

Final Program
Environmental Impact Report
North City Specific Plan
Cathedral City, California
State Clearinghouse No. 2008041055

May 2009

Prepared for

City of Cathedral City
Attention: Rich Malacoff, Senior Planner
86700 Avenida Lalo Guerrero
Cathedral City, CA 92234
(760) 770-0339

Prepared by

HDR Engineering, Inc.
8690 Balboa Avenue, Suite 200
San Diego, CA 92123
(858) 712-8400

ONE COMPANY | *Many Solutions*SM

HDR

TABLE OF CONTENTS

ACRONYMS AND ABBREVIATIONS vii

0.1 INTRODUCTION AND SUMMARY0.1-1

0.2 CORRECTIONS AND ADDITIONS0.2-1

0.2.1 REVISED AND SUPPLEMENTAL TEXT0.2-1

0.2.2 REVISED AND SUPPLEMENTAL MITIGATION MEASURES0.2-2

0.3 RESPONSE TO COMMENTS.....0.3-1

0.4 MITIGATION MONITORING AND REPORTING PROGRAM0.4-1

0.4.1 INTRODUCTION AND SUMMARY0.4-1

0.4.2 MITIGATION MATRIX0.4-1

ES.0 EXECUTIVE SUMMARY ES-1

ES.1 PROJECT SYNOPSIS ES-1

ES.2 PURPOSE OF THIS ENVIRONMENTAL IMPACT REPORT ES-1

ES.3 ENVIRONMENTAL ANALYSIS ES-3

ES.4 ISSUES TO BE RESOLVED ES-4

1.0 INTRODUCTION AND SUMMARY1-1

1.1 INTRODUCTION 1-1

1.2 EIR Background 1-1

1.3 EIR Adequacy 1-2

1.4 DOCUMENT ORGANIZATION 1-3

1.5 Environmental Topics Addressed 1-4

1.6 EIR PROCESSING..... 1-4

1.7 SUMMARY OF IMPACTS AND MITIGATION MEASURES 1-5

1.7.1 Impacts Eliminated from Further Review in Notice of Preparation 1-5

1.8 AREAS OF CONTROVERSY TO BE RESOLVED..... 1-7

2.0 PROJECT DESCRIPTION2-1

2.1 PROJECT BACKGROUND2-1

2.2 SITE CHARACTERISTICS.....2-1

2.3 PROJECT CHARACTERISTICS2-1

2.3.1 Project Objectives2-1

2.3.2 Discretionary Approvals2-1

2.3.3 Proposed Land Uses, Intensities, and Densities.....2-2

3.0 ENVIRONMENTAL SETTING3-1

3.1 JURISDICTIONAL SETTING3-1

3.2 ENVIRONMENTAL RESOURCES3-2

3.2.1 Drainages3-2

3.2.2 Geology/Soils3-2

3.2.3 Seismicity3-5

3.3 INFRASTRUCTURE AND SERVICES.....3-5

3.4	LAND USE AND DEVELOPMENT.....	3-6
3.4.1	Surrounding Land Uses	3-6
3.5	CUMULATIVE PROJECTS	3-6
4.0	ENVIRONMENTAL ANALYSIS.....	4.0-1
4.1	AESTHETICS	4.1-1
4.1.1	Environmental Setting	4.1-1
4.1.2	Thresholds of Significance	4.1-3
4.1.3	Environmental Impacts	4.1-3
4.1.4	Mitigation Measures	4.1-4
4.1.5	Conclusion	4.1-5
4.2	AIR QUALITY	4.2-1
4.2.1	Environmental Setting	4.2-1
4.2.2	Thresholds of Significance	4.2-6
4.2.3	Environmental Impacts	4.2-8
4.2.4	Mitigation Measures	4.2-19
4.2.5	Conclusion	4.2-20
4.3	BIOLOGICAL RESOURCES	4.3-1
4.3.1	Environmental Setting	4.3-1
4.3.2	Thresholds of Significance	4.3-15
4.3.3	Environmental Impacts	4.3-15
4.3.4	Mitigation Measures	4.3-20
4.3.5	Conclusion	4.3-20
4.4	CULTURAL RESOURCES	4.4-1
4.4.1	Environmental Setting	4.4-1
4.4.2	Thresholds of Significance	4.4-3
4.4.3	Environmental Impacts	4.4-3
4.4.4	Mitigation Measures	4.4-4
4.4.5	Conclusion	4.4-6
4.5	HYDROLOGY/WATER QUALITY	4.5-1
4.5.1	Environmental Setting	4.5-1
4.5.2	Thresholds of Significance	4.5-4
4.5.3	Environmental Impacts	4.5-5
4.5.4	Mitigation Measures	4.5-8
4.5.5	Conclusion	4.5-8
4.6	LAND USE AND PLANNING.....	4.6-1
4.6.1	Environmental Settings.....	4.6-1
4.6.2	Proposed Project	4.6-12
4.6.3	Thresholds of Significance	4.6-14
4.6.4	Environmental Impacts	4.6-15
4.6.5	Mitigation Measures	4.6-37
4.6.6	Conclusion	4.6-37
4.7	NOISE.....	4.7-1
4.7.1	Environmental Setting	4.7-1
4.7.2	Thresholds of Significance	4.7-8
4.7.3	Environmental Impacts	4.7-8
4.7.4	Mitigation Measures	4.7-10
4.7.5	Conclusion	4.7-11

4.8	POPULATION AND HOUSING.....	4.8-1
4.8.1	Environmental Setting	4.8-1
4.8.2	Thresholds of Significance	4.8-3
4.8.3	Environmental Impacts	4.8-4
4.8.4	Mitigation Measures	4.8-5
4.8.5	Conclusion	4.8-5
4.9	PUBLIC SERVICES	4.9-1
4.9.1	Environmental Setting	4.9-1
4.9.2	Thresholds of Significance	4.9-5
4.9.3	Environmental Impacts	4.9-6
4.9.4	Mitigation Measures	4.9-8
4.9.5	Conclusion	4.9-9
4.10	TRAFFIC AND TRANSPORTATION.....	4.10-1
4.10.1	Environmental Setting	4.10-1
4.10.2	Thresholds of Significance	4.10-10
4.10.3	Environmental Impacts	4.10-11
4.10.4	Mitigation Measures	4.10-16
4.10.5	Conclusion	4.10-18
4.11	UTILITIES AND SERVICE SYSTEMS	4.11-1
4.11.1	Environmental Setting	4.11-1
4.11.2	Thresholds of Significance	4.11-6
4.11.3	Environmental Impacts	4.11-7
4.11.4	Mitigation Measures	4.11-11
4.11.5	Conclusion	4.11-13
4.12	CUMULATIVE IMPACTS.....	4.12-1
4.12.1	Aesthetics.....	4.12-1
4.12.2	Air Quality	4.12-1
4.12.3	Biological Resources	4.12-1
4.12.4	Cultural Resources	4.12-1
4.12.5	Hydrology and Water Quality.....	4.12-2
4.12.6	Land Use and Planning	4.12-2
4.12.7	Noise	4.12-5
4.12.8	Population and Housing.....	4.12-5
4.12.9	Public Services.....	4.12-6
4.12.10	Traffic and transportation	4.12-7
4.12.11	Utilities and Service Systems	4.12-7
4.12.12	Conclusion	4.12-8
5.0	ALTERNATIVES.....	5-1
5.1	INTRODUCTION	5-1
5.2	CRITERIA FOR ALTERNATIVES ANALYSIS.....	5-1
5.3	ALTERNATIVES CONSIDERED BUT REJECTED.....	5-2
5.3.1	Attraction Alternative	5-2
5.4	Evaluation of Alternatives	5-2
5.4.1	Alternative 1: No Project/Existing Zoning Alternative	5-2
5.4.2	Alternative 2: Destination Resort Alternative.....	5-6
5.4.3	Alternative 3: Landau Interchange and Destination Resort Alternative	5-9
5.4.4	Alternative 4: Accelerated Development Alternative.....	5-12
5.4.5	Alternative 5: Reduced Development Alternative	5-15
5.5	ENVIRONMENTALLY SUPERIOR ALTERNATIVE.....	5-22

6.0	GROWTH-INDUCING IMPACTS	6-1
6.1	ELIMINATION OF OBSTACLES TO POPULATION GROWTH	6-1
6.2	SUMMARY AND CONCLUSIONS	6-3
7.0	INVENTORY OF UNAVOIDABLE ADVERSE IMPACTS	7-1
7.1	AIR QUALITY/GLOBAL CLIMATE CHANGE (PROGRAM- AND CUMULATIVE-LEVEL).....	7-1
8.0	SIGNIFICANT IRREVERSIBLE CHANGES	8-1
9.0	PERSONS AND ORGANIZATIONS CONSULTED	9-1
9.1	PERSONS AND ORGANIZATIONS CONSULTED	9-1
	9.1.1 Preparation of an Environmental Impact Report	9-1
	9.1.2 Persons and Organizations Consulted.....	9-2
9.2	REFERENCES	9-2
9.3	ELECTRONIC RESOURCES.....	9-3

APPENDICES (Included on CD in Pocket)

Appendix A	Notice of Preparation, Initial Study, NOP Letters
Appendix B	Programmatic Air Quality Conformity Assessment
Appendix C	Programmatic Greenhouse Gas Warming Risk Assessment
Appendix D	Biological Technical Report
Appendix E	Acoustical Site Assessment
Appendix F	Service Provider Letters
Appendix G	Draft Traffic Impact Analysis
Appendix H	North City Water Supply Information

FIGURES

Figure 2.3-1.	Regional and Vicinity Map.....	2-3
Figure 2.3-2.	Zoning Districts	2-5
Figure 2.3-3.	Hillside Overlay	2-11
Figure 3.1-1.	Land Use	3-3
Figure 3.5-1.	Cumulative Projects	3-7
Figure 4.3-1.	Conservation Areas, Preserves and Tribal Lands	4.3-3
Figure 4.3-2.	Vegetation	4.3-7
Figure 4.3-3.	Biological Corridors or Linkages.....	4.3-13
Figure 4.6-1.	General Plan.....	4.6-5
Figure 4.6-2.	Zoning Designations	4.6-7
Figure 4.6-3.	Coachella Valley Multiple Species Habitat Conservation Plan.....	4.6-9
Figure 4.7-1.	Noise Monitoring Locations	4.7-3
Figure 4.10-1.	Study Area Intersections	4.10-3
Figure 4.10-2.	Existing Conditions.....	4.10-7
Figure 5.4-1.	Reduced Development Alternative	5-17

TABLES

Table 0.3-1. Comment Letters – North City Specific Plan0.3-1

Table 0.4-1. Mitigation Monitoring and Reporting Program Checklist0.4-2

Table ES.1-1. Summary of Alternatives ES-5

Table 1.7-1. Impacts and Mitigation Measures 1-8

Table 1.8-1. Summary of NOP Comment Letters1-18

Table 2.3-1. Specific Plan Land Use Acreages and Development Capacity2-7

Table 3.5-1. Cumulative Projects 3-9

Table 4.2-1. California and National Ambient Air Quality Standards4.2-2

Table 4.2-2. Number of Days CAAQS Were Exceeded at Palm Springs Fire Station Air Quality Monitoring Station4.2-5

Table 4.2-3. Thresholds of Significance for Air Quality Impacts - SCAQMD.....4.2-7

Table 4.2-4. Construction Equipment Pollutant Generation Rates4.2-9

Table 4.2-5. Predicted Construction Emissions – Rough Grading Phase (Tier 0 Baseline)4.2-10

Table 4.2-6. Predicted Construction Emissions – Utility/Paving Phases4.2-11

Table 4.2-7. Long-term Operational Emissions, Year 2030 (pounds per day)4.2-12

Table 4.2-8. Predicted Onsite Diesel-Fired Construction Emission Rates (Tier 2 Mitigated Equipment).....4.2-14

Table 4.2-9. SCREEN3 Predicted Diesel-Fired Emission Concentrations4.2-14

Table 4.2-10. CALINE4 Dispersion Results – CO/NOx/PM10/PM2.54.2-15

Table 4.2-11. Construction Vehicle Greenhouse Gas Emission Levels – North City Specific Plan4.2-16

Table 4.2-12. Greenhouse Gas Emission Budget for North City Specific Plan4.2-16

Table 4.2-13. Predicted Construction Emissions – Rough Grading Phase (Tier 2 Mitigated).....4.2-20

Table 4.2-14. Aggregate Emissions – North City Specific Plan4.2-20

Table 4.3-1. Existing Vegetation Associations and Habitats4.3-9

Table 4.3-2. Special-Status Wildlife Species with Potential to Occur on Project Site.....4.3-11

Table 4.3-3. Summary of Vegetation Acreages4.3-16

Table 4.5-1. Runoff During 100-Year Storm Event.....4.5-3

Table 4.6-1. Existing General Plan Land Use Designations4.6-4

Table 4.6-2. Existing Zoning Designations4.6-11

Table 4.6-3. MSHCP Land within the Specific Plan Area.....4.6-11

Table 4.6-4. Preliminary Land Use Action Matrix4.6-18

Table 4.6-5. Regulations and Potential Conflicts4.6-19

Table 4.7-1. Measured Ambient Sound Levels – North City Specific Plan.....4.7-2

Table 4.7-2. Existing Project Traffic Conditions4.7-2

Table 4.7-3. 2030 Site Conditions With Project4.7-9

Table 4.8-1. Adopted SCAG Region Population, Household and Employment Forecasts.....4.8-1

Table 4.8-2. Adopted CVAG Population, Household, and Employment Forecasts4.8-2

Table 4.8-3. Adopted CVAG Unincorporated Areas Population, Household, and Employment Forecasts.....4.8-2

Table 4.8-4. Adopted City of Cathedral City Population, Household, and Employment Forecasts4.8-2

Table 4.8-5. 2035 Population, Household, and Employment Forecasts4.8-3

Table 4.8-6. NCSP Proposed Housing Units4.8-4

Table 4.9-1. Existing PSUSD Facilities Capacity4.9-4

Table 4.9-2. Student Generation Rates.....4.9-7

Table 4.9-3. Students Generated by NCSP by 20304.9-7

TABLES (Continued)

Table 4.10-1. Level of Service Daily Volume Thresholds.....4.10-5

Table 4.10-2. Intersection Level of Service Definitions4.10-6

Table 4.10-3. Existing Intersection Levels of Service4.10-9

Table 4.10-4. Year 2030 No Project Intersection Levels of Service.....4.10-13

Table 4.10-5. Year 2030 With Project (Preferred Plan) Intersection Levels of Service4.10-14

Table 4.10-6. Year 2030 With Project Intersection Levels of Service – With Mitigation.....4.10-18

Table 4.11-1. Historical and Projected Water Supply by Source for CVWD.....4.11-4

Table 4.11-2. Water Supply Reliability by Source in 20304.11-4

Table 4.11-3. Projected Water Consumption in CVWD.....4.11-7

Table 4.11-4. Proposed Land Uses (2030) and Corresponding Development Type.....4.11-8

Table 4.11-5. Projected Water Demand for NCSP Area.....4.11-8

Table 4.11-6. Solid Waste Generation for NCSP.....4.11-10

Table 4.12-1. Cumulative Projects4.12-3

Table 5.4-1. Accelerated Development Alternative Land Use Acreages.....5-12

Table 5.4-2. Reduced Development Alternative Land Use Acreages.....5-16

Table 5.5-1. Comparison of Alternative Impacts to North City Specific Plan.....5-23

Table 6.0-1. Adopted SCAG Region Forecasts6-1

Table 6.0-2. Adopted CVAG Forecasts6-2

Table 6.0-3. Adopted CVAG Unincorporated Areas Forecasts6-2

Table 6.0-4. Adopted City of Cathedral City Forecasts6-2

Table 6.0-5. 2035 Population, Household, and Employment Forecasts6-2

ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ac-ft	Acre-feet
ADAM	Aerometric Data Analysis and Management
ADT	Average daily traffic
ANSI	American National Standards Institute
APN	Assessor’s Parcel Number
AQMP	Air Quality Management Plan
BLM	Bureau of Land Management
BMPs	Best Management Practices
BP	Business Park
CCAA	California Clean Air Act
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CALINE4	California Line Source Emissions Model Version 4
Caltrans	California Department of Transportation
CALVENO	Caltrans Sound 32 Traffic Noise Prediction Model
CARB	California Air Resources Board
CCFD	Cathedral City Fire Department
CCPD	Cathedral City Police Department
CCR	California Code of Regulations
CDCA	California Desert Conservation Area
CEQA	California Environmental Quality Act
CETAP	Community Environmental Transportation Corridor Acceptability Process
CDF	California Department of Forestry and Fire Protection
CDFG	California Department of Fish and Game
CFP	California Fully-Protected Species
CFR	Code of Federal Regulations
cfs	Cubic feet per second
CH ₄	Methane
CIWMB	Countywide Integrated Waste Management Board
CIWMP	Countywide Integrated Waste Management Plan
<u>CLOMR</u>	<u>Conditional Letter of Map Revision</u>
CMP	Congestion Management Plan
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon monoxide
CO ₂	carbon dioxide
CSC	California Species of Concern
CTR	Commercial Tourist and Recreation
CVAG	Coachella Valley Association of Governments
CVATS	Coachella Valley Area Transportation Study
CVMSHCP	Coachella Valley Multiple Specific Habitat Conservation Plan
CVWD	Coachella Valley Water District
CWA	Clean Water Act
cy	cubic yards
dB	Decibel

dBa	A-weighted decibel
DD	Doubling of distance
DSBS	desert saltbush scrub
du	dwelling unit
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ESA	Endangered Species Act
F	Fahrenheit
FAR	Floor to Area Ratio
FE	Federally Endangered
FEMA	Federal Emergency Management Agency
FSC	Federal Species of Concern
FT	Federally Threatened
FTHL	Flat-tailed horned lizard
GPS	Geographic positioning system
GWP	Global Warming Potential
H ₂ O	Water vapor
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HHWE	Household Hazardous Waste Element
HR	Hillside Reserve
HVAC	Heating, ventilation, and air conditioning
I-1	Light Industrial
I-10	Interstate 10
I-15	Interstate 15
ISE	Integrated Science and Engineering, Inc.
L _{dn}	Day-night energy equivalent noise level
LDMF	Local Development Mitigation Fees
L _{eq}	Energy equivalent noise level
L _{eq-h}	Hourly average sound levels
LI	Light Industrial
L _{max}	Maximum energy equivalent sound level
L _{min}	Minimum energy equivalent sound level
<u>LOMR</u>	<u>Letter of Map Revision</u>
LOS	Level of Service
m ²	square-meter
MB	mesquite bosque
MBTA	Migratory Bird Treaty Act
MF	Multi-family
mg/m ³	Milligrams per cubic meter
MOU	Memorandum of Understanding
MPH	Miles per hour
MPO	Metropolitan Planning Organization
MTA	Metropolitan Transit Authority
MTF	Material Transfer Facility
MSHCP	Multiple Species Habitat Conservation Plan
MU-C	Mixed-Use Commercial
MU-R	Mixed-Use Residential
MZR-3	Mineral Resource Zone 3

Acronyms and Abbreviations

N ₂	Nitrogen
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NBP	Neighborhood Business Park
NCHRP	National Cooperative Highway Research Program Report
NCSP	North City Specific Plan
NEC	National Electrical Codes
NFPA	National Fire Protection Association
N ₂ O	nitrous oxide
NO	Nitric oxide
NO ₂	nitrogen dioxide
NOP	Notice of Preparation
NO _x	Nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NCSP	North City Specific Plan
OS	Open Space
OS-CH	Open Space Conservation Habitat
OS-P	Open Space Park
OS-R	Open-Space Residential
OS-W	Open Space Water
O ₃	Ozone
PAHs	polynuclear aromatic hydrocarbons
Pb	Lead
PCC	Planned Community Commercial
PCE	Passenger car equivalent
<u>PEIR</u>	<u>Program Environmental Impact Report</u>
PFC	perfluorocarbon
PM _{2.5}	Ultra fine particulates
PM ₁₀	Fine particulates
ppm	parts per million
PSUSD	Palm Springs Unified School District
PUC	Public Utilities Commission
RAQS	Regional Air Quality Strategy
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCIP	Riverside County Integrated Project
RCLS	Riverside County Library System
RCPG	Regional Comprehensive Plan and Guide
RCTC	Riverside County Transportation Commission
RD	Rural Desert
RE	Residential Estate
RELS	Reference Exposure Levels
RHNA	Regional Housing Needs Assessment
ROGs	Reactive organic gases
RR	Rural Residential
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SQAQMD	South Coast Air Quality Management District

Acronyms and Abbreviations

SCBS	Sonoran creosote bush scrub
SCE	Southern California Edison
SCG	Southern California Gas
SE	State Endangered
sf	square feet
SF ₆	sulfur hexafluoride
SFA	Single-family attached
SFD	Single-family detached
SIP	State Implementation Plan
SLF	Sacred Lands File
SO ₂	Sulfur dioxide
SOI	Sphere of Influence
SO _x	Oxides of sulfur
SR	State Route
SR-62	State Route 62
SR-111	State Route 111
SSAB	Salton Sea Air Basin
SSD	Stabilized sand dunes
ST	State Threatened
SWP	State Water Project
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
T-BACT	Toxic Best Available Control Technologies
TAZ	Traffic analysis zones
TDS	Total dissolved solids
THCP	Tribal Habitat Conservation Plan
TMDL	Total Maximum Daily Loads
TS	Tamarisk scrub
UBC	Uniform Building Code
UC	Under Construction
UEC	Uniform Electrical Code
UFC	Uniform Fire Code
UR	Under Review
USACE	United States Army Corps of Engineers
USEPA	U. S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
UWMP	Urban Water Management Plan
V/C	Volume-to-capacity
VFCA	Valley Floor Conservation Area
VMT	Vehicle miles per trip
VRPs	Visibility reducing particles
VOCs	Volatile organic compounds

0.1 INTRODUCTION AND SUMMARY

This Final Program Environmental Impact Report (PEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and *CEQA Guidelines* (California Administrative Code Section 15000 et seq.).

According to *CEQA Guidelines* §15132, the Final PEIR shall consist of the following:

- a) The Draft Program EIR or a revision of the Draft;
- b) Comments and recommendations received on the Draft Program EIR, either verbatim or in summary;
- c) A list of persons, organizations, and public agencies commenting on the Draft Program EIR;
- d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- e) Any other information added by the Lead Agency.

In accordance with these requirements, the Final North City Specific Plan PEIR is comprised of the following:

- Draft Program Environmental Impact Report, North City Specific Plan (October 2008) (SCH No. 2008041055)
- This Final Program EIR document, May 2009, that incorporates the information required by §15132.

Format of the Final Program EIR

This document is organized as follows:

Section 0.1 Introduction

This section describes CEQA requirements and content of this Final PEIR.

Section 0.2 Corrections and Additions

This section provides a list of those revisions made to the Draft PEIR text and figures as a result of comments received and/or clarifications subsequent to release of the Draft PEIR for public review.

Section 0.3 Responses to Comment Letters Received on the Draft PEIR

This section provides copies of the comment letters received and individual responses to written comments. In accordance with Public Resources Code 21092.5, copies of the written proposed responses to public agencies will be forwarded to the agencies at least 10 days prior to certifying a PEIR. The responses will conform to the legal standards established for response to comments on Draft PEIRs.

Section 0.4 Mitigation Monitoring and Reporting Program

This section includes the Mitigation Monitoring and Reporting Program (MMRP) which identifies the mitigation measures, timing and responsibility for implementation of the measures.

Sections ES-1.0 through 9.0 Revisions to Draft Program EIR

Following the Final Program EIR are revisions to the October 2008 Draft Program EIR due to (1) additional or revised information required to prepare a response to a specific comment; (2) updated information required due to of the passage of time; and/or (3) typographical errors. Given the minor changes associated with the document, the information added to the EIR does not meet the requirements for recirculation pursuant to Section 150885.5 of the State *CEQA Guidelines*. Revisions are shown in strikeout underline and are summarized in Section 0.2 below.

Exhibit A Environmental Findings and Statement of Overriding Considerations

Bound separately, this document contains environmental findings for impacts identified as significant in the Final Program EIR and a Statement of Overriding Considerations for impacts identified as significant and unavoidable.

0.2 CORRECTIONS AND ADDITIONS

The following Sections 0.2.1 and 0.2.2 contain revisions to information included in the Draft PEIR (October 2008) based upon: (1) additional or revised information required to prepare a response to a specific comment; (2) updated information required due to of the passage of time; and/or (3) typographical errors. Given the minor changes associated with the document, the information added to the PEIR does not meet the requirements for recirculation pursuant to Section 150885.5 of the State *CEQA Guidelines*.

0.2.1 REVISED AND SUPPLEMENTAL TEXT

Changes to the Draft PEIR were made in response to comments received on the Draft PEIR. Overall, these revisions clarify information, analysis, and mitigation measures previously presented in the Draft PEIR and do not represent new information. Text that has been added to the document appears in an underline format. Text that has been deleted appears with strikeout.

The table below identifies the changed PEIR sections and accompanying page numbers in the Final PEIR. The revised Draft PEIR is included following this Final PEIR Introduction.

