shall be	City Engineer/ Building Department	Before issuance of building permits	Less than significant

Section	Mitigation Measure and Regulatory Requirements	Monitoring responsibility	Timing	Impact after mitigation
	incorporated into the approved grading and building plans. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.			
	REGULATORY REQUIREMENTS **RR-1** Pursuant to CCMC Section 8.54.04, the project applicant must prepare and submit a Fugitive Dust Control Plan in accordance with SCAQMD Rules 403 and 403.1 pertaining to fugitive dust control, prior to issuance of grading permits. **RR-2** The project is required to be designed in compliance with the most current version of the California Building Code.	City Engineer/ Building Department	Before start of construction	Less than significant

Hazards and Hazardous Materials	**HAZ-1:** Any outdoor lighting installed shall be hooded or shielded to prevent either spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing. **HAZ-2:** The following uses shall be prohibited: a. Any use that would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational light or visual approach slop indicator. b. Any use that would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport. c. Any use that would generate smoke or water vapor or that would attract large concentrations of birds, or that may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sun flower, and row crops, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, and construction and demolition debris facilities.) d. Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation **HAZ-3:** A "Notice of Airport in Vicinity" shall be provided to all potential purchases of the property and tenants of the buildings. **HAZ-4:** Any new retention or detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more) and to remain totally	**Planning Department**	**Before start of construction**	**Less than significant**

	dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.			
Hydrology & Water Quality	HWQ-1: The applicant/developer shall provide construction plans to the City Engineer showing the following site improvements: • All perimeter roads (Jones Road and Carey Road) shall be improved per City Engineer requirements adjacent to the project site to mitigate local storm waters and drainage. • Jones Road shall be designed to continue to pass through regional flood waters. • All proposed on-site building pads shall be constructed to the CLOMR-F/LOMR-F FEMA-approved pad elevation above the current base flood elevation (BFE). • All proposed interior roads shall convey flows around the proposed homes and direct runoff via onsite storm drains to the proposed onsite retention basin. The proposed storm drains and retention basin system have been sized to handle the 100-year 3-hour storm event. • The above site improvements shall be designed to the satisfaction of and approved by the City Engineer before issuance of any grading permits for the proposed project.	City Engineer	Before issuance of grading permits	Less than significant
	HWQ-2: The applicant/developer shall provide to FEMA all studies, calculations, plans and other information required to meet FEMA requirements, and shall obtain a Conditional Letter of Map Revision Based Fill (CLOMR-F) prior to grading. The CLOMR-F shall be provided to the City Engineer prior to issuance of any permits for grading for the project.	City Engineer	Before issuance of grading permits	Less than significant
	HWQ -3: Prior to issuance of a building permit for the project, the applicant/developer shall	City Engineer	Before issuance of building permits	Less than significant

	obtain from FEMA and provide to the City Engineer a Letter of Map Revision Based on Fill (LOMR-F).			
	REGULATORY REQUIREMENTS RR-1 Project construction must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No 2009-009-DWQ, NPDES No. CAS000002, or the latest approved general permit). This Construction General Permit requires construction activities that involve the disturbance of one acre or more of total land area to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) that contains Best Management Practices (BMPs) to reduce or eliminate construction-related pollutants in runoff. RR-2 The project will comply with the NPDES Order No. R7-2013-0011 (MS4 Permit) through the preparation and implementation of a Water Quality Management Plan (WQMP) that identifies permanent BMPs that would be built, maintained, and implemented on site to reduce pollutants in the storm water.	City Engineer	Before start of construction	Less than significant
Noise	N-1. Before issuance of grading permits for the project, the project applicant/developer shall submit plans or contract specification to the City that include noise reduction measures that will be implemented during construction activities, as feasible, including the following: • Construction equipment will use available noise suppression devices and properly maintained mufflers. Construction noise shall be reduced by using quiet or "new technology", equipment, particularly the quieting of exhaust noises by use of improved mufflers where feasible. All internal combustion engines used at the project site will be equipped with the type of muffler recommended by the vehicle manufacturer. In addition, all equipment will be maintained in good mechanical condition so as to minimize noise created	City and project developer/ construction contractor	During construction activities	Less than significant

by faulty or poorly maintained engine, drive-train and other components.

- During all site preparation, grading and construction, contractors shall minimize the staging of construction equipment and unnecessary idling of equipment in the vicinity of residential land uses.
- The equipment staging area will be situated so as to provide the greatest distance separation between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- Stationary noise sources shall be located as far from sensitive receptors as possible, and shall be muffled and enclosed within temporary sheds, or insulation barriers or other measures shall be incorporated to the extent feasible.
- Temporary walls/barriers/enclosures will be erected around stationary construction equipment when such equipment will be operated for an extended period of time and where there are noise sensitive receptors substantially affected. Noise barriers and enclosures will consist of absorptive material in order to prevent impacts upon other land uses due to noise reflection. In addition, complete enclosure structures will close or secure any openings where pipes, hoses or cables penetrate the enclosure structure.

N-2. During construction, the following measures shall be implemented to the extent possible:

- Heavily loaded trucks shall be routed away from residential streets.
- The operation of earthmoving equipment or vibratory rollers on the project site shall take place as far away from vibration-sensitive uses, i.e. mobile homes and historical buildings as possible.

Regulatory Requirements

RR-1. Construction-related activities are required to be limited to the hours and days in

	accordance with the Construction Noise Standards pursuant to Chapter 11.96.070 (Noise Control) of the City of Cathedral City Municipal Code.			
Transportation / Traffic	**TR-1:** The project applicant shall submit plans to the City showing consistency with the following on-site circulation recommendations in the TIA for the project: Construction of on-site improvements shall occur in conjunction with adjacent project development activity or as needed for project access purposes. The recommended on-site roadway improvements are illustrated on Figure 5-A of the TIA and as described below. • Project Driveway 1 / Jones Road (#6) - Install a stop sign control for the southbound approach - Construct a shared southbound left/right turn lane. • Project Driveway 2 / Carey Road (#7) - Install a stop sign control for the northbound approach - Construct a shared southbound left/right turn lane. • Construct the appropriate improvements as directed by the City Engineer along Carey Road between the westerly project boundary to the easterly project boundary which include off-set cul-de-sac, curb/gutter, sidewalk, landscaping, etc. • Construct the appropriate full-street improvements as directed by the City Engineer along Jones Road between the westerly project boundary and east of project entry (Project Driveway 1) which include turn-around, curb/gutter, sidewalk, landscaping, etc. • On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project. Verify that minimum sight distance is provided at the project access points.	**City Engineer**	**Before construction**	**Less than significant**

References

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APPENDICES:

A. Air Quality and Global Climate Changes Impact Analysis

B. Habitat Assessment

C. Cultural Resources Assessment

D. Geotechnical Investigation

E. Phase I Environmental Site Assessment

F. Traffic Impact Analysis

G. Preliminary Hydrology Study

H. Noise Study