Final EIR Section	Page Number
Executive Summary	ES-1 through ES-4, Table ES.1-1 (pg. ES-5 through ES-7)
1.0 Introduction and Summary	1-1 through 1-2, 1-7, Table 1.7-1 (pg. 1-8 through 1-14, 1-16 through 1-18)
2.0 Project Description	2-2, 2-7 through 2-10
4.1 Aesthetics	4.1-2, 4.1-4, 4.1-5
4.2 Air Quality	4.2-11, 4.2-12, 4.2-19
4.3 Biological Resources	4.3-1
4.4 Cultural Resources	4.4-3 through 4.4-6
4.5 Hydrology- Water Quality	4.5-5 through 4.5-6, 4.5-8
4.6 Land Use and Planning	4.6-1, 4.6-3, 4.6-12, 4.6-13, 4.6-15 through 4.6-17, Table 4.6-5 (pg. 4.6-19, 4.6-20, 4.6-23, 4.6-28, 4.6-31, 4.6-34) 4.6-36
4.7 Noise	4.7-10, 4.7-11
4.8 Population and Housing	4.8-4, 4.8-5
4.9 Public Services	4.9-7, 4.9-9
4.10 Traffic and Transportation	4.10-1, 4.10-10
4.11 Utilities and Service Systems	4.11-8, 4.11-11 through 4.11-13
5.0 Alternatives	5-1 through 5-3, 5-5, 5-6, 5-8, 5-9, 5-11 through 5-13, 5-15, 5-16, 5-19 through 5-21, Table 5.5-1 (pgs. 5-23 through 5-25)
7.0 Inventory of Unavoidable Adverse Impacts	7-1
8.0 Significant Irreversible Changes	8.1

0.2.2 REVISED AND SUPPLEMENTAL MITIGATION MEASURES

Based upon comment letters received on the Draft EIR, no new mitigation measures were added in the Final PEIR. However, the following mitigation measures were revised in the Final PEIR to provide greater specificity for implementation.

AQ-1 As development of the NCSP moves forward, for each new project, a project-specific air analysis mitigation verification report shall be prepared to ensure that each new project incorporates the vehicle trip reduction measures identified in mitigation measure AQ-2. For projects on parcels greater than 20 acres within the mixed-use, business park, or industrial zones, the report shall also include a site-specific air quality analysis to determine if the project would generate emissions in excess of construction of a new phase or project would not significantly impact sensitive receptors generated by previous phases. Thresholds of significance shall include adopted SCAQMD thresholds. If significant impacts exceedance of adopted thresholds are anticipated, the project-specific air analysis shall prescribe mitigation measures to reduce the impact to below a level of significance.

CR-1 ~~As each new phase or individual project is proposed under the NCSP~~ If development is proposed in the western portion of the NCSP area over the identified building debris of unknown age, a project specific historical resources record search, field inventory survey, and site assessment shall be conducted to determine the historical significance of the building debris. identify previously recorded and unknown sites within the project area. If the debris is considered historical, an historical resource is identified on the project site the following activities shall occur:

- The resource shall be documented on Department of Parks and Recreation (DPR) 523 forms. These forms and the cultural resources report shall be distributed to local museums, libraries, city offices, historical societies, and any other research institution.
- The resource shall be formally evaluated for the California Register of Historical Resources. If the resource is deemed eligible, additional research and documentation shall be conducted to exhaust the research potential of the site. If a resource is deemed eligible for listing with the California Register of Historical Resources, it shall be avoided.

CR- 2: Prior to approval of a development permit or grading permit, the project proponent shall submit a Cultural Resources Report identifying archaeological resources on the project site. If the potential for unknown cultural resources exists, all ground disturbing activities shall be monitored by a qualified archaeologist and Tribal monitor (if applicable). Coordination between the Planning Department and the Agua Caliente Tribal Historic Preservation Officer (THPO) will take place prior to any ground disturbing activities:

- The retained archaeologist will direct the preparation and distribution of a final Cultural Resources Report prepared according to the Archaeological Resource Management Report guidelines, of findings for any newly discovered cultural resources, or archaeological test excavation or data recovery program that takes place. The Cultural Resources Report will also document the avoidance of any archaeological sites newly discovered during project construction. The report will present a detailed research design, test investigation or data recovery excavation

methods, the methods used, scientific results and archaeological research questions addressed, site significance, and any additional recommendations. The report will also contain a discussion of the results of specialized analyses (radiocarbon, faunal, floral, obsidian hydration and sourcing, etc.). It will contain completed primary and archaeological site records, maps and photos of the site, drawings and photos of excavation units, and drawings and photos of selected artifacts. The final report will be distributed to the Eastern Information Center of the CHRIS system and to the Agua Caliente Tribal Historic Preservation Office.

- Tribal monitor(s) appointed by the Agua Caliente Band of Cahuilla Indians may required on-site during ground disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor from the Agua Caliente THPO. Prior to issuance of a grading permit, the developer shall submit a copy of a signed Treatment and Disposition between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project, and which addresses the treatment of cultural resources, to the Planning Department.

If cultural resources are discovered, the following activities shall occur:

- The archaeologist/Tribal Monitor shall have the authority to halt all activities within a 50~~100~~-foot radius while he/she investigates the discovered resources. The archaeologist shall also have the authority to make an informed, final decision to either resume construction or require more extensive investigation.
- All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, City Planner and the Agua Caliente Tribal Historic Preservation Officer (THPO) to discuss the significance of the find.
- At the meeting, the significance of the discoveries shall be discussed and after consultation with the THPO and the archaeologist, a decision shall be made, with the concurrence of the City Planner, as to the appropriate mitigation (documentation, recovery avoidance, etc.) for the cultural resources.
- Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation.
- If required, testing/evaluation and data recovery will be conducted. Any materials collected will require curation at a qualified institution or gifted to the Agua Caliente Band of Cahuilla Indians.
- At the end of the monitoring period, the archaeological monitor shall submit a letter report to the Director of Planning detailing the duration and results of the monitoring. A report of findings shall be prepared by the archaeologist. The report shall be submitted prior to the issuance of the Certificate of Occupancy.
- At the end of the monitoring period, the archaeological monitor shall submit a letter report to the Director of Planning detailing the duration and results of the monitoring. A report of findings shall be prepared by the archaeologist. The report shall be submitted prior to the issuance of the Certificate of Occupancy.

- CR-3:** As each new phase or individual project is proposed under the NCSP, prior to issuance of a grading permit, the project applicant shall submit a Paleontological Resources report identifying paleontological resources on the project site. If the Paleontological Resources Report identifies the potential for unknown paleontological resources to exist, a qualified paleontologist shall monitor all grading that includes initial cutting. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays, and to remove samples of sediments, which are likely to contain the remains of small fossil invertebrates and vertebrates. If any paleontological resources are identified during these activities, the following activities shall occur:
- All recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates.
 - Specimens shall be identified and curated into an established, accredited, professional museum repository with permanent retrievable storage.
 - The paleontologist shall have a written repository agreement in hand prior to the initiation of mitigation activities.
 - At the end of the monitoring period, the paleontological monitor shall submit a letter report to the Director of Planning detailing the duration and results of the monitoring. A report of findings shall be prepared by the paleontologist. The report shall be submitted prior to the issuance of the Certificate of Occupancy.
- CR-4:** As each new ~~phase or~~ individual project is implemented under the NCSP, if human remains are encountered the Cathedral City Police Department shall be notified immediately and upon further investigation, the Cathedral City Police Department shall notify the Riverside County Coroner. The Riverside County Coroner will make the necessary findings as to the origin of the remains. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition have been made. If the Riverside County Coroner determines the remains to be Native American, the NAHC shall be contacted within a reasonable time frame. Subsequently, the NAHC shall identify the “most likely descendent.” The most likely descendent shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.
- Noise-1** ~~As each new phase or individual project is proposed under the NCSP, the project applicant shall demonstrate to the satisfaction of the Chief Building Officer that design plans for all structures ensure that interior noise levels do not exceed 45 dBA, in accordance with the California Noise Insulation Standards. This shall apply to all noise sensitive residential land uses as well as non-residential noise generating uses. Residential and other sensitive development projects in areas having noise levels which exceed the noise standards for the proposed land use shall add noise attenuation measures during the development review process to meet the City’s CNEL noise abatement threshold. These attenuation measures may include: landscaped sound buffers, berms, setbacks or open space, building design or orientation, or other measures.~~
- Noise-2** ~~As each new phase or individual project is proposed under the NCSP, a site specific acoustical analysis shall be prepared to quantify the increase in ambient noise. If the increase in ambient noise is determined to be significant per Cathedral City thresholds, mitigation shall be implemented to reduce impacts to below a level of significance. This shall apply to all noise sensitive residential uses as well as non-residential noise generating uses.~~

PS-2 As specific projects are proposed for development within the NCSP area, the respective project proponent(s) shall consult with the CCFD to ensure that adequate fire protection resources are available to serve the area. Individual projects shall mitigate impacts to achieve a performance standard of at least 1.0 firefighter per 1,000 residents. When construction of a new fire station is required, environmental review for the new fire station shall occur at that time. ~~The NCSP shall provide adequate acreage for construction of a fire station in proximity to Date Palm Drive and Valley Center Boulevard. At a minimum, the fire station site shall include an apparatus bay for a fire engine and medic ambulance and a back up fire engine and medic ambulance. Final plans for the fire station shall be determined by the CCFD, in conjunction with the City and applicable project proponent.~~

UTIL-1 ~~As development under the NCSP moves forward, Each project applicant shall prepare a Water Supply Assessment shall be prepared to demonstrate that adequate water supply is available for the 20-year maximum build-out capacity, per SB 221 and SB 610. Additionally, the water supply assessment shall be reviewed and updated every five years to demonstrate adequate water supply. prior to issuance of building permits for each new phase or individual project proposed under the NCSP, the phase or project shall demonstrate that the water demand for the new development is within the projections of the NCSP Water Supply Assessment. If the water demand for the new phase or individual project is in excess of projections of the NCSP Water Supply Assessment, then the new phase or project shall be required to prepare an additional Water Supply Assessment to demonstrate that a reliable water supply is available, as established by SB 221 and SB 610. If a reliable water source would not be available as established by SB 221 and SB 610, then the next new phase or individual project shall not move forward until a reliable water supply is identified.~~

To mitigate for program-level and cumulative impacts to water infrastructure, the following shall be implemented:

UTIL-2 ~~Prior to approval of each Subdivision Application and/or Development Application, the project applicant shall prepare a water master plan Water Supply Assessment prepared per mitigation measure UTIL-1 shall including detailed plans for the location and size of water infrastructure required to serve the 20-year maximum build-out of the NCSP as identified in the water supply assessment(s) required under UTIL-1. Construction and installation of said water infrastructure shall occur as each new phase or individual project is implemented under the NCSP. Additionally, prior to issuance of building permits for each new phase or individual project, the phase or project shall demonstrate to the satisfaction of the City Engineer that the project can be feasibly connected to water infrastructure proposed in the water master plan without additional significant environmental impacts, as defined by stipulations of CEQA. that construction of water infrastructure required to serve the new development does not result in a significant environmental impact as defined by stipulations of CEQA., construction of water infrastructure would result in significant impacts to the environment, further environmental review shall be conducted and site specific mitigation measures shall be proposed pursuant to CEQA.~~

To mitigate for program-level and cumulative impacts to wastewater treatment capacity and wastewater infrastructure, the following shall be implemented:

UTIL-4 ~~Prior to issuance of building permits, each project applicant shall prepare a sewer master plan issuance of building permits, the respective project applicants for individual projects proposed under the NCSP shall in consultation with the City Engineer and CVWD to~~

~~determine if design~~ an adequately sized sewer system ~~is available~~ for wastewater disposal within the NCSP area. The respective project applicants for all individual projects proposed under the NCSP shall pay fair-share towards the construction of the new wastewater infrastructure ~~proposed in the sewer master plan~~. Additionally, as each new phase or individual project is proposed under the NCSP, ~~prior to issuance of building permits~~, the ~~phase or project applicant~~ shall demonstrate ~~to the satisfaction of the City Engineer that the project can be feasibly connected to wastewater infrastructure proposed in the sewer master plan without additional significant environmental impacts, as defined by stipulations of CEQA~~ that construction of new a sewer system would not result in a significant environmental impact, particularly in relation to biological and cultural resources, as defined by stipulations of CEQA. If construction of a sewer system would result in a significant environmental impact, further environmental review shall be conducted and mitigation measures shall be proposed pursuant to CEQA.

To mitigate for program-level and cumulative impacts to landfills, the following shall be implemented:

UTIL-5 As each new phase or development is proposed under the NCSP, ~~prior to approval of a Subdivision Application and/or Development Application~~, the project applicant for each phase or development shall demonstrate that adequate landfill capacity is available to serve the new development, as established by regulations of the CIWMB.

To mitigate for program-level and cumulative impacts to electric services, the following shall be implemented:

UTIL-6 Prior to issuance of building permits, the respective project applicants for individual projects proposed under the NCSP shall demonstrate that the anticipated electrical demand for ~~maximum the 20-year~~ build-out of the NCSP can be met by ~~the electric purveyor SCE~~ over the course of build-out of the NCSP. Additionally, as each new phase or individual project is proposed under the NCSP, the project applicant for each phase or project shall demonstrate that connection of distribution lines would not result in a significant environmental impact as defined by CEQA. If connection of distribution lines would result in a significant environmental impact, further environmental review shall be conducted and mitigation measures shall be proposed pursuant to CEQA.

To mitigate for program-level and cumulative impacts to gas services, the following shall be implemented:

UTIL-7 Prior to issuance of building permits, individual projects proposed under the NCSP shall demonstrate that the anticipated natural gas demand for build-out can be met by ~~SCG~~ ~~the gas purveyor~~ over the course of build-out of the NCSP. Additionally, as each new phase or individual project is proposed under the NCSP, the phase or project shall demonstrate that connection of distribution lines or improvements to existing gas transmission lines would not result in a significant environmental impact as defined by CEQA. If connection of distribution lines or improvements to existing transmission lines would result in a significant environmental impact, further environmental review shall be conducted and mitigation measures shall be proposed pursuant to CEQA.

0.3 RESPONSE TO COMMENTS

Section 0.3 contains responses to all comment letters received on the October 2008 Draft Program Environmental Impact Report (PEIR). Four comment letters were received during the comment period, which closed December 5, 2008. A copy of each letter with bracketed comment numbers on the right margin is followed by the response for each comment as indexed in the letter.

The comment letters are listed in Table 0.3-1.

Table 0.3-1. Comment Letters – North City Specific Plan

Letter No.	Commenter	Letter Date
1	California Department of Transportation District 8	9/29/08
2	Riverside County Waste Management Department	11/24/08
3	Riverside County Flood Control and Water Conservation District	11/13/08
4	Palm 10 Associates	11/24/08

This page intentionally left blank.

DEPARTMENT OF TRANSPORTATION

DISTRICT 8
 PLANNING
 464 WEST 4th STREET, 6th Floor MS 725
 SAN BERNARDINO, CA 92401-1400
 PHONE (909) 383-4557
 FAX (909) 383-6890
 TTY (909) 383-6300



*Flex your power!
 Be energy efficient!*

September 29, 2008

Mr. Richard Malacoff
 City of Cathedral City
 68700 Avenida Lalo Guerrero
 Cathedral City, CA 92234

Dear Mr. Malacoff:

North City Specific Plan Notice of Preparation Draft Environmental Impact Report
 State Clearinghouse 2008041005
 08 RIV 10, PM 36.138

The California Department of Transportation reviewed the North City Specific Plan (North City SP) Draft Environmental Impact Report (DEIR). The North City SP proposes mixed use residential and commercial, light industrial, residential estate, open space on approximately 4,700 acres of which 1,300 acres is in Riverside County and under consideration for annexation into the northern area of the City.

The proposed North City SP will be located east of Palm Drive, north of and abutting Interstate 10 (I-10), and west of Da Vall Drive. Access will be via Palm Drive and Date Palm Drive Interchanges. The City's General Plan proposes a future interchange at Da Vall Drive.

With substantial project frontage along I-10 right of way, we believe project development will significantly impact existing highway facilities, particularly with regard to increased traffic, and drainage. For this reason the following comments are offered for your consideration:

- We ask that the Traffic Study being done for the DEIR be forwarded to us for review and comment.
- All existing tributary areas, area drainage patterns and runoff volumes having an impact to adjacent I-10 drainage facilities must be identified and analyzed in the DEIR.
- Future review of project drainage design should include an evaluation of runoff impacts to adjacent State right-of-way. Where applicable, compliance with pertinent NPDES/water quality standards will be required.

1-1

1-2

1-3

1-4

Letter 1
Department of Transportation
September 29, 2008

- 1-1. This comment includes introductory remarks and a brief summary of the NCSP. The comment letter was received after the closing of the Notice of Preparation (NOP) comment period, but prior to the Draft Program EIR (PEIR) comment period. Therefore, although the comments pertain to the NOP, the responses are included in the response to comments on the Draft PEIR. Regardless, this comment does not pertain to environmental issues or the adequacy of the Draft PEIR. Therefore, no changes to the PEIR are needed in response to this comment.
- 1-2. This comment identifies that the Department of Transportation anticipates that project development would significantly impact existing highway facilities and requests that a copy of the Traffic Study be sent to the Department of Transportation. As discussed in Section 4.10, Traffic and Transportation, of the Draft PEIR, implementation of the NCSP would result in significant impacts to the future eastbound and westbound Interstate 10 (I-10) interchanges at Da Vall Drive. Implementation of mitigation measure TT-1 would require the applicant to pay fair share toward future improvements of the I-10 interchanges to accommodate anticipated future traffic volumes. Therefore, although project development would significantly impact anticipated highway improvements, this impact would be reduced to below a level of significance. Additionally, a copy of the Traffic Study was forwarded to the Department of Transportation as an appendix to the PEIR during the public review period of the PEIR. No changes to the PEIR are needed in response to this comment.
- 1-3. This comment requests that the Draft PEIR discuss impacts to I-10 drainage facilities. As discussed on page 4.5-6 of Section 4.5, Hydrology/Water Quality, of the PEIR, stormwater runoff through the Morongo Wash would exceed the capacity of the Salvia, Edom, and Willow Bridges that run underneath I-10. This impact was identified as significant in the Draft PEIR and mitigation measure HWQ-1 was proposed to reduce this impact to below a level of significance. No changes to the PEIR are needed in response to this comment.
- 1-4. This comment requests that future review of project drainage design include an evaluation of runoff impacts to adjacent state right-of-way. As identified on page 4.5-6 of Section 4.5 of the PEIR, plans for stormwater drainage facilities for the NCSP have not been developed. However, mitigation measure UTIL-3 requires the project applicant to submit final drainage plans to demonstrate that the proposed infrastructure would be adequately located and sized to the satisfaction of the City Engineer to handle anticipated stormwater runoff from the NCSP. Additionally, as stated on page 4.5-7 of Section 4.5 of the PEIR, the City of Cathedral City participates in the National Pollutant Discharge Elimination System (NPDES), which mandates the development and implementation of plans and programs for stormwater management. Therefore, the drainage facilities at the NCSP site would include controls to reduce the discharge of pollutants into state right-of-way. The NCSP would comply with NPDES and other applicable water quality standards. No significant impacts would be anticipated to occur to adjacent State right-of-way and no changes to the PEIR are needed in response to this comment.

"Caltrans improves mobility across California"

Mr. Richard Malacoff
September 29, 2008
Page 2

The California Department of Transportation reserves the right to comment on any future revisions to this project. These comments are not to be considered complete, final, or inclusive. Additional comments will be provided after we have reviewed the next submittal.

We appreciate the opportunity to offer comments concerning this project. If you have any questions regarding this letter, please contact me at (909) 383-4557 for assistance.

Sincerely,



DANIEL KOPULSKY
Office Chief
Community Planning/IGR-CEQA

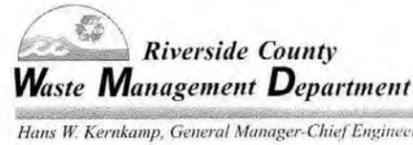
c: State Clearinghouse

Letter 1 (Continued)
Department of Transportation
September 29, 2008

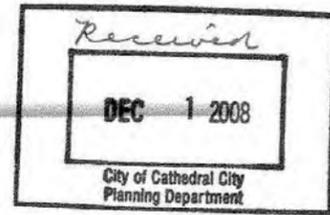
- 1-5. This comment identifies that the Department of Transportation reserves the right to comment on any future revisions to the NCSP; however, no subsequent comments from the Department of Transportation have been received by Cathedral City. This comment does not pertain to environmental issues or the adequacy of the PEIR. No changes to the PEIR are needed in response to this comment.

} 1-5

"Caltrans improves mobility across California"



November 24, 2008



Rich Malacoff, Senior Planner
 City of Cathedral City: Planning Department
 68700 Avenida Lalo Guerrero
 Cathedral City, CA 92234

RE: Comments on the North City Specific Plan (SP) and Draft Environmental Impact Report (DEIR) for North City SP

Dear Mr. Malacoff:

The Riverside County Waste Management Department (RCWMD) has reviewed the DEIR and SP for the North City SP. The project is located north of Interstate 10 within the City of Cathedral City limits and proposes to develop approximately 5,000 acres with mixed uses, including residential, commercial, and industrial uses. The RCWMD has the following comments for your consideration:

- 1) The RCWMD owns several parcels of land in the northeast portion of the SP. While the majority of parcels fall under the proposed Edom Hill Light Industrial (EH-LI) zoning district, approximately 80-acres within APN 659-190-016 falls under a proposed Open Space Residential - 20-Acre Minimum (OS-R20) zoning designation. These 80-acres are part of the "Edom Hill Like Exchange" (Appendix V of the Coachella Valley Multiple Species Habitat Conservation Plan [CVMSHCP]).

While approximately 18 of the 80 acres are being conserved on behalf of the Citrus Ranch Project (City of Indio), with the remaining 62-acres for use by the RCWMD to offset impacts from future waste related projects, all of the 80 acres are in conservation under the CVMSHCP. Since development of these lands is not intended, the RCWMD recommends that the North City SP remove the OS-R20 zoning designation from the 80-acre 'like exchange' property and replace it with a zoning designation consistent with conservation.

- 2) The RCWMD concurs with the findings and mitigations in the DEIR as it relates to solid waste. The project, as proposed, should not have a significant impact on utilities and service systems, since there is adequate landfill capacity to accommodate the Project.

The RCWMD requests that any future drafts of the Specific Plan and Draft EIR be provided on CD for review and comment when they become available. Please call me at (951) 486-3351 if you have any questions regarding the above comments.

Sincerely,

 Ryan Ross
 Planner IV

RR:LBL/tr

Attachments: Map of RCWMD Property within NCSP
 Appendix V of the CVMSHCP

PD #72592

14310 Frederick Street • Moreno Valley, CA 92553 • (951) 486-3200 • Fax (951) 486-3205 • Fax (951) 486-3230
 www.rivcowm.org

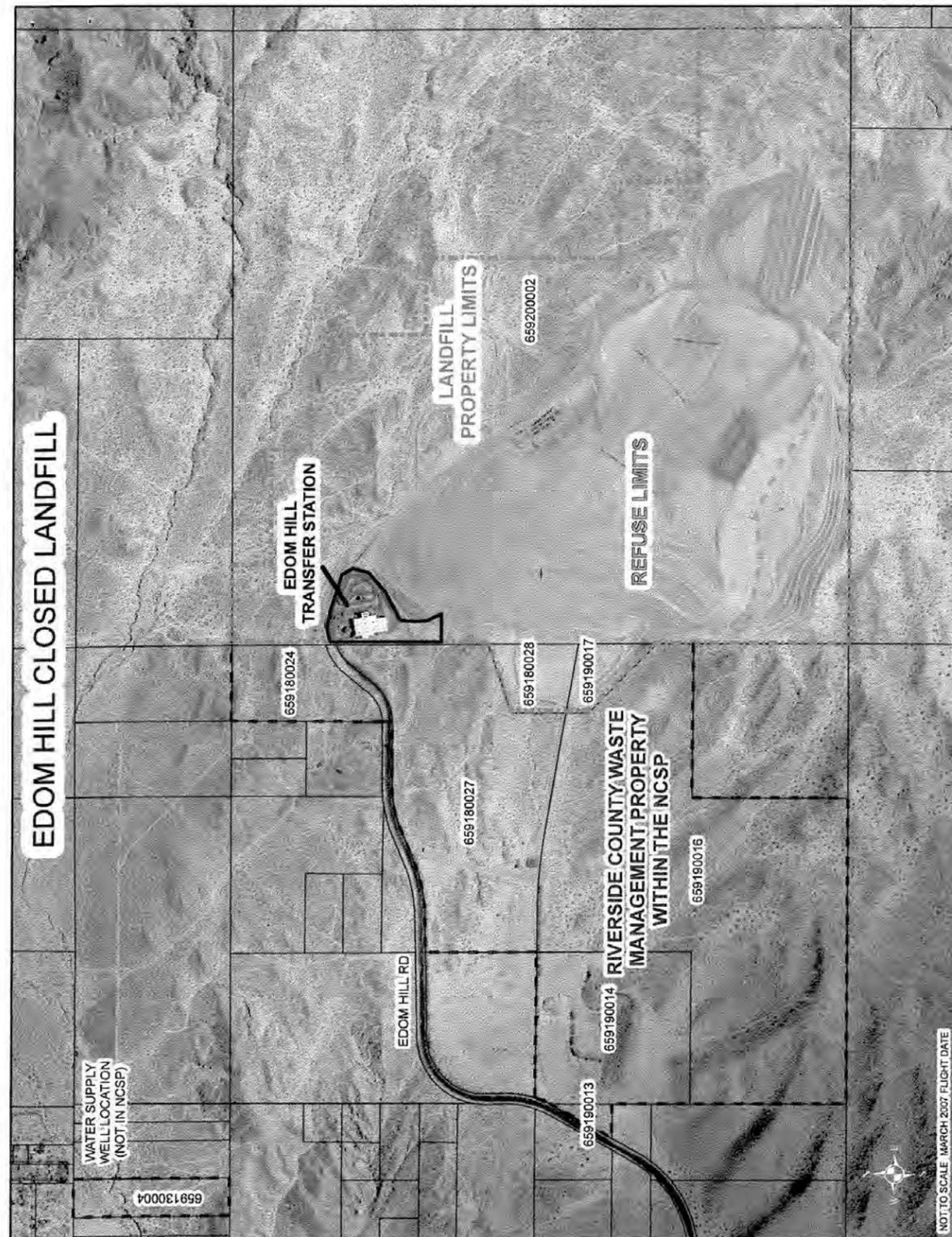
printed on recycled paper

**Letter 2
 Riverside County Waste Management Department
 November 24, 2008**

- 2-1. This comment includes introductory statements and a brief summary of the NCSP. This comment does not address the adequacy of the Draft PEIR. No changes to the PEIR are needed in response to this comment.
- 2-2. This comment identifies that a portion of the NCSP site that is designated as Open Space Residential- 20-acre Minimum (OS-R20) by the NCSP is also designated as a conservation area by the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP). The Riverside County Waste Management Department requests that this portion of the NCSP site be redesignated with a zoning designation consistent with conservation. This comment does not raise any substantive environmental issues; however, if the City were to agree to this request, land would be removed from the development inventory and the impacts of the NCSP would be slightly reduced from what is analyzed in the PEIR. Therefore, if a portion of the NCSP site is redesignated, the analysis and conclusions of the PEIR would remain accurate. No changes to the PEIR are needed in response to this comment.
- 2-3. This comment states that the Riverside County Waste Management Department concurs with the findings and mitigation measures of the Draft PEIR as they relate to solid waste. Therefore, no changes to the PEIR are needed in response to this comment.
- 2-4. This comment includes concluding statements and contact information for the Riverside County Waste Management Department. This comment does not address the adequacy of the Draft EIR. No changes to EIR are needed in response to this comment.

} 2-1
 } 2-2
 } 2-3
 } 2-4

Letter 2 Attachment



Letter 2 Attachment (continued)

**Recirculated Draft
Coachella Valley Multiple Species Habitat
Conservation Plan
and
Natural Community Conservation Plan**

Appendix V: Like Exchanges during 2006

February 2007

Letter 2 Attachment (continued)

DATED June 14, 2006
**MEMORANDUM OF UNDERSTANDING BETWEEN
 THE COUNTY OF RIVERSIDE, THE COACHELLA VALLEY CONSERVATION
 COMMISSION, THE COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS,
 AND THE CITY OF INDIO
 CONCERNING IMPLEMENTATION OF THE
 COACHELLA VALLEY MULTIPLE SPECIES HABITAT CONSERVATION PLAN
 REGARDING CITRUS RANCH**

This Memorandum of Understanding ("MOU") is made as of June 26, 2006, by and between the County of Riverside ("County"), the Coachella Valley Association of Governments ("CVAG"), the City of Indio ("City") and the Coachella Valley Conservation Commission ("CVCC"). The MOU sets forth an agreement concerning implementation of the Coachella Valley Multiple Species Habitat Conservation Plan (the "MSHCP") for the East Indio Hills Conservation Area and the Citrus Ranch Project ("Project"). Each signatory to this MOU is referred to herein as a "Party" and collectively as the "Parties". Capitalized terms used and not otherwise defined herein shall have the meanings set forth in the MSHCP.

RECITALS

WHEREAS, Riverside County has a diverse ecosystem supporting a wide range of plant and animal species; and

WHEREAS, Riverside County faces the doubling of its population over the next 20 to 25 years; and

WHEREAS, this population increase will require new development throughout the Coachella Valley, including development for commercial and residential purposes, and the development of infrastructure to support such land uses; and

WHEREAS, CVAG, with the assistance and cooperation of the County and the nine cities in the Coachella Valley has developed the MSHCP to address the conservation of multiple species within the MSHCP area; and

WHEREAS, CVAG and the County have approved the MSHCP and the City intends to consider approval of the MSHCP in the near future; and

WHEREAS, both the County and the City desire to cooperate to meet the conservation and development objectives of the City within the framework of the MSHCP; and

WHEREAS, the Project is depicted on Exhibit "A", attached hereto and incorporated herein by reference. The Project is currently located within the boundaries of the County but within the City's sphere of influence. The City is currently pursuing annexation of the East Indio Hills Conservation Area which includes portions of the Project site and is processing an application for the Project. The City wishes to ensure that development of the Project is fully compatible with all of the MSHCP's goals and objectives, and satisfies all requirements and conditions; and

Letter 2 Attachment (continued)

2. The Parties concur in the findings of the Equivalency Analysis for Like Exchanges and the resulting changes in the boundaries for the Edom Hill, Whitewater Floodplain, Dos Palmas, Mecca Hills/Orocopia Mountains, Thousand Palms, and East Indio Hills Conservation Areas in order to provide sufficient take authorization for the Project. The County agrees to take all necessary steps to effect the Edom Hill Like Exchange. In the event that the MSHCP is approved by all of the Permittees, the applicable incidental take permits are issued by the Wildlife Agencies, and the East Indio Hills Conservation Area is annexed into the City, then the boundaries for the Edom Hill, Whitewater Floodplain, Dos Palmas, Mecca Hills/Orocopia Mountains, Thousand Palms, and East Indio Hills Conservation Areas will be adjusted as depicted on attached Exhibits "C," "D," "E," and "L."
3. The CVCC and the City concur with the findings in the MSHCP Consistency Determination.
4. The County, CVAG and the CVCC agree to support the Project and the annexation of the East Indio Hills Conservation Area into the City's jurisdiction.
5. The Parties concur with CVAG's requests to BLM regarding the Dos Palmas, Whitewater Floodplain and Mecca Hills Like Exchanges.
6. The Parties acknowledge that no actions to be taken by any of the Parties under this MOU will constitute a Major Amendment to the MSHCP or Implementation Agreement. CVAG, the CVCC and City acknowledge receipt of correspondence from the Wildlife Agencies, attached as Exhibits "I" and "J", providing that to the extent that any actions taken by the Parties pursuant to this MOU require a Minor Amendment to the MSHCP or Implementation Agreement, such amendments are concurred in by the Wildlife Agencies.
7. Subject to reimbursement by CVCC to County for use by its Waste Management Department, approximately eighteen acres of County's property shown on Exhibit ___ will be available for use for the Project. A conservation easement will be recorded on the remaining approximately sixty two acres in the Edom Hill Conservation Area, which will be available to offset impacts from any future waste related projects.
8. In the event that, for whatever reason one or more of the Like Exchanges are not implemented, the CVCC agrees to use its best efforts to (a) identify alternative Like Exchange acreage that would allow removal of the same Project site acreage from the East Indio Hills Conservation Area, and (b) implement the alternative Like Exchange or Like Exchanges.
9. The City agrees to ensure that the Project will grant a Conservation Easement to the CVCC over the existing natural areas that will remain undisturbed (approximately 190 acres) as well as the areas of temporary disturbance that will be restored within the East Indio Hills Conservation Area, which Conservation Easement shall be consistent with the terms set forth on Exhibit "M" and as further negotiated by the parties.

Letter 2 Attachment (continued)

of this MOU, the prevailing party shall be entitled to recover reasonable attorneys fees and costs in that action, in addition to any other relief which may be granted.

IN WITNESS WHEREOF, the Parties hereto have caused this MOU to be executed as of the date first written above.

COUNTY OF RIVERSIDE

CITY OF INDIO

COACHIELLA VALLEY ASSOCIATION OF GOVERNMENTS

By: Bob Buster
Chair
Riverside County Board of Supervisors
Date: 7-12, 2006

By: [Signature]
Mayor
City of Indio
Date: 7/31, 2006

COACHELLA VALLEY CONSERVATION COMMISSION

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

By: [Signature]
Chair
Date: 6/26, 2006

By: [Signature]
Chair
Date: 6-26, 2006

FORM APPROVED
COUNTY COUNSEL

BY: K. Walls
6-15-06

L-2009-0001-15-1

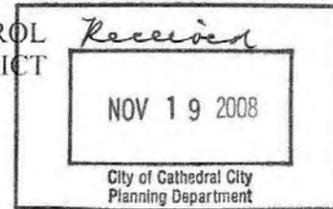
WARREN D. WILLIAMS
General Manager-Chief Engineer



1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
FAX 951.788.9965
www.floodcontrol.co.riverside.ca.us

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

November 13, 2008



Mr. Rich Malacoff, Senior Planner
City of Cathedral City
68700 Avenida Lalo Guerrero
Cathedral City, CA 92234

Dear Mr. Malacoff:

Re: Draft Environmental Impact Report
for the North City Specific Plan

This letter is written in response to the Draft Environmental Impact Report (DEIR) for the North City Specific Plan. The proposed project would consist of the development of approximately 5,000 acres for mixed use and open space. The project location is north of the 10 Freeway and east of Palm Drive within the city of Cathedral City.

The Riverside County Flood Control and Water Conservation District has the following comments/concerns that should be addressed in the EIR:

A large portion of this project involves Federal Emergency Management Agency (FEMA) mapped floodplains. Any development or encroachments made to the SFHA shall be reviewed by the community's floodplain administrator to determine whether proposed building sites will be reasonably safe from flooding. The City of Cathedral City is the community that shall administer, coordinate, implement and enforce the local floodplain ordinance by granting or denying development permits in accordance with its provisions. This may include the submittal of studies, calculations, plans and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) in accordance with Title 44 Section 60.3 (d)(4) of the Code of Federal Regulations prior to final approval of the project, and a Letter of Map Revision (LOMR) immediately after completion of the project.

Thank you for the opportunity to review the DEIR. Please forward any subsequent environmental documents regarding the project to my attention at this office. Any further questions concerning this letter may be referred to me at 951.955.8581.

Very truly yours,

Kris Flanigan
KRIS FLANIGAN
Senior Civil Engineer

c: TLMA
Attn: David Mares

KF:mev
P8\122349

Letter 3
Riverside County Flood Control and Water Conservation District
November 13, 2008

- 3-1. This comment includes introductory remarks and a brief summary of the NCSP. This comment does not address the adequacy of the Draft PEIR. No changes to the PEIR are needed in response to this comment.
- 3-2. This comment identifies that a large portion of the project involves federally-mapped floodplains and any development in a designated floodplain shall be reviewed by the City of Cathedral City. The comment further identifies that the City of Cathedral City is responsible for administering, coordinating, implementing, and enforcing the local floodplain ordinance. As identified on page 4.5-3 of Section 4.5 of the PEIR, 100-year floodplains are located in the southeast corner of the NCSP site and potential 100-year floodplains are located in the northwestern corner and along Long Canyon Wash. In response to this comment, Page 4.5-6 has been updated as follows, "Additionally, as individual projects are proposed within the 100-year floodplain, the City would administer, coordinate, implement and enforce the local floodplain ordinance by granting or denying development permits in accordance with its provisions. Individual project applicants would coordinate with the City to the individual project may be required to coordinate with meet the requirements of the Federal Emergency Management Agency (FEMA) for a Conditional Letter of Map Revision (CLOMR) and/or a Letter of Map Revision (LOMR) to remove the project parcel from the 100-year floodplain." Additionally, as noted on page 4.5-6 of the PEIR, building pad elevations of housing and structures would be constructed above the floodplain and drainage features would be included in the design of structures to allow stormwater runoff to flow underneath structures. Therefore, through proper coordination, compliance, and building design, no substantial impacts related to floodplains are anticipated. No additional changes were made to the PEIR.
- 3-3. This comment includes concluding statements and contact information for the RCFD & WCD. This comment does not address the adequacy of the PEIR. No changes to the PEIR are needed in response to this comment.

} 3-1
} 3-2
} 3-3



PALM 10 ASSOCIATES LLC

VIA FAX & US MAIL
November 24, 2008

Leisa Lukes (llukes@cathedralcity.gov)
City of Cathedral City
68-700 Avenida Lalo Guerrero
Cathedral City, CA 92234

Larry Morrison (larry@arroyogroup.com)
Jean Ward (jean@arroyogroup.com)
The Arroyo Group
135 West Green Street, Suite 300
Pasadena, CA 91105-2027

To all addressed above:

Mr. Perrucci and I both thought that last Wednesday's Steering Committee meeting, as well as the Environmental report and Plan package received prior to the meeting, were all presented very well, and we are excited with the progress being made with the North City Plan. We hope the reception of information at the Public Hearing held after our meeting, and Planning Department meeting held the following evening, was as positive and enthusiastic as experienced in our meeting.

4-1

We did want to send word to you all of our consensus with the comment brought up at the Steering Committee Meeting encouraging the City to allow a concentration of development in certain areas, as well as agree to a building height increase to as much as 125' for commercial or residential, on a case by case basis and where it makes good economic sense. While the comments were brought up by a representative for the development located east of Date Palm, we hope the City will look at the entire North City area in this light.

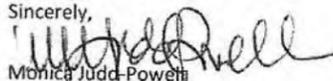
4-2

Mr. Perrucci and I also wanted to provide our protest specifically to the Alternative Development Plan in Section 5.4.4 and Reduced Development Alternative Section 5.4.5 of the EIR. Both alternatives might lead to diminished or restricted development of Mr. Perrucci and his partners' property, and is a major deviation from what is presented for said property in the Proposed Zoning District and General Plan Land Use plans adopted/to be adopted by the City. If either alternative is submitted for consideration with the City, please advise Mr. Perrucci and me immediately.

4-3

If you have any questions, please feel free to call or email me.

Sincerely,


Monica Judd-Powell
Sr. Property Manager
/mjp

**Letter 4
Palm 10 Associates LLC
November 14, 2008**

- 4-1. This comment includes introductory statements and does not address the adequacy of the Draft PEIR. No changes to the PEIR are needed in response to this comment.
- 4-2. This comment recommends that the City allow a concentration of development in certain areas and agree to a building height increase to as high as 125 feet for commercial or residential buildings. The maximum allowable building height under mixed-use urban land uses of the NCSP area is currently 65 feet or five stories. Under mixed-use neighborhood land uses, the maximum allowable building height proposed by the NCSP is currently 45 feet or three stories. Structures within the NCSP shall adhere to these maximum allowable heights unless otherwise approved by a Precise Plan. Building heights have the potential to impact the visual character of the NCSP area; however, as identified on page 4.1-4 of Section 4.1, Aesthetics, of the PEIR, the City's Comprehensive General Plan EIR included mitigation measures to reduce the visual impacts associated with the City's planned-for development north of I-10. These mitigation measures are intended to regulate design standards to provide a sense of cohesion between the natural desert environment and the man-made built environment. Mitigation includes an architectural review for new residential development, screening of utility infrastructure, lighting limitations, and implementation of development standards as established by the City. These mitigation measures would still apply to the NCSP regardless of proposed building heights. The potential for the increase in building height to block visual corridors would be reduced by requirements for setback, parking, floor area ratios, lot coverage, and distance between buildings as described in Chapters 8-12 of the NCSP. Therefore, aesthetic impacts related to building height would not be anticipated. No changes to the PEIR are needed in response to this comment.
- 4-3. This comment identifies concerns regarding the land use patterns assumed for the Accelerated Development Alternative and the Reduced Development Alternative. As identified in Section 5.0, Alternatives, of the Draft PEIR, an EIR is required to "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives" (CEQA Guidelines § 15126.6(a)). Therefore, the Accelerated Development Alternative and the Reduced Development Alternative are discussed in the Draft PEIR because they would both reduce environmental impacts while meeting the majority of the objectives identified for the NCSP. The Reduced Development Alternative was designated as the environmentally superior alternative because it would reduce the significant, unmitigated air quality impact identified for the proposed project. After reviewing the proposed Specific Plan, the Final EIR, Planning Commission recommendation, and public hearing testimony, the City Council has the authority to adopt the land use plan that they believe is best for the City. The Council is not required under CEQA to adopt the environmentally superior alternative, the proposed project, or any of the alternatives, provided that the Final EIR adequately addresses the impacts of the project as is it to be adopted by the City. Because this comment does not address the adequacy of the Draft PEIR, no changes to the PEIR are needed.

96 N. Third St. Suite 275, San Jose, CA 95112 Ph. 408-275-0550 Fx. 408-298-0702

0.4 MITIGATION MONITORING AND REPORTING PROGRAM

0.4.1 INTRODUCTION AND SUMMARY

Pursuant to Section 21081.6 of the Public Resources Code and the *California Environmental Quality Act (CEQA) Guidelines* Section 15097, public agencies are required to adopt a monitoring or reporting program to assure that the mitigation measures and revisions identified in the Draft Environmental Impact Report (DEIR) are implemented. As stated in Section 21081.6 of the Public Resources Code:

“...the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment.”

Pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision maker coincidental to certification of the DEIR. The Mitigation Monitoring Program must be adopted when making the findings (at the time of approval of the project).

As defined in the *CEQA Guidelines*, Section 15097, “reporting” is suited to projects that have readily measurable or quantitative measures or which already involve regular review. “Monitoring” is suited to projects with complex mitigation measures, such as wetland restoration or archaeological protection, which may exceed the expertise of the local agency to oversee, are expected to be implemented over a period of time, or require careful implementation to assure compliance. Both reporting and monitoring would be applicable to the proposed project.

The City of Cathedral City is the designated lead agency for the Mitigation Monitoring and Reporting Program (MMRP). The City is responsible for review of all monitoring reports, enforcement actions, and document disposition. The City will rely on information provided by the monitors (e.g., construction manager, biologist, etc.) as accurate and up-to-date and will field check mitigation measure status as required.

0.4.2 MITIGATION MATRIX

To sufficiently track and document the status of mitigation measures, a mitigation matrix has been prepared and includes the following components:

- Mitigation measure number
- Mitigation measure (text)
- Implementation Action
- Monitoring Method
- Responsible Monitoring Party
- Monitoring Phase
- Verification/Approval Party
- Mitigation Measure Implemented? (Y/N, and date)
- Documentation Location (Monitoring Record)

Mitigation measure timing of verification has been apportioned into several specific timing increments. Of these, the most common are:

1. Prior to Approval of the Tentative Map(s)
2. During construction
3. Prior to Grading Permit

The mitigation matrix is included in Table 0.4-1.

0.4 Mitigation Monitoring and Reporting Program

Table 0.4-1. Mitigation Monitoring and Reporting Program Checklist

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
AIR QUALITY								
AQ-1	As development of the NCSP moves forward, for each new project, a project-specific mitigation verification report shall be prepared to ensure that each new project incorporates the vehicle trip reduction measures identified in mitigation measure AQ-2. For projects on parcels greater than 20 acres within the mixed-use, business park, or industrial zones, the report shall also include a site-specific air quality analysis to determine if the project would generate emissions in excess of adopted SCAQMD thresholds. If exceedance of adopted thresholds is anticipated, the project-specific air analysis shall prescribe mitigation measures to reduce the impact to below a level of significance.	Project applicant to submit mitigation verification report to City Planner.	Report review.	City Planner	Prior to approval of Subdivision Application and/or discretionary action	City Planner	_____	Cathedral City Planning Department
AQ-2	A reduction of vehicle trips represents the most effective way to reduce operation-related emissions resulting from project trip generation. However, the NCSP area will be developed with residential, commercial, industrial, and mixed uses, and such uses require vehicle trips to get residents, employees and patrons to and from the area. Goals and policies that will work toward reducing vehicle emissions include: <ul style="list-style-type: none"> • Facilitate bicycle use and circulation • Promote a safe and attractive pedestrian environment through 	Project applicant shall include specified measures to meet stated goals and policies in project site plans.	Site plan review	City Planner	Prior to approval of Tentative Map(s)	City Planner	_____	Cathedral City Planning Department

0.4 Mitigation Monitoring and Reporting Program

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	the provision of sidewalks, trails, paseos, and pedestrian amenities. <ul style="list-style-type: none"> • Improve and expand public transit services • Provision of bus passes by employers in the NCSP area • Preferential parking for vehicle pooling 							
AQ-3	As phases are initiated and individual projects are approved, construction within the NCSP area shall utilize Tier 2 (or better) equipment which meets the Blue Sky Series Engine designation ¹ .	Contractor to implement construction measures as detailed	Construction plan check/ Site inspections during construction	Engineering Manager	During construction	Engineering Manager		Cathedral City Engineering Department
BIOLOGICAL RESOURCES								
BIO-1	As development moves forward within the NCSP area, a jurisdictional wetland delineation shall be required to determine the extent of impacts to jurisdictional areas. Impacts to jurisdictional areas would require permits from the wetland resource agencies, which may include USACE, CDFG, and/or the Regional Water Quality Control Board (RWQCB). Additionally, if impacts to jurisdictional areas are identified, these impacts shall be mitigated at ratios established by the applicable wetland resource agency (e.g., USACE, CDFG and/or RWQCB) at the time a permit is issued.	Project applicant to submit jurisdictional wetland delineation to City Planner. If jurisdictional areas are identified, applicant to implement mitigation in accordance with resource agency ratios.	Jurisdictional wetland delineation, and if applicable, mitigation plan for jurisdictional watercourses to be reviewed by the City Planner and applicable wetland resource agency.	City Planner/ CDFG/ USACE/ RWQCB	Jurisdictional delineation submitted prior to approval of Tentative Map(s)/ Mitigation plan submitted prior to Issuance of Grading Permit(s).	City Planner/ CDFG/ USACE/ RWQCB		Cathedral City Planning Department

¹ Blue Sky Series Engines are engines with lower emission levels (usually at least 40 percent cleaner) than mandatory United State Environmental Protection Agency (USEPA) standards (USEPA 2002).

0.4 Mitigation Monitoring and Reporting Program

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
CULTURAL RESOURCES								
CR-1	<p>If development is proposed in the western portion of the NCSP area over the identified building debris of unknown age, a field inventory survey and site assessment shall be conducted to determine the historical significance of the building debris. If the debris is considered historical, the following activities shall occur:</p> <ul style="list-style-type: none"> The resource shall be documented on Department of Parks and Recreation (DPR) 523 forms. These forms and the cultural resources report shall be distributed to local museums, libraries, city offices, historical societies, and any other research institution. The resource shall be formally evaluated for the California Register of Historical Resources. If the resource is deemed eligible, additional research and documentation shall be conducted to exhaust the research potential of the site. If a resource is deemed eligible for listing with the California Register of Historical Resources, it shall be avoided. The resource shall be formally evaluated for the California Register of Historical Resources. If the resource is deemed eligible, additional research and 	Building debris to be surveyed and assessment for historical significance. If applicable, DPR 523 forms shall be submitted and distributed as detailed	Survey results to be reviewed by City Planner	City Planner	Prior to approval of Subdivision Application and/or discretionary action	City Planner		Cathedral City Planning Department

0.4 Mitigation Monitoring and Reporting Program

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	documentation shall be conducted to exhaust the research potential of the site. If a resource is deemed eligible for listing with the California Register of Historical Resources, it shall be avoided.							
CR-2	<p>Prior to approval of a development permit or grading permit, the project proponent shall submit a Cultural Resources Report identifying archaeological resources on the project site. If the potential for unknown cultural resources exists, all ground disturbing activities shall be monitored by a qualified archaeologist and Tribal monitor (if applicable). Coordination between the Planning Department and the Agua Caliente Tribal Historic Preservation Officer (THPO) will take place prior to any ground disturbing activities.</p> <ul style="list-style-type: none"> The retained archaeologist will direct the preparation and distribution of a final Cultural Resources Report prepared according to the Archaeological Resource Management Report guidelines, of findings for any newly discovered cultural resources, or archaeological test excavation or data recovery program that takes place. The Cultural Resources Report will also document the avoidance of any archaeological sites newly discovered during project 	If recommended by the cultural resources report(s), an applicant retained qualified archaeologist and Tribal monitor to monitor all ground disturbing activities	Cultural resources report to be reviewed by City Planner. If applicable, cultural resource monitoring report including daily log of all monitoring activities and recommendations to be reviewed by City Planner	City Planner/ Applicant retained archaeologist	Cultural resources report submitted prior to issuance of Grading Permit/ Monitoring to occur during project grading/ Summary report submitted prior to issuance of Certificate(s) of Occupancy	City Planner		Cathedral City Planning Department

0.4 Mitigation Monitoring and Reporting Program

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	<p>construction. The report will present a detailed research design, test investigation or data recovery excavation methods, the methods used, scientific results and archaeological research questions addressed, site significance, and any additional recommendations. The report will also contain a discussion of the results of specialized analyses (radiocarbon, faunal, floral, obsidian hydration and sourcing, etc.). It will contain completed primary and archaeological site records, maps and photos of the site, drawings and photos of excavation units, and drawings and photos of selected artifacts. The final report will be distributed to the Eastern Information Center of the CHRIS system and to the Agua Caliente Tribal Historic Preservation Office.</p> <ul style="list-style-type: none"> • Tribal monitor(s) appointed by the Agua Caliente Band of Cahuilla Indians may required on-site during ground disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor from the Agua Caliente THPO. Prior to 							

0.4 Mitigation Monitoring and Reporting Program

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	<p>issuance of a grading permit, the developer shall submit a copy of a signed Treatment and Disposition between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project, and which addresses the treatment of cultural resources, to the Planning Department.</p> <p>If cultural resources are discovered, the following activities shall occur:</p> <ul style="list-style-type: none"> • The archaeologist/Tribal monitor shall have the authority to halt all activities within a 100-foot radius while he/she investigates the discovered resources. • All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, City Planner and the Agua Caliente Tribal Historic Preservation Officer (THPO) to discuss the significance of the find. • At the meeting, the significance of the discoveries shall be discussed and after consultation with the THPO and the archaeologist, a decision shall be made, with the concurrence of the City Planner, as to the appropriate mitigation (documentation, recovery 							

0.4 Mitigation Monitoring and Reporting Program

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	<p>avoidance, etc.) for the cultural resources.</p> <ul style="list-style-type: none"> Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. If required, testing/evaluation and data recovery will be conducted. Any materials collected will require curation at a qualified institution or gifted to the Agua Caliente Band of Cahuilla Indians. At the end of the monitoring period, the archaeological monitor shall submit a letter report to the City Planner detailing the duration and results of the monitoring. A report of findings shall be prepared by the archaeologist. The report shall be submitted prior to the issuance of the Certificate of Occupancy. 							
CR-3	<p>As each new phase or individual project is proposed under the NCSF, prior to issuance of a grading permit, the project applicant shall submit a Paleontological Resources report identifying paleontological resources on the project site. If the Paleontological Resources Report identifies the potential for unknown paleontological resources to exist, a qualified paleontologist shall monitor all grading that includes initial cutting.</p>	<p>Project applicant to submit paleontological resources report to the City Planner for review; If recommended by the report, applicant retained qualified paleontologist shall monitor all ground disturbing activities</p>	<p>Paleontological resources report to be reviewed by City Planner. If paleontological resources are identified, paleontological monitoring report including daily log of</p>	<p>City Planner/ Applicant retained paleontologist</p>	<p>Paleontological resources report submitted prior to issuance of a Grading Permit/ Monitoring to occur during project grading/ Summary report to be submitted prior</p>	<p>City Planner</p>	<p>_____</p>	<p>Cathedral City Planning Department</p>

0.4 Mitigation Monitoring and Reporting Program

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	<p>Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays, and to remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. If any paleontological resources are identified during these activities, the following activities shall occur:</p> <ul style="list-style-type: none"> • All recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. • Specimens shall be identified and curated into an established, accredited, professional museum repository with permanent retrievable storage. • The paleontologist shall have a written repository agreement in hand prior to the initiation of mitigation activities. <p>At the end of the monitoring period, the paleontological monitor shall submit a letter report to the Director of Planning detailing the duration and results of the monitoring. A report of findings shall be prepared by the paleontologist. The report shall be submitted prior to the issuance of the Certificate of Occupancy.</p>		<p>all monitoring activities and recommendations to be reviewed by City Planner</p>		<p>to issuance of Certificate(s) of Occupancy</p>			

0.4 Mitigation Monitoring and Reporting Program

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
CR-4	As each new individual project is implemented under the NCSP, if human remains are encountered the Cathedral City Police Department (CCPD) shall be notified immediately and upon further investigation, the CCPD shall notify the Riverside County Coroner. The Riverside County Coroner will make the necessary findings as to the origin of the remains. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition have been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission (NAHC) shall be contacted within a reasonable time frame. Subsequently, the NAHC shall identify the "most likely descendent." The most likely descendent shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.	Applicant-retained qualified Archaeologist to stop construction if human remains are encountered and contact County Coroner.	Notification of discovery to CCPD, Riverside Coroner, and NAHC.	City Planner	During project grading	Police Department		Cathedral City Planning Department
HYDROLOGY AND WATER QUALITY								
HWQ-1	As each new phase or individual project is proposed under the NCSP, prior to issuance of a grading permit, the project applicant shall submit evidence to the satisfaction of the City Engineer, demonstrating that post-development off-site flows would not exceed their pre-existing, natural levels and surface runoff would not exceed the capacity of	Project applicant to submit final engineering plans demonstrating compliance with performance criteria to City Engineer.	Review of final engineering plans	City Engineer	Prior to issuance of Grading Permit(s).	City Engineer		Cathedral City Engineering Department

0.4 Mitigation Monitoring and Reporting Program

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.							
HWQ-2	As each new phase or individual project is proposed under the NCSF, the new phase or project shall integrate water conservation strategies as provided by the CVWD. This includes, but is not limited to, installation of ultra-low flush toilets, use of drought-tolerant plants in landscaping plans, use of smart controllers in landscape irrigation, use of recycled water for non-potable uses, use of high-efficiency washing machines, and participation in any water waste prohibition programs, as available.	Project applicant to design building plan and landscape plan in accordance with water conservation measures as detailed.	Building plans and landscape plans demonstrating adherence to water conservation measures to be reviewed by Planning Director and Chief Building Official	Planning Director and Chief Building Official	Review of building and landscape plans prior to approval of any project and/or issuance of Building Permit(s), as appropriate.	Planning Director and Chief Building Official		Cathedral City Planning Department
NOISE								
Noise-1	As each new phase or individual project is proposed under the NCSF, the project applicant shall demonstrate to the satisfaction of the Chief Building Officer that design plans for all structures ensure that interior noise levels do not exceed 45 dBA, in accordance with the California Noise Insulation Standards. This shall apply to all noise sensitive residential land uses as well as non-residential noise generating uses.	Project applicant to design site plan and building plans such that interior noise levels do not exceed 45 dBA measured inside the dwelling unit.	Site and/or floor plan(s) to be reviewed by the Chief Building Official	City Planner/Chief Building Official	Review of Subdivision maps and/or Development project	City Planner/Chief Building Official		Cathedral City Planning Department
PUBLIC SERVICES								
PS-1	Each applicant shall consult with the Cathedral City Police Department (CCPD) to ensure that adequate police protection resources are available to serve the area. Individual projects shall mitigate impacts to achieve a performance standard of at least	Project applicant to submit letter from CCPD verifying sufficient levels of protection resources are available to serve	City Planner to review payment status of each project	City Planner/CCPD	Prior to approval of Development project and/or Building Plan(s)	Planning Department		Cathedral City Planning Department

0.4 Mitigation Monitoring and Reporting Program

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	1.5 police officers per 1,000 residents. When construction of a new police station is required, environmental review for the new police station shall occur at that time.	the project. If applicable, applicant to pay mitigation fee. If new police station is warranted, supplemental environmental review is required.						
PS-2	As specific projects are proposed for development within the NCSP area, the respective project proponent(s) shall consult with the Cathedral City Fire Department (CCFD) to ensure that adequate fire protection resources are available to serve the area. Individual projects shall mitigate impacts to achieve a performance standard of at least 1.0 firefighter per 1,000 residents. When construction of a new fire station is required, environmental review for the new police station shall occur at that time.	Project applicant to submit letter from CCFD verifying sufficient levels of protection resources are available to serve the project. If applicable, applicant to pay mitigation fee. If new fire station is warranted, supplemental environmental review is required.	City Planner to review payment status of each project	City Planner/ CCFD	Prior to approval of Development project and/or Building Plan(s)	Planning Department		Cathedral City Planning Department
TRANSPORTATION AND TRAFFIC								
TT-1	The NCSP shall pay fair-share of the cost of the following improvements: <ul style="list-style-type: none"> • Palm Dr/Varner Rd – Install a traffic signal. Add an exclusive westbound left turn lane and an exclusive eastbound left turn lane. • Palm Dr/Paul Rd-Valley Center Blvd – Add a dedicated northbound right turn lane. Add a second southbound left turn lane. 	Applicant to pay their portion of the fair share funding for off-site traffic improvement as determined by the City Engineer.	Review payment status.	City Engineer	Prior to approval of Tentative Map(s)	City Engineer		Cathedral City Engineering Department

0.4 Mitigation Monitoring and Reporting Program

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	<p>Restripe westbound shared through-right turn lane as a dedicated right turn lane. Since Valley Center Boulevard will be designed as four lane roadway as part of the project, the configuration of the westbound approach lanes can be part of the intersection design.</p> <ul style="list-style-type: none"> • Gene Autry Tr/Vista Chino – Add an eastbound through lane and a westbound through lane. Add a second exclusive westbound left turn lane. Modify signal phasing to provide northbound right turn overlap phasing. • Mountain View Rd/Varner Rd – Install a traffic signal. Add two southbound left turn lanes and restripe southbound shared left/right turn lane as a dedicated right turn lane. Add two dedicated westbound right turn lanes and restripe westbound shared through/right turn lane as a through lane. • Landau Blvd/Verona Rd – Install a traffic signal. Add a southbound through lane. • Landau Blvd/Vista Chino – Add a second exclusive northbound left turn lane. Restripe the southbound dedicated right turn lane as a 							

0.4 Mitigation Monitoring and Reporting Program

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	<p>shared through/right turn lane. Modify signal phasing to provide eastbound right turn overlap phasing.</p> <ul style="list-style-type: none"> • Landau Blvd/Ramon Rd – Add a second exclusive eastbound left turn lane. Add a second dedicated southbound right turn lane. Add a third westbound through lane. • Edom Hill Rd/Varner Rd – Add an eastbound through lane and a westbound through lane. This intersection will be signalized as part of the project. • Date Palm Dr/Varner Rd – Install a traffic signal. Add two exclusive northbound left turn lanes and restripe northbound shared left/right turn lane as a dedicated right turn lane. Add a dedicated eastbound right turn lane and an eastbound through lane. Add an exclusive westbound left turn lane. • Date Palm Dr/Vista Chino – Add a second exclusive northbound left turn lane. Restripe southbound shared through-right lane as a dedicated right turn lane and add a second dedicated southbound right turn lane with overlap phasing. Add an additional eastbound and westbound through lane. 							

0.4 Mitigation Monitoring and Reporting Program

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	<ul style="list-style-type: none"> • Date Palm Dr/30th Ave – Add dedicated eastbound and westbound right turn lanes. Restripe the shared through-right lanes as through lanes in both eastbound and westbound direction. • Date Palm Dr/Ramon Rd – Add a second exclusive southbound left turn lane. Add an eastbound through lane. • Date Palm Dr/Dinah Shore Dr – Add an eastbound through lane and a westbound through lane. • Da Vall Dr/Varner Rd – This is a future intersection with Varner Road having the existing configuration of one lane in each direction. This intersection should be designed to have two through lanes in each direction with an exclusive westbound left turn lane. The northbound approach should have one exclusive left turn lane, a shared left-right lane and a dedicated right turn lane. • Da Vall Dr/Valley Center Blvd – This is a future intersection with Valley Center Boulevard and Da Vall Drive as four-lane roadways. This intersection should be designed to accommodate dual northbound left turn lanes and a 							

0.4 Mitigation Monitoring and Reporting Program

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	<p>dedicated eastbound right turn lane.</p> <ul style="list-style-type: none"> • Da Vall Dr/I-10 Westbound Ramps – This is a future ramp intersection with the assumption that Da Vall Drive will be a four lane roadway with shared approach lanes from the ramp. This intersection should be designed to accommodate dual northbound left turn lanes, dual westbound left turn lanes, a dedicated westbound right turn lane and a dedicated southbound right turn lane. • Da Vall Dr/I-10 Eastbound Ramps – This is a future ramp intersection with the assumption that Da Vall Drive will be a four lane roadway with shared approach lanes from the ramp. This intersection should be designed to accommodate dual northbound right turn lanes, a southbound exclusive left turn lane with a dedicated eastbound right turn lane. • Da Vall Dr/30th Ave – Install a traffic signal. Add a northbound through lane and a southbound through lane. Add an exclusive northbound left turn lane and restripe northbound shared through/left turn lane as a through lane. 							

0.4 Mitigation Monitoring and Reporting Program

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	<ul style="list-style-type: none"> Da Vall Dr/Ramon Rd – Add additional through lanes in each direction. Add dedicated westbound and eastbound right turn lanes. Add an additional southbound left turn lane and a dedicated southbound right turn lane. Da Vall Dr/Dinah Shore Dr – Add a second exclusive northbound left turn lane. Add a dedicated southbound right turn lane and restripe southbound shared through-right lane as a through lane. Add an additional eastbound and westbound through lane. 							
UTILITIES AND SERVICE SYSTEMS								
UTIL-1	Each project applicant shall prepare a Water Supply Assessment to demonstrate that adequate water supply is available for the 20-year build-out capacity per SB 221 and SB 610. Additionally, the water supply assessment shall be reviewed and updated every five years to demonstrate adequate water supply. If a reliable water source would not be available as established by SB 221 and SB 610, then the next phase or individual project shall not move forward until a reliable water supply is identified.	Applicant to obtain a Water Supply Assessment from Coachella Valley Water District in compliance with SB 221 and SB 610. Applicant to update water supply assessment every five years to verify subsequent projects meet water demand projections.	Review of Water Supply Assessment (s)	City Engineer/ Coachella Valley Water District	Water supply assessment to be prepared prior to approval of each subdivision application and/or development application. Subsequent water supply assessments to be reviewed every five years.	City Engineer/ Coachella Valley Water District		Cathedral City Engineering Department

0.4 Mitigation Monitoring and Reporting Program

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
UTIL-2	Prior to approval of each Subdivision Application and/or Development Application, the project applicant shall prepare a water master plan including detailed plans for the location and size of water infrastructure required to serve the 20-year build-out of the NCSP. Construction and installation of said water infrastructure shall occur as each new phase or individual project is implemented under the NCSP. Additionally, prior to issuance of building permits for each new phase or individual project, the phase or project shall demonstrate to the satisfaction of the City Engineer that the project can be feasibly connected to water infrastructure proposed in the water master plan without additional significant environmental impacts, as defined by stipulations of CEQA.	Applicant to submit water master plan; Water infrastructure to be included on subsequent site plans.	Review of water master plan	City Engineer and Coachella Valley Water District	Water master plan submitted prior to approval of subdivision application and/or development application. Construction and installation of water infrastructure to occur during construction.	City Engineer and Coachella Valley Water District	_____	Engineering Department
UTIL-3	The respective project applicants for individual projects proposed under the NCSP shall demonstrate to the satisfaction of the City Engineer that storm water drainage facilities serving the NCSP area are adequately located and sized to handle the anticipated storm water runoff from the NCSP area. Additionally, as each new phase or individual project is proposed under the NCSP, the phase or project shall demonstrate that construction of new storm water drainage facilities would not result in a significant environmental impact, particularly in relation to biological and cultural resources, as defined by stipulations of CEQA. If construction of storm water drainage facilities would result in a	Applicant shall submit final engineering plans demonstrating storm water drainage facilities are appropriate in location and size for each project or phase under the NCSP and would not result in additional environmental impacts that previously analyzed. If applicable, additional CEQA review to be required.	Review of storm water drainage plans by City Engineer.	City Engineer, Riverside County Flood Control District, and Coachella Valley Water District	Prior to approval of approval of subdivision application and/or development application.	City Engineer, Riverside County Flood Control District, and Coachella Valley Water District	_____	Cathedral City Engineering Department

0.4 Mitigation Monitoring and Reporting Program

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
	significant environmental impact, further environmental review shall be conducted and mitigation measures shall be proposed pursuant to CEQA.							
UTIL-4	Prior to issuance of building permits, each project applicant shall prepare a sewer master plan in consultation with the City Engineer and CVWD to design an adequately sized sewer system for wastewater disposal within the NCSP area. The respective project applicants for all individual projects proposed under the NCSP shall pay fair-share towards the construction of the new wastewater infrastructure proposed in the sewer master plan. Additionally, as each new phase or individual project is proposed under the NCSP, prior to issuance of building permits, the project applicant shall demonstrate to the satisfaction of the City Engineer that the project can be feasibly connected to wastewater infrastructure proposed in the sewer master plan without additional significant environmental impacts, as defined by stipulations of CEQA.	Applicant to submit a sewer master plan demonstrating an adequately sized sewer system. Future applicants to pay fair-share towards construction of a new facility. Additionally, future projects shall verify that new development can feasibly connect to wastewater infrastructure without additional significant environmental impacts.	Review of sewer master plan by City Engineer.	City Engineer and Coachella Valley Water District	Prior to issuance of Building Permit (s)	City Engineer and Coachella Valley Water District	_____	Cathedral City Engineering Department
UTIL-5	As each new phase or development is proposed under the NCSP, prior to approval of a Subdivision Application and/or Development Application, the project applicant for each phase or development shall demonstrate that adequate landfill capacity is available to serve the new development, as established by regulations of the CIWMB.	Applicant to submit a solid waste will serve letter demonstrating adequate capacity for each new phase of development to City Planner	Review of solid waste will serve letter .	City Planner, Environmental Conservation Manager, and solid waste hauler	Prior to the issuance of Building Permits	City Planner, Environmental Conservation Manager, and solid waste hauler	_____	Cathedral City Planning Department

0.4 Mitigation Monitoring and Reporting Program

No.	Mitigation Measure	Implementation Action	Monitoring Method	Responsible Monitoring Party	Monitoring Phase	Verification/ Approval Party	Mitigation Measure Implemented? (Y/N) & Date	Documentation Location (Monitoring Record)
UTIL-6	Prior to issuance of building permits, the respective project applicants for individual projects proposed under the NCSP shall demonstrate that the anticipated electrical demand for the 20-year build-out of the NCSP can be met by the electric purveyor over the course of build-out of the NCSP. Additionally, as each new phase or individual project is proposed under the NCSP, the project applicant for each phase or project shall demonstrate that connection of distribution lines would not result in a significant environmental impact as defined by CEQA. If connection of distribution lines would result in a significant environmental impact, further environmental review shall be conducted and mitigation measures shall be proposed pursuant to CEQA.	Applicant to submit will serve letter from electric provider demonstrating the anticipated electrical demand can be met and that construction of new distribution lines would not result in a significant impact. If applicable, subsequent CEQA review to be required.	Review of will serve letter from electric purveyor and plans for distribution line connections.	City Engineer and electric provider	Prior to the issuance of Building Permits	City Engineer and electric provider	_____	Engineering Department
UTIL-7	Prior to issuance of building permits, individual projects proposed under the NCSP shall demonstrate that the anticipated natural gas demand for build-out can be met by the gas purveyor over the course of build-out of the NCSP. Additionally, as each new phase or individual project is proposed under the NCSP, the phase or project shall demonstrate that connection of distribution lines or improvements to existing gas transmission lines would not result in a significant environmental impact as defined by CEQA. If connection of distribution lines or improvements to existing transmission lines would result in a significant environmental impact, further environmental review shall be conducted and mitigation measures shall be proposed pursuant to CEQA.	Applicant to submit will serve letter from the natural gas provider demonstrating the anticipated natural gas demand can be met and that construction of new distribution lines would not result in a significant impact. If applicable, subsequent CEQA review to be required.	Review of will serve letter and plans for distribution line connections	City Engineer and the natural gas provider	Prior to the issuance of Building Permits	City Engineer and Southern California Gas Company	_____	Engineering Department

ES.0 EXECUTIVE SUMMARY

ES.1 PROJECT SYNOPSIS

The proposed North City Specific Plan (NCSP) is a programmatic plan to guide development in the northern area of the City of Cathedral City in several phases over the next 20 to 50 years. The NCSP will promote sustainability and green building practices to capitalize on the advantages of Cathedral City's desert climate, while minimizing resource outlays for infrastructure, travel, heating and cooling, and landscape maintenance.

The NCSP site encompasses the entire area north of Interstate 10 (I-10) within the city boundaries of Cathedral City, in Riverside County, California. This area incorporates land recently annexed by the City, as well as Native American lands associated with the Agua Caliente Band of Cahuilla Indians. The Agua Caliente Tribe has delegated land use authority over these lands to the City via a land use contract and, as a result, the City processes all land entitlements on the Tribe's behalf. The approximately ~~4,650~~ 5,000-acre site would be developed with mixed-use ~~urban commercial~~, mixed-use neighborhood residential, residential estate/open space residential, business park, light industrial, and open space land uses per the NCSP. Additionally, the following objectives have been identified for the NCSP:

- Direct the location and intensity of new development;
- Guide associated infrastructure and public services;
- Balance the provision of job creation and housing opportunities;
- Implement the conservation criteria established under the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP);
- Guide all elements of design for appropriate use in the unique desert environment;
- Capitalize on the natural resources that exist in the NCSP area; and
- Encourage smart growth principles to develop the City of Cathedral City as sustainable and environmentally sound as feasible.

ES.2 PURPOSE OF THIS ENVIRONMENTAL IMPACT REPORT

The purpose of this Program Environmental Impact Report (EIR) is to serve as an informational document that would inform public agency decision makers and the public generally of the significant environmental effects of implementation of the NCSP, identify possible ways to minimize the significant impacts, and describe the reasonable alternatives to the project. The public agency shall consider the information in the EIR, along with other information which may be presented to the agency [*California Environmental Quality Act (CEQA) Guidelines §15121(a)*].

This EIR is a Program EIR (PEIR). A Program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related in one or more of the following manners: (1) geographically; (2) a logical part in the chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

The Horizon Year development capacity used in the Final PEIR for the NCSP represents a realistic estimate as to the overall development capacity of the Specific Plan area, based on market analysis, infrastructure capacity, and environmental constraints. It is estimated that this initial “buildout” will occur by the year 2030. It is recognized that the 2030 Horizon Year analysis evaluated in the Final PEIR does not assume development of properties within the Specific Plan area at the maximum density/intensity allowed by this Specific Plan. Development to the maximum density/intensity may warrant additional environmental review pursuant to CEQA.

Pursuant to the provisions of CEQA, all discretionary actions must be reviewed for their potential effects on the environment. Thus, future actions within the NCSP area will require subsequent environmental review. Pursuant to the provisions of Section 15162 of *CEQA Guidelines*, subsequent discretionary permits within the NCSP area (e.g., tentative maps, site development plans) will be reviewed to determine whether:

- (1) The proposed permit represents a substantial change in the Specific Plan analyzed in the Final PEIR. Generally, Specific Plan amendments would be considered to be a substantial change.
- (2) Substantial changes have occurred with respect to the circumstances under which the proposed permit is being undertaken as compared to the circumstances assumed in the Final PEIR. Such substantial changes could include (but are not necessarily limited to) substantial changes in land use or circulation patterns surrounding the Specific Plan area.
- (3) New information of substantial importance, which was not known and could not have been known at the time the Final PEIR was certified, shows that, as the result of the proposed permit, either new significant impacts would occur, significant impacts identified in the Final PEIR will be substantially more severe, or mitigation measures proposed in the Final PEIR are infeasible or not included in the proposed permit.

In reviewing subsequent development proposals within the NCSP to determine whether any of the above findings can be made, the impacts of subsequent development proposals will be compared to the level of impacts addressed in the Final PEIR. To accomplish this, the City may require technical reports for traffic, noise, air quality, biological resources, and/or cultural resources to be prepared. Generally, small projects will not require such reports¹, while larger projects within areas designed for mixed use or industrial development will require one or more technical reports.

Pursuant to Sections 15162 and 15163 of *CEQA Guidelines*, a subsequent or supplemental EIR would be required if any of the above findings are made regarding a proposed development permit. If none of these above findings can be made, Section 15162(a) of *CEQA Guidelines* requires the City to prepare (1) a subsequent negative declaration, (2) an addendum, or (3) no further documentation.

Section 15164 of *CEQA Guidelines* states that an addendum to a previously certified EIR shall be prepared if some changes or additions are necessary to a project, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. An addendum, unlike a subsequent EIR and supplement to an EIR, need not be circulated for public review and can be included in or attached to the final EIR. A brief explanation of the decision not to prepare a subsequent EIR should be included in an addendum to an EIR.

¹ Certain reports may be required even of smaller projects, depending on their location and the application of mitigation measures contained in the Final EIR.

It is anticipated that site-specific mitigation measures will be implemented as the result of future technical studies. This would permit subsequent development projects to utilize addendums or subsequent negative declarations as the appropriate form of CEQA documentation. It is not anticipated (but could nevertheless occur) that preparation of a supplemental or subsequent EIR would be needed unless the level of overall development within the Specific Plan area exceeds the overall level of development addressed in the Final EIR. As previously noted, the actual determination as to the appropriate form of environmental documentation will be made on a project-by-project basis pursuant to the provisions of CEQA Guidelines Sections 15162, 15163, and 15164.

~~The NCSP would be implemented over time through a series of individual development projects. All phases and individual projects proposed under the NCSP would be connected through rules, regulations, and general criteria which govern the conduct of build-out of the NCSP. Because final plans for each phase and individual project have not been developed at this time, there is potential that further environmental review may be required of future phases and projects.~~

ES.3 ENVIRONMENTAL ANALYSIS

During the environmental review process, the Notice of Preparation (NOP) completed by the City determined that environmental effects to agricultural resources, geological resources, hazards and hazardous materials, mineral resources, and recreation would not be potentially significant. Therefore, these issue areas are not addressed in this Draft PEIR. The environmental analysis for the NCSP evaluated the potential environmental impacts resulting from implementation of the NCSP, as well as alternatives to the proposed plan. The alternatives include: Alternative 1, the No Project/Existing Zoning Alternative; Alternative 2, the Destination Resort Alternative; Alternative 3, the Landau Interchange and Destination Resort Alternative; Alternative 4, Accelerated Development Alternative; and Alternative 5, the Reduced Development Alternative. Table 0.1-1 summarizes the impacts resulting from the proposed NCSP and the identified alternatives.

Environmentally Superior Alternative

The *CEQA Guidelines* require an EIR to “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives” (*CEQA Guidelines* § 15126.6(a)). The *CEQA Guidelines* direct that selection of alternatives focus on those alternatives capable of eliminating any significant environmental effects of the project or of reducing them to a less-than significant level, even if these alternatives would impede to some degree the attainment of project objectives, or would be more costly.

Based on the alternatives analysis, an environmentally superior alternative is designated among the alternatives. Alternative 5, the Reduced Development Alternative, has been designated as the environmentally superior alternative. The Reduced Development Alternative would substantially reduce pollutant emissions resulting from construction and operation of the NCSP by eliminating approximately 7,000 housing units and nearly five million square feet of non-residential land uses. This would reduce the severity of significant unmitigated impacts to air quality. Additionally, the construction of fewer housing units and non-residential uses would reduce vehicular traffic noise, anticipated influx of new residents, traffic generation, and demand for public services, utilities, and service systems.

ES.4 ISSUES TO BE RESOLVED

- The final determination must be made by the City of Cathedral City as to whether the benefits of the project outweigh the significant, unavoidable program-level impacts related to air quality.
- The final determination must be made by the City of Cathedral as to whether the benefits of the project outweigh the significant, unavoidable cumulative-level impacts related to air quality, including ~~and~~ global climate change.

Statement of Overriding Considerations

CEQA Guidelines Sections 15091 and 15093 require the Lead Agency to balance, as applicable, the economic, legal, social, and technological, or other benefits of the project against its unavoidable environmental risks when determining whether to approve the project. Significant and unmitigated impacts have been identified for the NCSP in relation to air quality. If the lead agency approves a project with significant and unmitigated impacts, the lead agency shall state, in writing, the specific reasons to support its actions based upon the Final PEIR and/or other information in the record. This written reasoning is called a Statement of Findings and Overriding Considerations.

Table ES.1-1. Summary of Alternatives

Environmental Issue Area	Proposed Project	Alternative 1 No Project/ Existing Zoning	Alternative 2 No Project / Destination Resort	Alternative 3 No Project / Landau Interchange and Destination Resort	Alternative 4 Accelerated Development	Alternative 5 Reduced Development
Aesthetics	Program Level: Less than significant Cumulative Level: Less than significant	CEQA Significance: Less than significant Comparison to Project: Similar impact	CEQA Significance: Less than significant impact Comparison to Project: Similar impact	CEQA Significance: Less than significant impact Comparison to Project: Similar impact	CEQA Significance: Less than significant Comparison to Project: Similar impact	CEQA Significance: Less than significant Comparison to Project: Similar impact
Air Quality	Program Level: Significant and unmitigated Cumulative Level: Significant and unmitigated	CEQA Significance: Significant and unmitigated Comparison to Project: Similar <u>Less impact due to substantially reduced operational emissions.</u>	CEQA Significance: Significant and unmitigated Comparison to Project: Similar impact	CEQA Significance: Significant and unmitigated Comparison to Project: Greater impact <u>due to short-term construction emissions but less impact due to reduced idling time at interchanges.</u>	CEQA Significance: Significant and unmitigated Comparison to Project: Similar impact	CEQA Significance: Significant and unmitigated Comparison to Project: Less impact due to substantially reduced emissions
Greenhouse Gases	Program Level: Less than significant Cumulative Level: Significant and unmitigated	CEQA Significance: Significant and unmitigated Comparison to Project: Similar impact	CEQA Significance: Significant and unmitigated Comparison to Project: Similar impact	CEQA Significance: Significant and unmitigated Comparison to Project: Greater impact	CEQA Significance: Significant and unmitigated Comparison to Project: Similar impact	CEQA Significance: Significant and unmitigated Comparison to Project: Similar impact
Biological Resources	Program Level: Mitigated to below a level of significance Cumulative Level: Less than Significant	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Greater impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact

Environmental Issue Area	Proposed Project	Alternative 1 No Project/ Existing Zoning	Alternative 2 No Project /Destination Resort	Alternative 3 No Project /Landau Interchange and Destination Resort	Alternative 4 Accelerated Development	Alternative 5 Reduced Development
Cultural Resources	Program Level: Mitigated to below a level of significance Cumulative Level: Less than significant	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact
Hydrology/ Water Quality	Program level: Mitigated to below a level of significance Cumulative Level: Less than significant	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Less impact because less infrastructure would be required
Land Use and Planning	Program level: Less than significant Cumulative Level: Less than significant	CEQA Significance: Less than significant Comparison to Project: Similar impact				
Noise	Program level: Mitigated to below a level of significance Cumulative Level: Less than Significant	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Less Similar impact because less vehicular traffic noise would be generated
Population and Housing	Program level: Less than significant Cumulative Level: Less than significant	CEQA Significance: Less than significant Comparison to Project: Similar impact				

ES.0 Executive Summary

Environmental Issue Area	Proposed Project	Alternative 1 No Project/ Existing Zoning	Alternative 2 No Project /Destination Resort	Alternative 3 No Project /Landau Interchange and Destination Resort	Alternative 4 Accelerated Development	Alternative 5 Reduced Development
Public Services	Program level: Mitigated to below a level of significance Cumulative Level: Mitigated to below a level of significance	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Less impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Less impact because substantially fewer residents would be generated
Transportation and Traffic	Program level: Mitigated to below a level of significance Cumulative Level: Mitigated to below a level of significance	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Less impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Less impact because substantially fewer ADT and VMT would be generated
Utilities and Service Systems	Program level: Mitigated to below a level of significance Cumulative Level: Significant and unmitigated	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact
Project Objectives	Would meet all project objectives	Would meet majority of project objectives, with the exception of encouraging smart growth principles	Would meet all project objectives			

This page intentionally left blank.

1.0 INTRODUCTION AND SUMMARY

1.1 INTRODUCTION

This Draft Program Environmental Impact Report (PEIR) has been prepared in compliance with the California Environmental Quality Act (CEQA) Public Resources Code Section 21000 et seq., the *CEQA Guidelines* (Section 15000 et seq.) as promulgated by the California Resources Agency and the Governor's Office of Planning and Research. The purpose of this environmental document is to (1) inform the public and decision makers of the potential environmental impacts of the North City Specific Plan (NCSP); (2) identify methods that could reduce the magnitude of potentially significant impacts of the NCSP; and (3) identify alternatives that could reduce the magnitude of environmental impacts resulting from the NCSP (CEQA Section 15002). For the purposes of the document, the terms "proposed project" and "project" refer to the proposed actions associated with the NCSP.

The proposed project includes a Specific Plan, General Plan Amendment, and Zone Change for approximately ~~4,650~~ 5,000 acres within the City of Cathedral City that would include mixed-use ~~commercial/urban~~, mixed use residential neighborhood, residential estate, open space residential, business park, light industrial, and open space land uses. The NCSP incorporates land recently annexed by the City, as well as Native American lands associated with the Agua Caliente Band of Cahuilla Indians. The Agua Caliente Tribe has delegated land use authority over these lands to the City via a land use contract and, as a result, the City processes all land entitlements on the Tribe's behalf. Thus, this Draft PEIR will evaluate proposed impacts to these tribal lands as part of the overall evaluation of the NCSP.

The proposed project is within identified conservation areas of the Coachella Valley Multiple Species Conservation Plan (MSHCP). Therefore, as development under the NCSP moves forward, project applicants would be subject to Local Development Mitigation Fees (LDMF). The MSHCP limits development on jurisdictional lands to preserve large areas of prime habitat for several species. As such, land within the NCSP area that is identified by the MSHCP as being located within a conservation area will not be more than 10 percent developed. The NCSP land use plan is consistent with the MSHCP because development within designated conservation areas is limited to very-low density residential estate or open space residential use.

1.2 EIR BACKGROUND

Development of the proposed project is subject to the requirements of CEQA because it is an action that has the potential to result in a physical change in the environment subject to discretionary approval by a public agency (in this case, the City of Cathedral City). Because the City does not maintain its own CEQA guidelines, state guidelines, as provided in Appendix G of *CEQA Guidelines*, have been utilized to determine the project's environmental impacts. In accordance with *CEQA Guidelines*, the City of Cathedral City completed a Notice of Preparation (NOP), including a project description and the preliminary land use map (Appendix A). The NOP was circulated on April 10, 2008, and identified that a PEIR would be necessary. The NOP allowed interested local agencies to comment on the project before the Draft PEIR was written. There was a 30-day review period, during which comments regarding the proposed project were received by the City. The review period closed May 9, 2008. Comments received on the NOP are included in Appendix A.

This EIR is a Program EIR (PEIR). A PEIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related in one or more of the following manners: (1) geographically; (2) a logical part in the chain of contemplated actions; (3) in connection with issuance

of rules, regulations, plans or other general criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

The NCSP would be implemented over time through a series of individual development projects. All phases and individual projects proposed under the NCSP would be connected through rules, regulations, and general criteria which govern the conduct of build-out of the NCSP. Because final plans for each phase and individual project have not been developed at this time, it is likely that further environmental review will be required for future phases and projects. CEQA (Section 15168) states that:

“Subsequent activities in the program must be examined in the light of Program EIR to determine whether an additional environmental document must be prepared. If a later activity would have effects that are not examined in the Program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. If the agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the Program EIR, and no new environmental document would be required. An agency shall incorporate feasible mitigation measures and alternatives developed in the Program EIR into subsequent actions in the program.”

As development under the NCSP moves forward, environmental evaluation will be required to determine if the level of environmental impacts resulting from individual projects are is consistent with what is analyzed in this PEIR~~adequately analyzed and mitigated in this Program EIR~~. To accomplish this, the City may require technical reports for traffic, noise, air quality, biological resources, and/or cultural resources to be prepared. Generally, small projects will not require such reports¹, while larger projects within areas designed for mixed use or industrial development will require one or more technical reports.

It is anticipated that site-specific mitigation measures will be implemented as the result of future technical studies. This would permit subsequent development projects to utilize addendums or subsequent negative declarations as the appropriate form of CEQA documentation. It is not anticipated (but could nevertheless occur) that preparation of a supplemental or subsequent PEIR would be needed unless the level of overall development within the Specific Plan area exceeds the overall level of development addressed in the Final PEIR. The actual determination as to the appropriate form of environmental documentation will be made on a project-by-project basis pursuant to the provisions of CEQA Guidelines Sections 15162, 15163, and 15164.

~~Due to the size and scale of the proposed NCSP, it is likely that impacts of individual projects will not be adequately addressed at this program level. Therefore, pursuant to CEQA, it is likely that future environmental review and documentation of individual projects will be required.~~

1.3 EIR ADEQUACY

An EIR is an informational document and is not intended to determine the merits or recommend approval or disapproval of a project. Ultimately, City decision-makers must weigh the environmental effects of a project among other considerations, including planning, economic, and social concerns.

¹ Certain reports may be required even of smaller projects, depending on their location and the application of mitigation measures contained in the Final PEIR.

City staff would prepare, based on the EIR, a “staff report” that synthesizes pertinent environmental and planning information into a single document. The staff report, in addition to the EIR, would be presented to the City’s Planning Commission and the City Council to be considered in the approval or disapproval of a project. Given the important role of the EIR in this planning and decision-making process, it is imperative that the information presented in the EIR be factual, adequate, and complete. The standards of adequacy of an EIR, defined by Section 15151 of the *CEQA Guidelines*, are as follows:

“An EIR should be prepared with a sufficient level of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effect of a proposed project need not be exhaustive, but sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have not looked for perfection but for adequacy, completeness, and good faith effort at full disclosure.”

1.4 DOCUMENT ORGANIZATION

The content and format of this Draft PEIR are designed to meet the current requirements of CEQA and the *CEQA Guidelines*. This Draft PEIR is organized into the following chapters so the reader can easily obtain information about the proposed project and its specific issues:

Section 1.0 – Introduction and Summary – describes the purpose and use of the Draft PEIR, the organization of the Draft PEIR, and the environmental topics addressed in the Draft PEIR. This section also provides a summary of the potential impacts, proposed mitigation measures, impact conclusion, and potential areas of controversy of the Draft PEIR.

Section 2.0 – Project Description – describes the project site and general environmental setting. This section also outlines the objectives for the proposed project and provides a summary of the proposed land use.

Section 3.0 – Environmental Setting – This section summarizes the environmental setting for the project site and also identifies the cumulative projects that are considered in this Draft PEIR.

Section 4.0 – Environmental Impact Analysis – presents, for each environmental issue, the existing environmental setting or conditions before project implementation; methods and assumptions used in impact analysis; thresholds of significance; impacts that would result from the project; applicable City conditions and mitigation measures that would eliminate or reduce significant impacts; and cumulative impacts.

Section 5.0 – Alternatives – The Alternatives section of this Draft PEIR evaluates the environmental effects of the project alternatives, including the No Project/Existing Zoning Alternative, the Destination Resort Alternative, the Landau Interchange and Destination Resort Alternative, the Accelerated Development Alternative, and the Reduced Development Alternative.

Section 6.0 – Growth-Inducing Impacts – discusses whether or not the proposed project would induce substantial population growth in the area.

Section 7.0 – Inventory of Unavoidable Adverse Impacts – includes a discussion of significant environmental effects that cannot be avoided if the proposed project is implemented.

Section 8.0 – Significant Irreversible Changes – identifies any significant irreversible environmental changes that would be caused by the proposed project.

Section 9.0 – Persons and Organizations Consulted and References – lists the individuals involved in preparing this Draft PEIR, organizations and persons consulted, and identifies the documents (printed references) and individuals (personal communications) consulted in preparing this Draft PEIR.

Appendices – presents data supporting the analysis or contents of this Draft PEIR. All technical appendices are provided electronically on a CD at the end of this document. In addition, copies of these reports are on file at the City of Cathedral City Planning Department and the Police Department, located at 68700 Avenida Lalo Guerrero, Cathedral City, California 92234. Documents are available for review during normal business hours (Monday through Thursday 7:00 AM to 6:00 PM at the Planning Department; Monday through Friday 9:00 AM to 5:00 PM at the Police Department). Documents can also be accessed via the Cathedral City website.

1.5 ENVIRONMENTAL TOPICS ADDRESSED

Based on the analysis presented in the NOP and the information provided in the comments to the NOP, the following environmental topics are analyzed in this Draft PEIR.

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Hydrology/Water Quality
- Land Use/Planning
- Noise
- Population/Housing
- Public Services
- Transportation/Traffic
- Utilities/Service Systems

1.6 EIR PROCESSING

This Draft PEIR is being distributed to affected federal, state, regional, county, and city agencies and interested parties for a 45-day review period in accordance with §15087 of the *CEQA Guidelines*. In addition, this Draft PEIR, including supporting technical documentation, is available to the general public for review during normal operating hours at the City of Cathedral City Planning Department (Monday through Thursday 7:00 AM to 6:00 PM), the Cathedral City Police Department (Monday through Friday from 9:00 AM to 5:00 PM), and at the City website.

Interested parties may provide written comments on the Draft PEIR before the end of the 45-day public review and comment period. Written comments on the Draft PEIR must be submitted to:

Mr. Richard Malacoff, AICP, Senior Planner
City of Cathedral City, Planning Department
68700 Avenida Lalo Guerrero
Cathedral City, CA 92234

Upon completion of the 45-day review period, written responses to all comments on environmental issues discussed in the Draft PEIR would be prepared and incorporated into the Final PEIR for consideration by the City of Cathedral City, as well as any other public decision makers. Furthermore, written responses to comments received from any Public Agency would be made available to those agencies at least 10 days prior to the public hearing at which the Certification of the Final PEIR would be considered.

1.7 SUMMARY OF IMPACTS AND MITIGATION MEASURES

A detailed discussion of existing environmental conditions, environmental impacts, and recommended mitigation measures is included in Section 4.0, Environmental Impact Analysis. Table 1.7-1, at the end of this section, summarizes the environmental impacts, mitigation measures, and level of significance after mitigation associated with the proposed project. Mitigation measures are numbered according to the specific issue area being addressed by the measure. For instance, mitigation measures reducing air quality impacts are preceded by “AQ-” and are numbered according to the order in which the mitigation measure is proposed within the Air Quality Section. Similarly, mitigation measures for impacts to biological resources are identified as “BIO-” and then the numerical order in which the mitigation measure is proposed within the Biological Resources Section. The remaining mitigation measures follow this system so mitigation measures can easily be associated with the issue area being addressed. It should be noted that several environmental issues are not discussed in the Draft PEIR. Please see Section 1.7.1 for the rationale for eliminating these issues from further analysis during preparation of the NOP. Cumulative impacts are discussed in Section 4.12.

1.7.1 Impacts Eliminated from Further Review in Notice of Preparation

The NOP completed by the City determined that environmental effects to Agricultural Resources, Geological Resources, Hazards and Hazardous Materials, Mineral Resources, and Recreation would not be potentially significant. Therefore, these impacts are not addressed in this Draft PEIR; however, the rationale for eliminating these issues is briefly discussed.

Agricultural Resources

Based upon review of the California Department of Conservation Farmland Mapping and Monitoring Program, the project site is not identified as containing Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, nor is the project site in agricultural use.

Furthermore, the project site is not under a Williamson Act contract and is not designated for an agricultural use in the City of Cathedral City General Plan. No conflicts with agriculture zoning would occur; therefore, no impact is identified for this issue. No agricultural land is present on the project site or adjacent properties. The proposed project would not involve any other changes to the existing environment that could result in the conversion of farmland to non-agricultural use. Therefore, implementation of the proposed project would result in less than significant impacts to agricultural resources.

Geological Resources

According to Exhibit V-3 of the City of Cathedral City General Plan, a small portion of the NCSP is located within an Alquist-Priolo zone and the entire area, like most of Southern California, is subject to severe groundshaking in the event of a major earthquake. However, all new developments will be constructed in accordance with State-mandated seismic safety standards, which would reduce this potential impact to below a level of significance. Furthermore, the alluvial and aeolian sediments in the project area have the potential for collapse (Cruikshank 2007). However, where development is proposed on these soils, this hazard will be evaluated as part of site-specific geotechnical evaluations, and recommendations will be made to mitigate the potential hazard. Therefore, implementation of the proposed project would have no impact on this issue.

Construction of future infrastructure and individual developments associated with the NSCP will also require grading. With the incorporation of Best Management Practices (BMPs) during construction, erosion- and siltation-related impacts will be managed appropriately. As part of the City's standard review process, each individual future development will be required to submit plans that identify which specific engineering techniques will be used to address site-specific soils and geotechnical characteristics. Compliance with these existing standard requirements is expected to ensure proper construction methods to address geotechnical hazards. Therefore, implementation of the proposed project would have a less than significant impact to the geology and soils of the project area.

Hazards and Hazardous Materials

The NSCP would allow development with a range of uses, including: commercial, light industrial, residential, mixed-use, and open space. These uses typically do not involve the transport, use, or disposal of hazardous materials. On-site use and storage of hazardous materials by future individual projects within the NSCP would be limited to minimal amounts of household cleaners, chemicals used for landscaping and maintenance, and other common chemicals. The limited use of these hazardous materials would be subject to City of Cathedral City guidelines. The NSCP also provides for green industrial uses, such as solar and wind energy facilities. Any use of hazardous materials in these operations will comply with all requisite federal, state, and local regulations. Mandatory compliance with existing regulations will ensure that no significant impacts related to the transport, use, or disposal of a hazardous material occur.

No airports are located within two miles of the NSCP; therefore, no hazards associated with air traffic are anticipated for the proposed project.

No impacts to emergency response plans or emergency evacuation plans are anticipated, as each new development associated with the NSCP would be required to identify and assume that adequate emergency access and response services are available for the development. This includes, but is not limited to, the provision of street improvements as development occurs to improve emergency response. All new development within the NSCP project area will comply with all pertinent building, fire, and safety codes. Compliance with existing requirements will ensure a less than significant impact for this issue area.

The NSCP project area is undeveloped and interfaces with wildlands. A new fire station will be provided as part of the NSCP, which will reduce response times in the project area. Moreover, in compliance with existing requirements, all new development will include the provision of adequate water flows, fire hydrants, sprinkler systems (if required), and detector devices. All new development will also include the provision of required fire truck access and adequate turning radius for fire equipment. Site plans for new development within the NSCP will be reviewed by the City of Cathedral City Fire Department. New development, like all surrounding development within the City, will comply with all existing regulations related to protection of facilities from wildland fires. Compliance with these mandatory regulations and requirements will ensure a less than significant impact for this issue area.

In conclusion, implementation of the proposed project would have a less than significant impact to hazards and hazardous materials.

Mineral Resources

The project area is not known to contain any mineral resource that may be of value to the region or state. As shown on Exhibit IV-10 in the City of Cathedral City General Plan, only Mineral Resource Zone 3

(MZR-3) is applicable to the project area. MZR-3 generally refers to areas where development has limited the ability to determine the presence or amount of mineral resources. Furthermore, the project area is not designated as a locally important mineral resource recovery site, as indicated in the City of Cathedral City General Plan. Therefore, there is no opportunity to adversely affect mineral resources, and implementation of the proposed project would have no impact on this issue.

Recreation

Future development associated with the implementation of the NCSP will increase public demand for parks and other recreational facilities. However, the NCSP provides for a substantial amount of open space that may be utilized for passive recreation. Facilities for active recreation opportunities will be required within individual development projects, or Quimby fees will be collected to provide for such facilities elsewhere. Therefore, implementation of the proposed project would result in less than significant impacts to recreation.

1.8 AREAS OF CONTROVERSY TO BE RESOLVED

NOP Comment Letters

The comments submitted on the NOP during the public review and comment period are summarized in Table 1.8-1, at the end of this section. This table also includes a reference to the section in which each issue is addressed. Comments received on the NOP are also included in Appendix A.

Issues to be Resolved

- The final determination must be made by the City of Cathedral City as to whether the benefits of the project outweigh the significant, unavoidable *project-level* impacts related to air quality ~~and global climate change~~.
- The final determination must be made by the City of Cathedral as to whether the benefits of the project outweigh the significant, unavoidable *cumulative-level* impacts related to air quality, including global climate change, ~~and population and housing~~.

Statement of Overriding Considerations

CEQA Guidelines Sections 15091 and 15093 require the Lead Agency to balance, as applicable, the economic, legal, social, and technological, or other benefits of the project against its unavoidable environmental risks when determining whether to approve the project. Significant and unmitigated impacts have been identified for the project. If the lead agency approves a project with significant and unmitigated impacts, the lead agency shall state, in writing, the specific reasons to support its actions based upon the Final PEIR and/or other information in the record. This written reasoning is called a Statement of Findings and Overriding Considerations.

Table 1.7-1. Impacts and Mitigation Measures

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<i>Aesthetics</i>			
No significant impacts to aesthetics were identified. Therefore, mitigation is not required.			
<i>Air Quality</i>			
Implementation of the NCSP would conflict with the South Coast Regional Air Quality Strategy.	Significant	There is no feasible mitigation to reduce this impact and a Statement of Overriding Considerations is required.	Significant and unmitigated.
Implementation of the NCSP would potentially expose sensitive receptors to pollutant emissions.	Potentially significant.	AQ-1 As development of the NCSP moves forward, <u>for each new project, a project-specific air analysis mitigation verification report shall be prepared to ensure that each new project incorporates the vehicle trip reduction measures identified in mitigation measure AQ-2. For projects on parcels greater than 20 acres within the mixed-use, business park, or industrial zones, the report shall also include a site-specific air quality analysis to determine if the project would generate emissions in excess of construction of a new phase or project would not significantly impact sensitive receptors generated by previous phases. Thresholds of significance shall include adopted SCAQMD thresholds. If exceedance of adopted thresholds significant impacts are anticipated, the project-specific air analysis shall prescribe mitigation measures to reduce the impact to below a level of significance.</u>	Less than significant
Implementation of the NCSP would increase vehicular air pollutant emissions.	Potentially significant	AQ-2 A reduction of vehicle trips represents the most effective way to reduce operation-related emissions resulting from project trip generation. However, the NCSP area will be developed with residential, commercial, industrial, and mixed uses, and such uses require vehicle trips to get residents, employees and patrons to and from the area. Goals and policies that will work toward reducing vehicle emissions include: <ul style="list-style-type: none"> • Facilitate bicycle use and circulation. • Promote a safe and attractive pedestrian environment through the provision of sidewalks, trails, paseos, and pedestrian amenities. • Improve and expand public transit services. • Provision of bus passes by employers in the NCSP area. • Preferential parking for vehicle pooling. 	Significant and unmitigated
Construction of development project within the NCSP would result in emission of NO _x , a recognized air pollutant.	Significant	AQ-3 As phases are initiated and individual projects are approved, construction within the NCSP area shall utilize Tier 2 (or better) equipment which meets the Blue Sky Series Engine designation ² .	Less than significant

² Blue Sky Series Engines are engines with lower emission levels (usually at least 40 percent cleaner) than mandatory United State Environmental Protection Agency (USEPA) standards (USEPA 2002).

1.0 Introduction and Summary

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Operational emissions resulting from the NCSP in conjunction with cumulative projects would result in a cumulatively significant increase in air pollutants. The increased emissions would exceed significance thresholds for the South Coast Air Quality Management District.	Significant	Implementation of mitigation measures AQ-2 would reduce this impact; however, cumulative impacts would not be mitigated to below a level of significance. There is currently no feasible mitigation measure to reduce emissions to below the significance thresholds of the South Coast Air Quality Management District and a Statement of Overriding Consideration is required.	Significant and unmitigated.
Biological Resources			
Implementation of the NCSP may impact U.S. Army Corps of Engineers (USACE) and California Department of Fish and Game (CDFG) jurisdictional areas.	Significant	BIO-1 As development moves forward within the NCSP area, a jurisdictional wetland delineation would be required to determine the extent of impacts to jurisdictional areas. Impacts to jurisdictional areas would require permits from the wetland resource agencies, which may include USACE, CDFG, and/or the Regional Water Quality Control Board (RWQCB). Additionally, if impacts to jurisdictional areas are identified, these impacts shall be mitigated at ratios established by the applicable wetland resource agency (e.g., USACE, CDFG and/or RWQCB) at the time a permit is issued.	Less than significant
Cultural Resources			
Implementation of the NCSP may impact previously unidentified historic and/or cultural resources during project grading.	Significant	CR-1 As each new phase or individual project is proposed under the NCSP <u>If development is proposed in the western portion of the NCSP area over the identified building debris of unknown age, a project-specific historical resources record search, field inventory survey, and site assessment shall be conducted to determine the historical significance of the building debris.</u> identify previously recorded and unknown sites within the project area. If the debris is considered historical, an historical resource is identified on the project site the following activities shall occur: <ul style="list-style-type: none"> • The resource shall be documented on Department of Parks and Recreation (DPR) 523 forms. These forms and the cultural resources report shall be distributed to local museums, libraries, city offices, historical societies, and any other research institution. • The resource shall be formally evaluated for the California Register of Historical Resources. If the resource is deemed eligible, additional research and documentation shall be conducted to exhaust the research potential of the site. If a resource is deemed eligible for listing with the California Register of Historical Resources, it shall be avoided. 	Less than significant

1.0 Introduction and Summary

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Implementation of the NCSP may impact archaeological resources during grading activities.	Significant	<p>CR- 2: <u>Prior to approval of a development permit or grading permit, the project proponent shall submit a Cultural Resources Report identifying archaeological resources on the project site. If the potential for unknown cultural resources exists, all ground disturbing activities shall be monitored by a qualified archaeologist and Tribal monitor (if applicable). If cultural resources are discovered, the following activities shall occur: Coordination between the Planning Department and the Agua Caliente Tribal Historic Preservation Officer (THPO) will take place prior to any ground disturbing activities.</u></p> <ul style="list-style-type: none"> • <u>The retained archaeologist will direct the preparation and distribution of a final Cultural Resources Report prepared according to the Archaeological Resource Management Report guidelines, of findings for any newly discovered cultural resources, or archaeological test excavation or data recovery program that takes place. The Cultural Resources Report will also document the avoidance of any archaeological sites newly discovered during project construction. The report will present a detailed research design, test investigation or data recovery excavation methods, the methods used, scientific results and archaeological research questions addressed, site significance, and any additional recommendations. The report will also contain a discussion of the results of specialized analyses (radiocarbon, faunal, floral, obsidian hydration and sourcing, etc.). It will contain completed primary and archaeological site records, maps and photos of the site, drawings and photos of excavation units, and drawings and photos of selected artifacts. The final report will be distributed to the Eastern Information Center of the CHRIS system and to the Agua Caliente Tribal Historic Preservation Office.</u> • <u>Tribal monitor(s) appointed by the Agua Caliente Band of Cahuilla Indians may required on-site during ground disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor from the Agua Caliente THPO. Prior to issuance of a grading permit, the developer shall submit a copy of a signed Treatment and Disposition between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project, and which addresses the treatment of cultural resources, to the Planning Department.</u> <p>If cultural resources are discovered, the following activities shall occur:</p>	Less than significant

1.0 Introduction and Summary

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<ul style="list-style-type: none"> • <u>The archaeologist/Tribal Monitor shall have the authority to halt all activities within a 50-100-foot radius while he/she investigates the discovered resources. The archaeologist shall also have the authority to make an informed, final decision to either resume construction or require more extensive investigation.</u> • <u>All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, City Planner and the Agua Caliente Tribal Historic Preservation Officer (THPO) to discuss the significance of the find.</u> • <u>At the meeting, the significance of the discoveries shall be discussed and after consultation with the THPO and the archaeologist, a decision shall be made, with the concurrence of the City Planner, as to the appropriate mitigation (documentation, recovery avoidance, etc.) for the cultural resources.</u> • <u>Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation.</u> • <u>If required, testing/evaluation and data recovery will be conducted. Any materials collected will require curation at a qualified institution or gifted to the Agua Caliente Band of Cahuilla Indians.</u> • <u>At the end of the monitoring period, the archaeological monitor shall submit a letter report to the City Planner detailing the duration and results of the monitoring. A report of findings shall be prepared by the archaeologist. The report shall be submitted prior to the issuance of the Certificate of Occupancy.</u> 	
<p>Implementation of the NCSP may impact paleontological resources during project grading.</p>	<p>Potentially significant</p>	<p>CR- 3: As each new phase or individual project is proposed under the NCSP, <u>prior to issuance of a grading permit</u>, the project applicant shall submit a Paleontological Resources report identifying paleontological resources on the project site. If the Paleontological Resources Report identifies the potential for unknown paleontological resources to exist, a qualified paleontologist shall monitor all grading that includes initial cutting. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays, and to remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. If any paleontological resources are identified during these activities, the following activities shall occur:</p> <ul style="list-style-type: none"> • All recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. 	<p>Less than significant</p>

1.0 Introduction and Summary

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<ul style="list-style-type: none"> • Specimens shall be identified and curated into an established, accredited, professional museum repository with permanent retrievable storage. • The paleontologist shall have a written repository agreement in hand prior to the initiation of mitigation activities. • At the end of the monitoring period, the paleontological monitor shall submit a letter report to the Director of Planning detailing the duration and results of the monitoring. A report of findings shall be prepared by the paleontologist. The report shall be submitted prior to the issuance of the Certificate of Occupancy. 	
Implementation of the NCSP may impact human remains during project grading.	Significant	CR-4: As each new phase or individual project is implemented under the NCSP, if human remains are encountered the Cathedral City Police Department shall be notified immediately and upon further investigation, the Cathedral City Police Department shall notify the Riverside County Coroner. The Riverside County Coroner will make the necessary findings as to the origin of the remains. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition have been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the "most likely descendent." The most likely descendent shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.	Less than significant
Hydrology and Water Quality			
Implementation of the NCSP would result in an alteration of the existing drainage pattern on site and, as a result, flooding may occur.	Potentially significant	HWQ-1 As each new phase or individual project is proposed under the NCSP, prior to issuance of a grading permit, the project applicant shall submit evidence to the satisfaction of the City engineer, demonstrating that post-development off-site flows would not exceed their pre-existing, natural levels and surface runoff would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	Less than significant
Implementation of the NCSP would increase stormwater runoff which may exceed the capacity of existing and/or planned stormwater drainage facilities.	Potentially significant	Implementation of mitigation measure HWQ-1 would mitigate this impact. HWQ-1 As each new phase or individual project is proposed under the NCSP, prior to issuance of a grading permit, the project applicant shall submit evidence to the satisfaction of the City Engineer, demonstrating that post-development off-site flows would not exceed their pre-existing, natural levels and surface runoff would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	Less than significant.

1.0 Introduction and Summary

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Implementation of the NCSP has the potential to substantially deplete groundwater resources in the Coachella Valley.	Significant	HWQ-2 As each new phase or individual project is proposed under the NCSP, the new phase or project shall integrate water conservation strategies as provided by the CVWD. This includes, but is not limited to, installation of ultra-low flush toilets, use of drought-tolerant plants in landscaping plans, use of smart controllers in landscape irrigation, use of recycled water for non-potable uses, use of high-efficiency washing machines, and participation in any water waste prohibition programs, as available.	Less than significant
Land Use and Planning			
No significant impacts were identified with regard to land use and planning. Mitigation measures are not required.			
Noise			
Implementation of NCSP would permanently and temporarily increase ambient noise and may expose people working and residing in the area to substantial interior noise. potentially locate residential and other sensitive developments within 65 dBA contour distance.	Significant	Noise-1 <u>As each new phase or individual project is proposed under the NCSP, the project applicant shall demonstrate to the satisfaction of the Chief Building Officer that design plans for all structures ensure that interior noise levels do not exceed 45 dBA, in accordance with the California Noise Insulation Standards. This shall apply to all noise sensitive residential land uses as well as non-residential noise generating uses. Residential and other sensitive development projects in areas having noise levels which exceed the noise standards for the proposed land use shall add noise attenuation measures during the development review process to meet the City's CNEL noise abatement threshold. These attenuation measures may include: landscaped sound buffers, berms, setbacks or open space, building design or orientation, or other measures.</u>	Less than significant
Implementation of the NCSP would permanently and temporarily increase ambient noise.	Significant	Noise 2 As each new phase or individual project is proposed under the NCSP, a site-specific acoustical analysis shall be prepared to quantify the increase in ambient noise. If the increase in ambient noise is determined to be significant per Cathedral City thresholds, mitigation shall be implemented to reduce impacts to below a level of significance. This shall apply to all noise sensitive residential uses as well as non-residential noise generating uses.	Less than significant
Population and Housing			
No significant impacts were identified with regard to population and housing. Mitigation measures are not required.			
Public Services			
Implementation of the NCSP would increase demand for police protection services.	Significant	PS-1 When specific projects are proposed for development within the NCSP area, the respective project proponent(s) shall consult with the CCPD to ensure that adequate police protection resources are available to serve the area. Individual projects shall mitigate impacts to achieve a performance standard of at least 1.5 police officers per 1,000 residents. When construction of a new police station is required, environmental review for the new police station shall occur at that time.	Less than significant

1.0 Introduction and Summary

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Implementation of the NCSP would increase demand for fire protection services.	Significant	<p>PS-2 <u>As specific projects are proposed for development within the NCSP area, the respective project proponent(s) shall consult with the CCFD to ensure that adequate fire protection resources are available to serve the area. Individual projects shall mitigate impacts to achieve a performance standard of at least 1.0 firefighter per 1,000 residents. When construction of a new fire station is required, environmental review for the new fire station shall occur at that time. The NCSP shall provide adequate acreage for construction of a fire station in proximity to Date Palm Drive and Valley Center Boulevard. At a minimum, the fire station site shall include an apparatus bay for a fire engine and medic ambulance and a back up fire engine and medic ambulance. Final plans for the fire station shall be determined by the CCFD, in conjunction with the City and applicable project proponent.</u></p>	Less than significant
Transportation and Traffic			
Implementation of the NCSP would increase traffic volumes such that twenty intersections would operate at unacceptable level of service.	Significant	<p>TT-1 The NCSP shall pay fair-share of the cost of the following improvements:</p> <ul style="list-style-type: none"> • Palm Dr/Varner Rd – Install a traffic signal. Add an exclusive westbound left turn lane and an exclusive eastbound left turn lane. • Palm Dr/Paul Rd-Valley Center Blvd – Add a dedicated northbound right turn lane. Add a second southbound left turn lane. Restripe westbound shared through-right turn lane as a dedicated right turn lane. Since Valley Center Boulevard will be designed as four lane roadway as part of the project, the configuration of the westbound approach lanes can be part of the intersection design. • Gene Autry Tr/Vista Chino – Add an eastbound through lane and a westbound through lane. Add a second exclusive westbound left turn lane. Modify signal phasing to provide northbound right turn overlap phasing. • Mountain View Rd/Varner Rd – Install a traffic signal. Add two southbound left turn lanes and restripe southbound shared left/right turn lane as a dedicated right turn lane. Add two dedicated westbound right turn lanes and restripe westbound shared through/right turn lane as a through lane. • Landau Blvd/Verona Rd – Install a traffic signal. Add a southbound through lane. • Landau Blvd/Vista Chino – Add a second exclusive northbound left turn lane. Restripe the southbound dedicated right turn lane as a shared through/right turn lane. Modify signal phasing to provide eastbound right turn overlap phasing. • Landau Blvd/Ramon Rd – Add a second exclusive eastbound left turn lane. Add a second dedicated 	Less than significant

1.0 Introduction and Summary

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>southbound right turn lane. Add a third westbound through lane.</p> <ul style="list-style-type: none"> • Edom Hill Rd/Varner Rd – Add an eastbound through lane and a westbound through lane. This intersection will be signalized as part of the project. • Date Palm Dr/Varner Rd – Install a traffic signal. Add two exclusive northbound left turn lanes and restripe northbound shared left/right turn lane as a dedicated right turn lane. Add a dedicated eastbound right turn lane and an eastbound through lane. Add an exclusive westbound left turn lane. • Date Palm Dr/Vista Chino – Add a second exclusive northbound left turn lane. Restripe southbound shared through-right lane as a dedicated right turn lane and add a second dedicated southbound right turn lane with overlap phasing. Add an additional eastbound and westbound through lane. • Date Palm Dr/30th Ave – Add dedicated eastbound and westbound right turn lanes. Restripe the shared through-right lanes as through lanes in both eastbound and westbound direction. • Date Palm Dr/Ramon Rd – Add a second exclusive southbound left turn lane. Add an eastbound through lane. • Date Palm Dr/Dinah Shore Dr - Add an eastbound through lane and a westbound through lane. • Da Vall Dr/Varner Rd – This is a future intersection with Varner Road having the existing configuration of one lane in each direction. This intersection should be designed to have two through lanes in each direction with an exclusive westbound left turn lane. The northbound approach should have one exclusive left turn lane, a shared left-right lane and a dedicated right turn lane. • Da Vall Dr/Valley Center Blvd – This is a future intersection with Valley Center Boulevard and Da Vall Drive as four-lane roadways. This intersection should be designed to accommodate dual northbound left turn lanes and a dedicated eastbound right turn lane. • Da Vall Dr/I-10 Westbound Ramps – This is a future ramp intersection with the assumption that Da Vall Drive will be a four lane roadway with shared approach lanes from the ramp. This intersection should be designed to accommodate dual northbound left turn lanes, dual westbound left turn lanes, a dedicated westbound right turn lane and a dedicated southbound right turn lane. • Da Vall Dr/I-10 Eastbound Ramps - This is a future ramp intersection with the assumption that Da Vall 	

1.0 Introduction and Summary

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>Drive will be a four lane roadway with shared approach lanes from the ramp. This intersection should be designed to accommodate dual northbound right turn lanes, a southbound exclusive left turn lane with a dedicated eastbound right turn lane.</p> <ul style="list-style-type: none"> • Da Vall Dr/30th Ave – Install a traffic signal. Add a northbound through lane and a southbound through lane. Add an exclusive northbound left turn lane and restripe northbound shared through/left turn lane as a through lane. • Da Vall Dr/Ramon Rd – Add additional through lanes in each direction. Add dedicated westbound and eastbound right turn lanes. Add an additional southbound left turn lane and a dedicated southbound right turn lane. • Da Vall Dr/Dinah Shore Dr – Add a second exclusive northbound left turn lane. Add a dedicated southbound right turn lane and restripe southbound shared through-right lane as a through lane. Add an additional eastbound and westbound through lane. 	
Utilities and Service Systems			
<p>Implementation of the NCSP, in conjunction with past, present, and reasonably foreseeable future projects, would increase water demand which potentially could not be provided by existing water supply.</p>	<p>Significant</p>	<p>UTIL-1 Prior to approval of Tentative Map or site plan (in the absence of a Tentative Map)As development under the NCSP moves forward,Each project applicant shall prepare a Water Supply Assessment shall be prepared to demonstrate that adequate water supply is available for the 20-year maximum build-out capacity,per SB 221 and SB 610. Additionally, the water supply assessment shall be reviewed and updated every five years to demonstrate adequate water supply. -prior to issuance of building permits for each new phase or individual project proposed under the NCSP, the phase or project shall demonstrate that the water demand for the new development is within the projections of the NCSP Water Supply Assessment. If the water demand for the new phase or individual project is in excess of projections of the NCSP Water Supply Assessment, then the new phase or project shall be required to prepare an additional Water Supply Assessment to demonstrate that a reliable water supply is available, as established by SB 221 and SB 610. If a reliable water source would not be available as established by SB 221 and SB 610, then the next new-phase or individual project shall not move forward until a reliable water supply is identified.</p>	<p>Less than significant</p>

1.0 Introduction and Summary

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Implementation of the NCSP would require the construction of water infrastructure. The construction of new water infrastructure has the potential to result in significant environmental impacts.	Significant	<p>UTIL-2 Prior to approval of each Subdivision Application and/or Development Application, the project applicant shall prepare a water master plan. Water Supply Assessment prepared per mitigation measure UTIL-1 shall include detailed plans for the location and size of water infrastructure required to serve the 20-year maximum build-out of the NCSP as identified in the water supply assessment(s) required under UTIL-1. Construction and installation of said water infrastructure shall occur as each new phase or individual project is implemented under the NCSP. Additionally, prior to issuance of building permits for each new phase or individual project, the phase or project shall demonstrate <u>to the satisfaction of the City Engineer that the project can be feasibly connected to water infrastructure proposed in the water master plan without additional significant environmental impacts, as defined by stipulations of CEQA.</u> that construction of water infrastructure required to serve the new development does not result in a significant environmental impact as defined by stipulations of CEQA. construction of water infrastructure would result in significant impacts to the environment, further environmental review shall be conducted and site specific mitigation measures shall be proposed pursuant to CEQA.</p>	Less than significant
Implementation of the NCSP would require the construction of new storm water drainage facilities. The construction of new storm water drainage facilities has the potential to result in significant environmental impacts, particularly in relation to biological and cultural resources.	Significant	<p>UTIL-3 The respective project applicants for individual projects proposed under the NCSP shall demonstrate to the satisfaction of the City Engineer that storm water drainage facilities serving the NCSP area are adequately located and sized to handle the anticipated storm water runoff from the NCSP area. Additionally, as each new phase or individual project is proposed under the NCSP, the phase or project shall demonstrate that construction of new storm water drainage facilities would not result in a significant environmental impact, particularly in relation to biological and cultural resources, as defined by stipulations of CEQA. If construction of storm water drainage facilities would result in a significant environmental impact, further environmental review shall be conducted and mitigation measures shall be proposed pursuant to CEQA.</p>	Less than significant
Implementation of the NCSP would require the construction of new wastewater infrastructure and the provision of sewer services from the CVWD. Construction of new wastewater infrastructure has the potential to result in significant environmental impacts due to trenching for pipeline installation. Additionally, wastewater	Significant	<p>UTIL-4 Prior to issuance of building permits, each project applicant shall prepare a sewer master plan. issuance of building permits, the respective project applicants for individual projects proposed under the NCSP shall in consultation with the City Engineer and CVWD to determine if <u>design an adequately sized sewer system is available for wastewater disposal within the NCSP area.</u> The respective project applicants for all individual projects proposed under the NCSP shall pay fair-share towards the construction of the new wastewater infrastructure <u>proposed in the sewer master plan.</u> Additionally, as each new phase or individual project is proposed under the NCSP, <u>prior to issuance of building permits, the phase or project applicant shall demonstrate to the satisfaction of the City Engineer that the project can be</u></p>	Less than significant

1.0 Introduction and Summary

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
generated by development in the NCSP area has the potential to exceed wastewater treatment capacity of existing facilities.		<u>feasibly connected to wastewater infrastructure proposed in the sewer master plan without additional significant environmental impacts, as defined by stipulations of CEQA.</u> that construction of new a sewer system would not result in a significant environmental impact, particularly in relation to biological and cultural resources, as defined by stipulations of CEQA. If construction of a sewer system would result in a significant environmental impact, further environmental review shall be conducted and mitigation measures shall be proposed pursuant to CEQA.	
Landfill capacity at existing landfills may be insufficient to accommodate solid waste generated by the NCSP.	Significant	UTIL-5 As each new phase or development is proposed under the NCSP, <u>prior to approval of a Subdivision Application and/or Development Application</u> , the project applicant for each phase or development shall demonstrate that adequate landfill capacity is available to serve the new development, as established by regulations of the CIWMB.	Less than significant
Connection of the NCSP to electric distribution lines has the potential to result in significant environmental impacts.	Significant	UTIL-6 Prior to issuance of building permits, the respective project applicants for individual projects proposed under the NCSP shall demonstrate that the anticipated electrical demand for maximum <u>the 20-year build-out</u> of the NCSP can be met by <u>the electric purveyor SCE</u> over the course of build-out of the NCSP. Additionally, as each new phase or individual project is proposed under the NCSP, the project applicant for each phase or project shall demonstrate that connection of distribution lines would not result in a significant environmental impact as defined by CEQA. If connection of distribution lines would result in a significant environmental impact, further environmental review shall be conducted and mitigation measures shall be proposed pursuant to CEQA.	Less than significant
Construction of distribution pipelines and connection of the NCSP to existing natural gas distribution lines has the potential to result in significant environmental impacts, particularly in relation to biological and cultural resources.	Significant	UTIL-7 Prior to issuance of building permits, individual projects proposed under the NCSP shall demonstrate that the anticipated natural gas demand for build-out can be met by SCG <u>the gas purveyor</u> over the course of build-out of the NCSP. Additionally, as each new phase or individual project is proposed under the NCSP, the phase or project shall demonstrate that connection of distribution lines or improvements to existing gas transmission lines would not result in a significant environmental impact as defined by CEQA. If connection of distribution lines or improvements to existing transmission lines would result in a significant environmental impact, further environmental review shall be conducted and mitigation measures shall be proposed pursuant to CEQA.	Less than significant

Table 1.8-1. Summary of NOP Comment Letters

Issue Raised	Section
<i>Governor's Office of Planning and Research, State Clearinghouse and Planning Unit – April 10, 2008</i>	
This letter provides dates of review for the NOP.	No environmental issues were raised; therefore, no additional response is required.
<i>Riverside County Flood Control and Water Conservation District – May 2, 2008</i>	
The RCFCWCD requests that the EIR address potential impacts to West Desert Hot Springs Master Drainage Plan facilities in the project area. The RCFCWCD also notes that it does not recommend drainage conditions or drainage plan checks for land uses in incorporated cities, as stated in the Initial Study. According to the RCFCWCD, the project site is within a Federal Emergency Management Agency (FEMA)-mapped floodplain; therefore, any impacts will need to be reviewed by the City of Cathedral City and the RCFCWCD. Furthermore, it is the City's responsibility to require the applicant to provide all studies, calculations, plans and other information required to meet FEMA requirements, and should further require that the project applicant obtain a Conditional Letter of Map Revision in accordance with Section 60.3 (d)(4) of the National Flood Insurance Program regulations prior to final approval of the proposed project and a Letter of Map Revision immediately after completion of the project.	Please see Section 4.5, Hydrology and Water Quality.
<i>Agua Caliente Band of Cahuilla Indians – May 5, 2008</i>	
The Agua Caliente Band of Cahuilla Indians recommends including references to the Tribal Habitat Conservation Plan (THCP) in the EIR because the NCSP will encompass portions of the Reservation and the THCP area.	Please see Section 4.2, Biological Resources
<i>California Public Utilities Commission – April 23, 2008</i>	
The California Public Utilities Commission recommends that the EIR include language so that any future planned development adjacent to or near the Union Pacific Railroad right-of-way be planned with the safety of the rail corridor in mind. This includes considering pedestrian circulation patterns/destinations with respect to the railroad right-of-way. Recommended mitigation measures are also provided in the letter.	Please see Section 4.6, Land Use and Planning
<i>James D. Navarro – May 11, 2008</i>	
This letter address Mr. Navarro's concern with land subsidence and dropping land elevations occurring in the project area due to substantial groundwater use associated with the proposed project.	Please see Section 3.0, Environmental Setting and Section 4.5, Hydrology and Water Quality
<i>Pavel Horn – May 8, 2008</i>	
This letter addresses Mr. Horn's concern that the NCSP does not include an analysis of the proposed water/sewer systems.	Please see Section 4.5, Hydrology and Water Quality
<i>David Leonard – April 18, 2008</i>	
This email addresses Mr. Leonard's concern that the NCSP does not include a Precise Plan Overlay Zone.	Please see Section 4.6, Land Use and Planning

1.0 Introduction and Summary

Issue Raised	Section
<i>Native American Heritage Commission – April 24, 2006</i>	
This letter recommends types of supporting documentation and actions required to comply with CEQA requirements and to avoid unanticipated discoveries once the proposed project is underway.	Please see Section 4.4, Cultural Resources
<i>Southern California Association of Governments – May 8, 2008</i>	
<p>SCAG has determined that the proposed project is regionally significant per <i>CEQA Guidelines</i> (Section 15206).</p> <p>SCAG has requested that the EIR discuss any inconsistencies between the proposed project and the applicable general plans and regional plans (Section 15125 [d]), stating separately how the proposed plan would or would not support each regional plan. If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.</p> <p>Documents to be included for analysis include:</p> <ul style="list-style-type: none"> • Destination 2030: 2004 Regional Transportation Plan (RTP) • Regional Comprehensive Plan and Guide (RCPG) – 1996 Version • Compass Growth Vision <p>The letter also provides regional growth forecasts and background information on the policies to be used in the Draft PEIR.</p>	Please see Section 4.6, Land Use and Planning
<i>South Coast Air Quality Management District – April 18, 2008</i>	
The letter provides a synopsis of CEQA requirements for Air Quality analysis in an EIR.	Please see Section 4.2, Air Quality
<i>SunLine Transit Agency – April 18, 2008</i>	
This letter states that the SunLine Transit Agency does not offer transit service to the proposed project site. According to SunLine, the nearest service route is located west of the project site, along Palm Drive and serviced by Line 14. SunLine recommends that the proposed project include a circulation system that encourages alternative transportation and pedestrian-friendly features.	Please see Section 4.10, Traffic and Transportation

2.0 PROJECT DESCRIPTION

2.1 PROJECT BACKGROUND

Since its incorporation in 1981, the City of Cathedral City has grown in population to over 50,000 residents almost entirely south of Interstate 10 (I-10). Because these southern areas are currently built-out, the City of Cathedral City is now comprehensively planning the North City area, north of I-10. To this end, the North City Specific Plan (NCSP) is being developed to better guide future growth. Sustainability and green building practices would be utilized to capitalize on the advantages of North City's desert climate, while minimizing resource outlays for infrastructure, travel, heating and cooling, and landscaping maintenance. The NCSP is intended to provide Cathedral City with the planning necessary to expand its economic base and create a high quality of life for anticipated future growth. Such planning includes public improvements and housing using urban design strategies to facilitate smart growth, encourage healthy lifestyles, reduce sprawl, and minimize impacts on the physical and natural environment.

2.2 SITE CHARACTERISTICS

The majority of the North City area is currently undeveloped land with flat areas to the south and west and hills located to the north and east. Existing uses include the Edom Hill Transfer Station near the northeast boundary, a Southern California Edison (SCE) transmission line and associated right-of-way which travels northwest to southeast across the NCSP area, and a gas station at the western boundary of the NCSP area. Two washes run through the NCSP area: Morongo and Long Canyon/Willow Hole. Additionally, a majority of the open space within the NCSP area is within identified conservation areas of the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP limits development on jurisdictional lands to preserve large areas of prime habitat for several animal and plant species.

2.3 PROJECT CHARACTERISTICS

2.3.1 Project Objectives

The following objectives are identified for the NCSP:

- Direct the location and intensity of new development;
- Guide associated infrastructure and public services;
- Balance the provision of job creation and housing opportunities;
- Implement the conservation criteria established under the Coachella Valley MSHCP;
- Guide all elements of design for appropriate use in the unique desert environment;
- Capitalize on the natural resources that exist in the NCSP area; and
- Encourage smart growth principles to develop the City of Cathedral City as sustainable and environmentally sound as feasible.

2.3.2 Discretionary Approvals

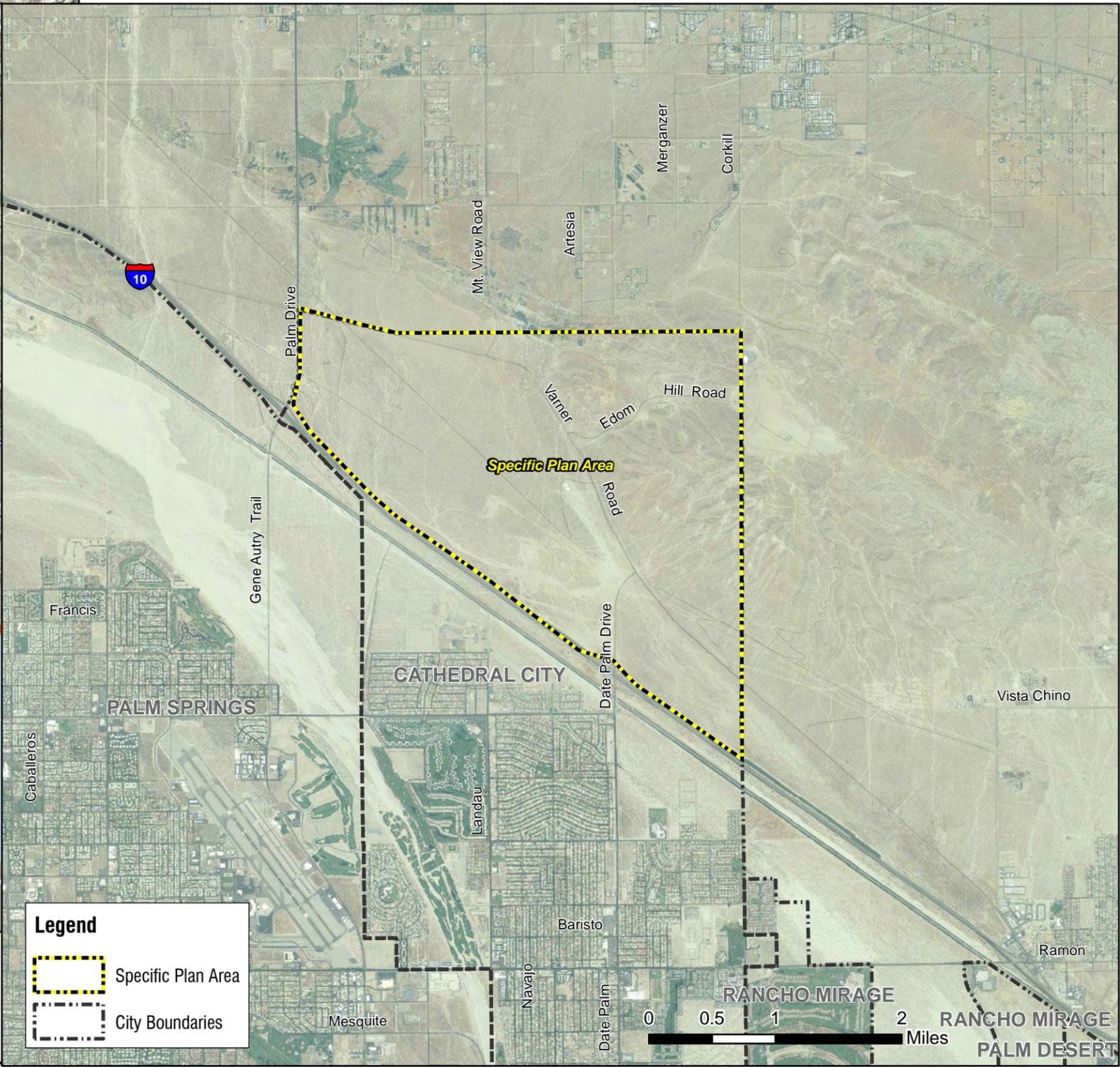
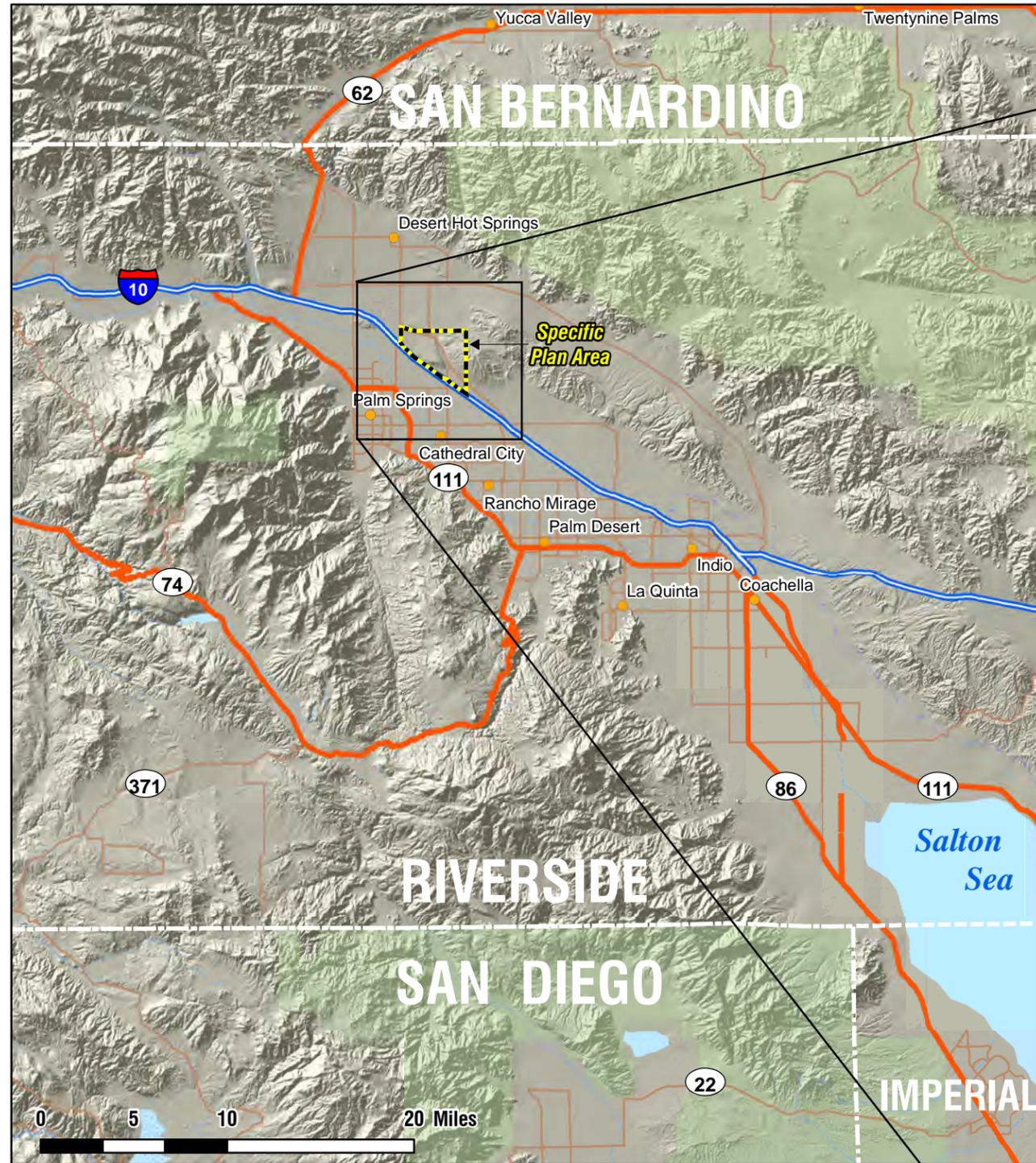
The following is a list of public agencies whose approval may be required for the implementation of the NCSP.

2.0 Project Description

Agency	Discretionary Approval
City of Cathedral City	<ul style="list-style-type: none"> • Review and adoption of Specific Plan • Site plan review, subdivision, and other approvals for individual development projects • Site and building inspection of individual development projects • Issuance of planning, demolition, grading, building, and occupancy permits for individual development projects • Design and implementation of public infrastructure improvements • Creation of improvement districts and/or other entities to provide for installation and maintenance of public utilities and services • Oversight of mitigation implementation • Other actions as necessary to implement the Specific Plan
California Department of Transportation (Caltrans)	Review and approval of any improvements affecting Caltrans right-of-way
Regional Water Quality Control Board, Colorado River Region	Review of water quality issues
Coachella Valley Water District	Review and approval of water, sewer, and drainage facilities, and review and approval of connections for individual developments
Riverside County Flood Control and Water Conservation District	Review and approval of drainage infrastructure, review and approval of drainage facilities for individual developments

2.3.3 Proposed Land Uses, Intensities, and Densities

The NCSP is proposing development of the northern areas of the City of Cathedral City, Riverside County, California (Figure 2.3-1). Development would include mixed-use ~~commercial~~ urban, mixed-use ~~residential~~ neighborhood, residential estate, open space residential, business park, light industrial, and open space land uses. Figure 2.3-2 (Zoning Districts) and Table 2.3-1 includes the proposed acreages and development capacity anticipated by 2030, referred to as the “Horizon Year.” A brief description of the proposed land uses is provided below. The Specific Plan establishes new zoning districts including Mixed-Use Urban, Mixed-Use Neighborhood, Business Park, and Edom Hill Light Industrial. In addition to these new Base Districts, several other districts from the City’s Zoning ordinance are used where appropriate, including, Light Industrial, Residential Estate, Open Space Residential, and Open Space. All of these designations are described below. It should be noted that the Horizon Year development capacity represents the foreseeable amount of development capable by the year 2030. This considers the availability of resources and infrastructure, and the anticipated demand and costs of development. Although the Horizon Year capacity does not represent the maximum development capacity, based on infrastructure constraints and regulations regarding development, it is considered a more realistic estimate as to how the North City area would likely develop by the year 2030. The remaining acreage that is not anticipated to be developed by 2030 would remain vacant with the option for development under the land uses proposed under the NCSP. ~~Any development proposed for to occur after 2030 would require environmental review independent of this document. Additionally, future environmental review may be warranted as individual projects are proposed within the 2030 projections of the NCSP.~~



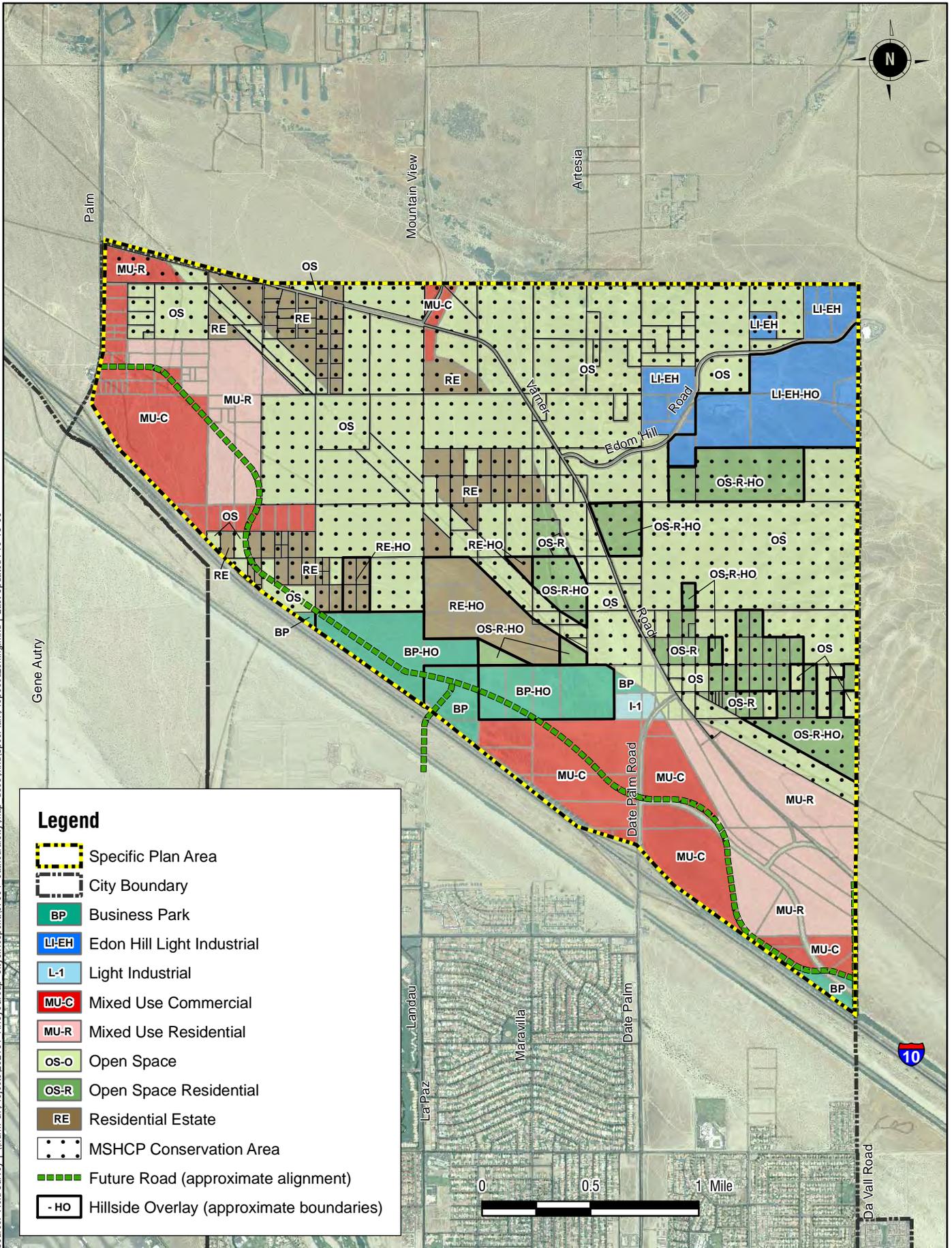
Legend

- Specific Plan Area
- City Boundaries



Regional & Vicinity
FIGURE 2.3-1

Source: Field Survey | \hdr\m-6\Projects\202181 - Arroyo Group - City of Hesperia\67064_CathedralCity\map_docs\mxd\SpecPlan\ProposedZoning.mxd | Last Updated: 10-13-08



Proposed Zoning District
FIGURE 2.3-2

Table 2.3-1. Specific Plan Land Use Acreages and Development Capacity

	Gross Land Area (acres [ac])	Horizon Year (2030) Capacity			
		Residential Capacity (Dwelling Units [du])	Non-Residential Capacity (Square Feet [sf])	Hotel (Number of rooms)	RV Resort (Number of Spaces)
<i>Western Area (west of MSHCP)</i>					
Mixed-Use Urban (45 du/ac max)	235	2,040	2,999,106		
Mixed-Use Neighborhood(25 du/ac max)	171	1,964	377,665		
Area Subtotal	406	4,005	3,376,771	0	0
<i>Central Area (MSHCP to Date Palm Drive)</i>					
Mixed-Use Urban (45 du/ac max)	179	1,244	1,390,751	0	527
Business Park	258	n/a	2,860,481		
Light Industrial	15	n/a	162,840		
Residential Estate (2 du/ac max)	136	46	n/a		
Open Space	21	n/a	n/a		
Area Subtotal	609	1,290	4,414,072	0	527
<i>Eastern Area (Date Palm Drive to DaVall Drive)</i>					
Mixed Use Urban (45 du/ac max)	275	1,307	1,474,904	250	553
Mixed Use Neighborhood-(25 du/ac max)	213	3,017	none		
Business Park	18	n/a	205,272		
Open Space	6	n/a	n/a		
Area Subtotal	512	4,324	1,680,176	250	553
<i>Edom Hill Area</i>					
Edom Hill - Light Industrial	289	n/a	2,093,498		
Area Subtotal	289	0	2,093,498	0	0
<i>MSHCP Area</i>					
Mixed Use Urban	45	none	831,848		
Edom Hill - Light Industrial	10	n/a	none		
Residential Estate (1 du/ac average)	327	none	none		
Open Space - Residential	389	none	none		
Open Space	2,077	n/a	n/a		
Area Subtotal	2,848	0	831,848	0	0
Totals	4,664	9,618	12,396,365	250	1,080

Notes: This land use summary assumes the anticipated amount of development by 2030 based on market analysis. The assumptions do not limit the ultimate amount of square footage that could be developed under the North City Specific Plan. The maximum density, intensity standards, and the total amount of development are dictated by the development standards provided in Chapters 7 through 11 of the Specific Plan document.

Mixed-Use Commercial Urban (MU-UC) – The Mixed-Use Urban Commercial (MU-UC) land use designation offers the opportunity for mixtures of retail, office, residential, institutional, educational, and public uses in the same building, on the same parcel, or on separate parcels. This provides for a housing/job balance and promotes pedestrian activity. Additionally, it facilitates grouping of well-designed projects, including retail services, restaurants, public/civic uses, employment uses, entertainment activities, and public gathering spaces, as well as innovative housing, such as residential over retail and studio lofts.

As shown in Table 2.3-1, approximately ~~512-789 net gross~~ acres of land in the North City area are available to be developed as mixed-use commercial. By the Horizon Year (2030), it is anticipated that ~~307.8 net acres~~ would be developed as MU-C designated land. This would include ~~135 net acres~~ of commercial uses, ~~114.6 net acres~~ of high density residential uses (40 dwelling units (du) per acre maximum), a hotel, and an RV resort. A total of approximately 4,590 dwelling units and ~~5,864,760 square feet~~ of non-residential uses (e.g., office and retail/restaurant) would be constructed within the Western, Central, and Eastern mixed-use commercial areas. The Western Area is roughly defined as the portion of the NCSP area from Palm Drive to the MSHCP Conservation Area boundary. The Central Area is defined as the portion of the NCSP area from the MSHCP Conservation Area boundary to Date Palm Drive. The Eastern Area is defined as the portion of the NCSP area from ~~the MSHCP Conservation Area boundary~~ Date Palm Drive to Da Vall Drive.

Mixed-Use Residential Neighborhood (MU-NR) – The Mixed-Use Residential Neighborhood (MU-NR) ~~land use designation~~ is similar in composition as the mixed-use commercial use; however, there is greater emphasis on the residential aspect of the land use. More innovative housing would be highlighted in mixed-use ~~neighborhood residential~~ areas.

As shown in Table 2.3-1, approximately ~~402-384 net gross~~ acres of land in the North City area are available to be developed as mixed-use ~~neighborhood residential~~. By 2030, it is anticipated that ~~241.2 net acres~~ would be developed. This would include ~~186.6 net acres~~ of medium density residential uses (25 du/acre maximum), ~~46.2 net acres~~ of low density resort villa residential uses (7 du/acre), and ~~8.4 net acres~~ of retail/restaurant uses. ~~By 2030, approximately 4,98194 total dwelling units and 377,665 square feet of non-residential uses would be constructed within the mixed-use residential-neighborhoods areas between the Western, Central, and Eastern Areas.~~

Residential Estate (RE) – The residential estate ~~land use designation~~ is an existing City zoning designation. The parcels designated Residential Estate (RE) are located entirely within the Coachella Valley MSHCP Conservation Area. The Residential Estate land use designation provides for larger lot subdivisions with single-family residential development. This designation is envisioned for rural areas, as well as lands which may also be constrained by topography or other natural restrictions. This type of development may also incorporate a “greenbelt” buffer to help define the City’s urban boundary.

Within the ~~Hillside Overlay~~ of the NCSP area, approximately ~~463-116 net gross~~ acres are designated as residential estate with a maximum density of two dwelling units per acre. Due to regulations and restrictions ~~within the Hillside Overlay regarding development on hillsides~~, it is anticipated that ~~only 20 percent of land designated as Residential Estate will be developed and~~ approximately 46 dwelling units would be constructed in the Central Area under the residential estate land use designation by 2030.

Open Space Residential (OS-R) – The Open Space Residential land use is an existing City zoning designation. Allowable residential density ranges from one dwelling unit per five acres to one dwelling unit per 20 acres and the land use is intended to protect environmental resources. According to the Cathedral City Municipal Code (1989), the purpose and intent of the open space residential zone is to preserve sensitive environmental areas while allowing high quality family residential areas with very low densities. Permitted uses within the open space residential zone include home occupations, large and small family day care homes, and one one-family dwelling per legal lot.

As shown in Table 2.3-1, approximately ~~832-389 net gross~~ acres of land in the North City area are available to be developed as ~~residential estate/open space residential~~. ~~The majority~~ All of this land (~~716 net acres~~) is within the MSHCP Conservation Area. By 2030, it is not anticipated that any dwelling units would be constructed under the open space residential land use designation. ~~23.2 net acres of real estate~~

2.0 Project Description

residential uses (two du/acre) would be developed within the eastern portion of the North City area, providing approximately 46 dwelling units. It should be noted that a smaller proportion of available residential estate acres in the Eastern Area would be developed by 2030 due to likely restrictions and regulations in the hillside overlay area (see Hillside Overlay information below).

Business Park (BP) – This Business Park (BP) designation provides opportunities for commercial, office, and light manufacturing in both business park settings and as individually developed lots, with high visibility from and access to I-10. This designation encourages a complementary mix of service/retail commercial businesses with light industrial uses and professional office uses. With the City’s expanding need for home furnishings/ products space, this area is ideal for uses that focus on design and home furnishing products, and could emerge as a prime home design district in Cathedral City. Other suitable uses would include corporate and general business offices, production studios, research and development, travel centers, light manufacturing, small warehouse uses, and supportive commercial and restaurant uses.

The Business Park land use is an existing land use in the City of Cathedral City General Plan. It encourages a complementary mix of service/retail commercial businesses with light manufacturing uses and professional office uses.

As shown in Table 2.3-1, approximately ~~27635 net gross~~ acres of land in the North City area are available to be developed as a business park. By 2030, it is anticipated that approximately 3,065,753 square feet~~141 net acres~~ of business park uses would be developed in the Central and Eastern Areas to ~~providing~~ employment opportunities in the North City area.

Light Industrial (LI) – The Light Industrial land use is an existing City zoning designation. The Light Industrial (LI) land use allows traditional light industrial uses in the northeast area of the NCSP. In the Edom Hill Light Industrial (LI-EH) area, development of “green” industrial uses, including recycling facilities and solar energy is encouraged. A wind farm is currently under construction on the site. ~~land use in the City of Cathedral City General Plan.~~

The area at the intersection of Varner Drive and Date Palm Drive is zoned Light Industrial. As shown in Table 2.3-1, approximately ~~153 net gross~~ acres of land within the Central Area~~North City area~~ are available for development as light industrial.

Edom Hill - Light Industrial (EH-LI) – In the Edom Hill – Light Industrial district, traditional light industrial uses are generally permitted. Development of clean, “green” industrial uses, including recycling facilities and solar and wind energies, are encouraged. As shown in Table 2.3-1, approximately ~~245-289 net gross~~ acres within the Edom Hill - Light Industrial district are available for development as light industrial. By 2030, it is anticipated that approximately ~~147 net acres~~2,093,498 square feet of light industrial uses would be developed within the Edom Hill - Light Industrial district.

Open Space (OS) – The Light Industrial land use is an existing City zoning designation. Approximately 1,788,077 net gross acres within the NCSP area are designated as open space. According to the Cathedral City Municipal Code (1989), the open space zoning designation is to be placed on property that (1) when by the nature of its use, such as regional transmission or electricity, or its natural limitation, such as being subject to flooding or faulting, make the property inappropriate for habitation or intensive development; or (2) when the property is under public control and is intended for development of public uses (under this circumstance buildings may be permitted). An open space buffer would be located along I-10 as a setback for urban development immediately adjacent to the roadway.

Additionally, the following overlay is also proposed:

Hillside Overlay – The hillside overlay generally delineates areas where the intent is to preserve natural landforms, leave ridgelines untouched, respect environmentally sensitive areas, and acknowledge seismic zones (Figure 2.3-3).

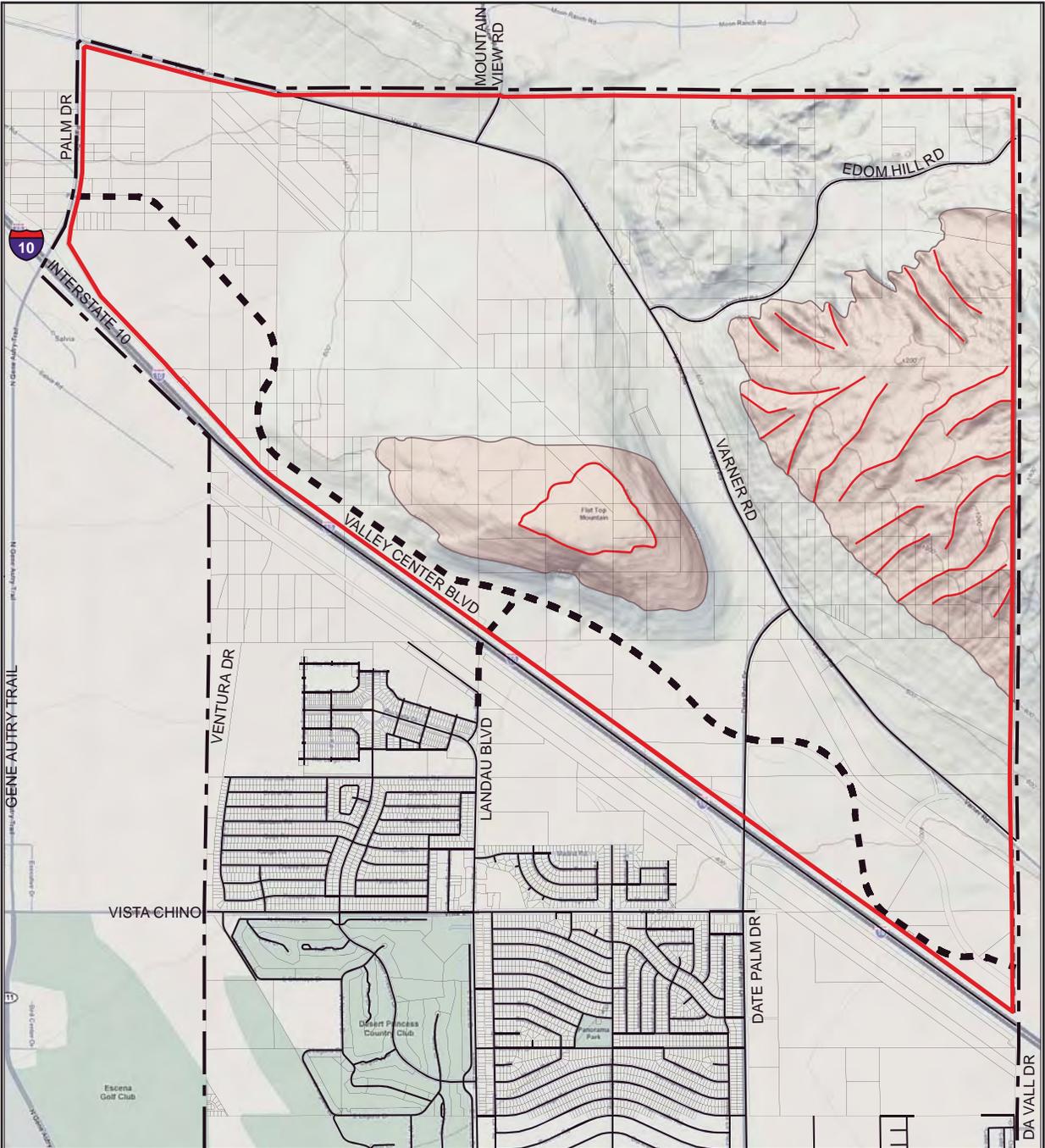
There is potential that future actions proposed under the NCSP would require additional environmental review. Regardless of the year of impact (whether before or after 2030), if changes to the proposed NCSP occur, additional significant environmental effects are anticipated, or if the severity of environmental effects identified in the previous Environmental Impact Report (EIR) is substantially worsened, additional environmental review would be warranted. Additional review may include a subsequent EIR, a supplement to an EIR, or an addendum to an EIR.

Pursuant to Section 15162 of CEQA Guidelines, a subsequent EIR would be required if: (1) substantial changes are proposed in the project; (2) substantial changes occur with respect to the circumstances under which the project is undertaken; or (3) new information of substantial importance, which was not known and could not have been known at the time the previous EIR was certified, shows that additional significant effects would occur, effects previously examined will be substantially more severe, or mitigation measures proposed in the previous EIR are infeasible or not adopted by the project proponents. If none of these conditions as established in Section 15162(a) of CEQA Guidelines are met, then the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

Section 15163 of CEQA Guidelines specifies that a supplement to an EIR may be prepared if only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation. A supplement to an EIR may be distinguished from a subsequent EIR by the following: a supplement augments a previously certified EIR to the extent necessary to address the conditions described in Section 15162 and to examine mitigation and project alternatives accordingly. It is intended to revise the previous EIR through supplementation. A subsequent EIR, in contrast, is a complete EIR which focuses on the conditions described in Section 15162.

Section 15164 of CEQA Guidelines states that an addendum to a previously certified EIR shall be prepared if some changes or additions are necessary to a project, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. An addendum, unlike a subsequent EIR and supplement to an EIR, need not be circulated for public review and can be included in or attached to the Final PEIR. A brief explanation of the decision not to prepare a subsequent EIR should be included in an addendum to an EIR.

Source: First Source; North City Specific Plan | \G:\Projects\2021\81_ArroyoGroup_CityofHesperia\67064_CathedralCity\graphics\docs\Hillside_Overlay.ai | Last Updated : 09-29-08



Significant Ridgelines and Hillside Overlay

- Specific Plan Area
- City Boundary
- Significant Ridgelines
- Hillside Overlay
- Future Road (approximate alignment)



Hillside Overlay
FIGURE 2.3-3

3.0 ENVIRONMENTAL SETTING

3.1 JURISDICTIONAL SETTING

The North City Specific Plan (NCSP) area lies within the boundaries of the City of Cathedral City. The City is within the Coachella Valley area of Riverside County, California. Figure 2.3-1 in Section 2.0 of this document shows the Regional and Vicinity Map of the NCSP area.

City of Cathedral City

The City of Cathedral City encompasses approximately 19 square miles within the Coachella Valley of Riverside County, California. The City is located east of San Bernardino National Forest, west of Joshua Tree National Park, and is roughly surrounded by the San Jacinto, San Bernardino, Little San Bernardino, and Santa Rosa Mountains. Since its incorporation in 1981, the population of the City of Cathedral City has grown to over 50,000. According to population forecasts by the Southern California Association of Governments (SCAG), by 2010, the City of Cathedral City is anticipated to grow to 59,707 persons.

The City is located approximately 90 miles northeast of San Diego and approximately 100 miles east of downtown Los Angeles. Primary access to the City and the area is via Interstate 10 (I-10), which passes directly through the City. The developed areas of the City are currently concentrated south of I-10; however, the NCSP proposes extensive development north of I-10. The incorporated cities of Palm Springs and Rancho Mirage surround the developed areas of the City to the west and east, respectively, and the City of Desert Hot Springs and Joshua Tree National Park are located to the northwest and northeast of the City.

City of Cathedral City General Plan

Planning within the City is governed by the 2002 General Plan consisting of the following elements: Land Use; Circulation; Housing; Parks and Recreation; Community Image and Urban Design; Economic and Fiscal; Biological Resources; Archaeological and Historic Resources; Water Resources; Air Quality; Open Space and Conservation; Energy and Mineral Resources; Geotechnical; Flooding and Hydrology; Noise; Hazardous and Toxic Materials; Water, Sewer, and Utilities; Fire and Police Protection; Schools and Libraries; Health Services; Emergency Preparedness; Public Buildings and Facilities; and Arts and Culture. Updates include the Circulation Element in 1995 and Housing Element in 2000. Figure 3.1-1 shows the existing land use designations for the NCSP area. The NCSP would be subject to comply with regulations established by the City of Cathedral City General Plan.

Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP)

Approved on September 10, 2007 the MSHCP is a comprehensive plan intended to preserve the natural resources of the Coachella Valley while allowing for balanced growth in the region. The MSHCP protects 240,000 acres of open space and 27 wildlife and botanical species. Through approval of the MSHCP, federal and state wildlife agencies transfer their authority under the Federal and California Endangered Species Acts to local government, thus providing local rather than federal and state control over take of endangered species. Two conservation areas of the MSHCP cover the NCSP area: Willow Hole and Edom Hill. The NCSP would be subject to comply with conservation efforts of the MSHCP through limiting development within MSHCP Conservation Areas.

Native American Lands

The NCSP area includes Native American lands associated with the Agua Caliente Band of Cahuilla Indians (Tribe). These lands include fee lands and allotted/not leased lands located in two areas adjacent to and north of I-10. The Tribe has delegated land use authority over these lands to the City of Cathedral City via a land use contract, and as a result, the City processes all land entitlements on behalf of the Tribe. The City therefore undertakes discretionary actions on tribal lands that would appear to qualify as projects under the California Environmental Quality Act (CEQA). Thus, the NCSP Program Environmental Impact Report (PEIR) will evaluate proposed impacts to these tribal lands as part of the overall NCSP evaluation. Tribal lands will be included as part of the City's proposed project, rather than as cumulative impacts.

3.2 ENVIRONMENTAL RESOURCES

3.2.1 Drainages

The NCSP is within the Whitewater River Watershed. Two washes contribute to this watershed: Morongo Wash and Long Canyon/Willow Hole Wash. Both of these washes pass through the NCSP area. A watercourse overlay is designated within the NCSP which generally delineates floodways and drainage channels to indicate that additional permitting from federal agencies may be required in these areas.

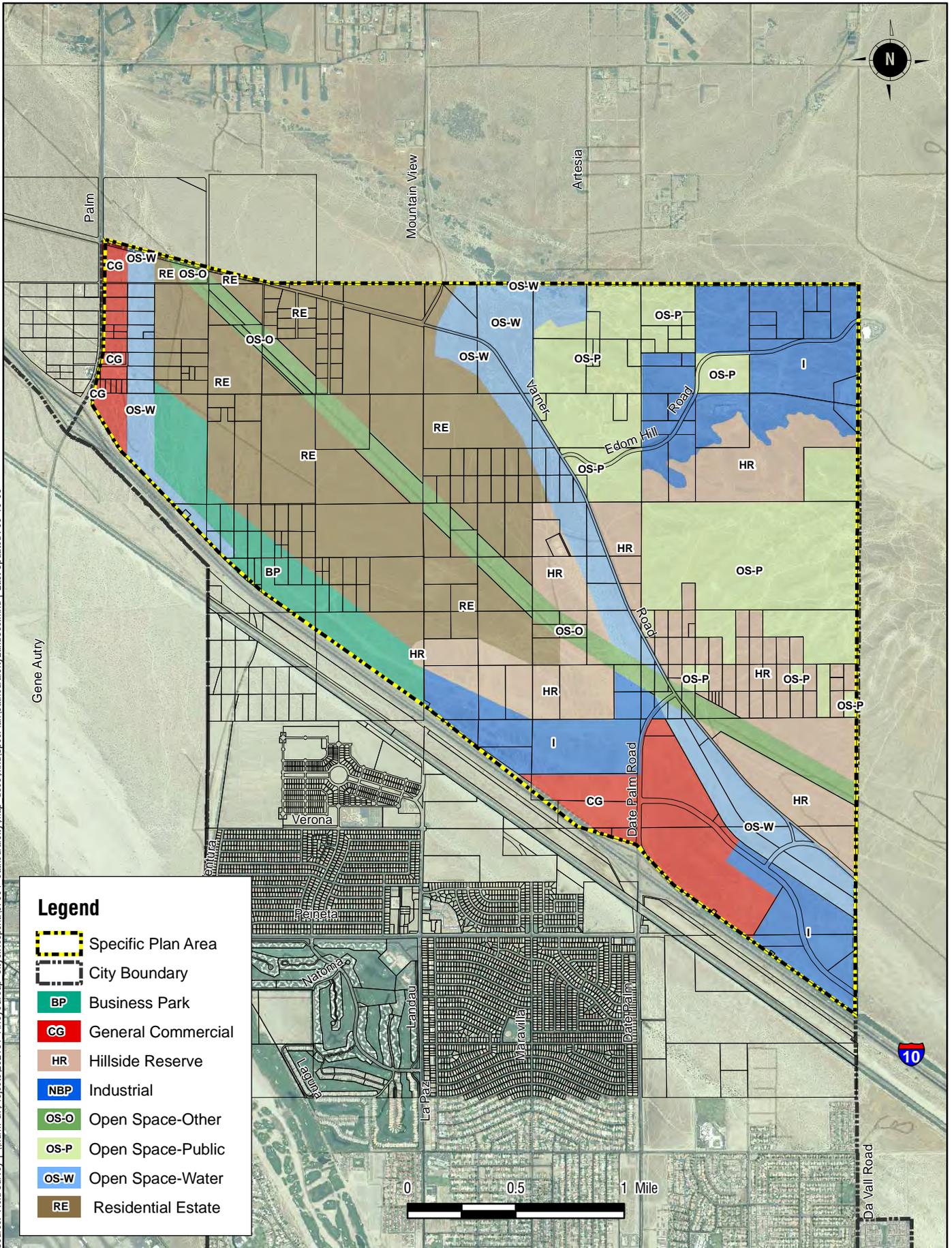
3.2.2 Geology/Soils

The City of Cathedral City is located within the northwesterly portion of the Salton Trough, a narrow, low-lying tectonic depression that began forming approximately five million years ago. For thousands of years, strong winds emanating from the San Geronio Pass have been blowing and redistributing sand deposits in a southeasterly direction along the central axis of the Coachella Valley. This valley floor is largely composed of silty to sandy soils, which are easily picked up and transported by the wind. According to the *Infrastructure Analysis and Hydrology Report* prepared for the NCSP, the NCSP area is located within a severe wind erosion hazard zone (2007). Blowing sand constitutes a substantial adverse local environmental hazard, as it wears away and damages buildings and vehicles, fills drainages, driveways and yards, limits visibility on roadways, and requires substantial expenses for sand removal and clean-up. To reduce the effects of wind erosion, a submittal of a dust control plan to the City is required prior to development.

The most recently deposited sediments in the NCSP area are of alluvial (stream-deposited) or aeolian (wind-deposited) origin. Alluvial plain sediments are typically loose near the ground surface, but become denser with increasing depth. They have medium to high permeabilities, except where silt layers retard the percolation of water. Alluvial fan sediments, which are coarse and poorly sorted, are dry with higher permeabilities. Both alluvial plain and alluvial fan sediments are suitable for use as compacted fill.

Ocotillo Conglomerate is approximately 2,400 feet thick in the Edom Hill area of the NCSP area. Ocotillo Conglomerate consists of pebble to cobble-sized sub-rounded clasts of locally derived metamorphic rocks, with a lesser amount of basic volcanic rock, limestone, and pegmatite. The Ocotillo Conglomerate is the principle water-bearing unit of the upper Coachella Valley and typically has high concentrations of clay and a moderate potential for expansion.

Source: Field Survey | \hdr\m-6\Projects\202181_ArroyoGroup_CityofHesperia\67064_CathedralCity\map_docs\mxd\SpecPlan\CathedralCity_LandUse.mxd | Last Updated: 09-15-08



Legend

- Specific Plan Area
- City Boundary
- BP Business Park
- CG General Commercial
- HR Hillside Reserve
- NBP Industrial
- OS-O Open Space-Other
- OS-P Open Space-Public
- OS-W Open Space-Water
- RE Residential Estate



Existing General Plan Land Use
FIGURE 3.1-1

Aeolian sediments are also referred to as sand dune deposits. These silty, fine and medium-grained soils are picked up and transported by strong winds emanating from the San Gorgonio Pass at the northwesterly edge of the Coachella Valley. They are redistributed along the central valley floor where they form shifting sand dunes. A thick accumulation of these windblown sands has formed the Palm Springs Sand Ridge, which rises as much as 100 to 120 feet above the valley floor and covers a significant portion of the NCSP area.

Aeolian deposits are typically loose near the ground surface, but become denser with increasing depth. Like alluvial deposits, they are generally suitable for use as compacted fill and typically have high permeabilities.

3.2.3 Seismicity

The City of Cathedral City is located at the northwestern extreme of the Salton Trough, a broad structural depression, which is the landward extension of the San Andreas rift zone. In southern California, the San Andreas fault system is comprised of three segments: (1) Mojave Desert, (2) San Bernardino Mountains, and (3) Coachella Valley.

The Coachella Valley segment of the San Andreas fault system crosses the NCSP area. Two fault strands make up the Coachella Valley segment: the Mission Creek fault and the Banning Fault strand. The Mission Creek fault occurs north and east of the NCSP and is capable of a magnitude 7.1 earthquake. The Banning Fault strand extends across the northern portion of the NCSP area and is capable of a magnitude 7.4 earthquake. These two strands merge southeast of the NCSP area, near the City of Indio, and continue southeast toward the U.S.-Mexico border. Additionally, the Coachella Valley segment joins the San Bernardino Mountains segment to the northwest of the NCSP area, near the northwestern limits of the City of Desert Hot Springs. According to the *Infrastructure Analysis and Hydrology Study* (2007), the Coachella Valley segment is creeping at a rate of about 25 millimeters per year and has more than a 22 percent probability of rupturing before the year 2024.

3.3 INFRASTRUCTURE AND SERVICES

I-10 serves as the major transportation corridor between Los Angeles County, CA, Riverside County, CA, and Arizona. Interstate 15 (I-15) provides north/south access for I-10 and State Route 62 (SR-62) and State Route 111 (SR-111) provide roughly northwest/southeast access for the Coachella Valley. Vehicular access to the NCSP area is provided by the existing Palm Drive and Date Palm Drive exits from I-10.

The Cathedral City Fire Department (CCFD) working in conjunction with the California Department of Forestry and Fire Protection (CDF) provides fire protection services to the region. Fire Station 413 would provide fire protection services to the NCSP area until a fire station is constructed north of I-10. Fire Station 413 is located approximately 0.75 miles south of the southern boundary of the NCSP area. Police protection services are provided by the Cathedral City Police Department (CCPD). Primary response to the project area is provided by the CCPD station in the City of Cathedral City, located approximately five miles south of the southern boundary of the NCSP area.

The City of Cathedral City is currently served by the Palm Springs Unified School District (PSUSD). The PSUSD consists of 15 elementary schools, four middle schools, three high schools and six alternative education schools.

Utilities services for the project area are provided by the following entities:

- Coachella Valley Water District (CVWD) – water and sewer;
- Southern California Edison (SCE) – electrical service;
- Southern California Gas (SCG) Company – natural gas; and
- Burrtec Waste Industries – solid waste collection.

3.4 LAND USE AND DEVELOPMENT

3.4.1 Surrounding Land Uses

Land uses immediately surrounding the NCSP area include vacant and undeveloped lands and I-10. To the south of I-10, land uses near the NCSP area include residential uses within the developed areas of the City of Cathedral City and the Southern Pacific Railroad. Land to the east and northeast of the NCSP area is currently unincorporated Riverside County lands which are undeveloped and vacant. To the northwest and west of the NCSP area are the City of Desert Hot Springs unincorporated Riverside County lands. The City of Palm Springs is located to the southwest of the NCSP area.

3.5 CUMULATIVE PROJECTS

The *California Environmental Quality Act (CEQA) Guidelines* define cumulative effects as “two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts.” The *CEQA Guidelines* further state that the individual effects can be the various changes related to a single project or the changes involved in a number of other closely related past, present, and reasonable foreseeable probable future projects (Section 15355). The *CEQA Guidelines* allow for the use of two alternative methods to determine the scope of projects for the cumulative impact analysis:

- List Method - A list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the agency.
- Regional Growth Projections Method - A summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or area wide conditions (CEQA Guidelines Section 15130).

For the purpose of this PEIR, the List Method has been used to assess the project’s cumulative environmental effects. As identified above, the List Method includes known specific projects located within the vicinity of the NCSP. Figure 3.5-1 and Table 3.5-1 summarize the recently approved or proposed projects in the City of Cathedral City.



Legend

- Specific Plan Area
- City Boundaries

Cumulative Projects

- 1 - 94 Unit Multi-Family Development
- 2 - 60 Unit Multi-Family Development
- 3 - 158 Unit Multi-Family Development
- 4 - 122 Single Family Lots
- 5 - 294 Residential Condominiums
- 6 - 102 Single Family Residential Lots
- 7 - 86 Single Family Lots
- 8 - 52 Single Family Lots
- 9 - 71 Single Family Lots
- 10 - 41 Singel Family Lots
- 11 - 202 Condominium Units
- 12 - 33 Single Family Homes
- 13 - 68,685 Square Foot Commercial Development
- 14 - Golf Resort
- 15 - Green Waste Compost Facility
- 16 - 28,930 Square Foot Commercial Building
- 17 - 42,550 Square Foot Commercial Development
- 18 - 35,000 Square Foot Office/Retail Development
- 19 - 84,250 Square Foot Retail Shopping Center
- 20 - 7 Lots for Commercial Development
- 21 - 540 Acres Future Commercial Use
- 22 - 18.33 Acres Light Industrial Use

3.0 Environmental Setting

Table 3.5-1. Cumulative Projects

Project Number	Description	Applicant	Location	Status
<i>Residential Projects</i>				
1	Construction of a 94 unit multi-family development and neighborhood community center.	So-Cal Housing of the Inland Empire Contact: Lorna Contreras 10681 Foothill Blvd, Ste 220 Rancho Cucamonga, CA 91730 (909) 291-1400	APN 677-410-009, 677-332-003, 677-331-003	A
2	Construction of a 60 unit multi-family development, community center, and leasing office.	So-Cal Housing of the Inland Empire Contact: Lorna Contreras 10681 Foothill Blvd, Ste 220 Rancho Cucamonga, CA 91730 (909) 291-1400	(APN 673-140-010 - 013, -017)	A
3	Construction of a 158 unit multi-family development.	Landon Real Estate Contact: Darren Fisk 200 Fillmore St. Ste. 402 Denver, CO 80206 (303) 501-8806	SW Corner Landau Blvd & Quijo Rd (APN 677-173-039, -040, -045, - 056 - 059)	A
4	Development of 122 single family residential lots with recreational common areas.	Cornerstone Developers Contact: Bruce Maize 5055 East Calle San Raphael Palm Springs, CA (760) 568-2955	SW corner Vista Chino & Landau Blvd. Desert Princess Country Club (APN 675-040-055)	UC
5	Development of approximately 29.68 acres for 294 residential condominium use.	Inland Empire Land Co. Contact: Frank Webb 40960 Cal. Oaks Road, Suite 242 Murrieta, CA 92562 (951) 696-9990	(APN 677-420-016)	A
6	Subdivision of approximately 16 acres into 102 single family residential lots.	Shadow Valley Heights, LLC Attn: Steve Wesenberg 3535 Inland Empire Blvd. Ontario, CA 91764 (909) 941-2544	South of East Palm Canyon Dr., West of the West Cathedral Canyon Flood Channel (APN 687-040-047)	A
7	Subdivision of approximately 13 acres into 86 lots for single family development.	Ashbrook Communities Contact: Dave Twedt 77851 Las Montanas Palm Desert, CA 92211 (760) 200-9290	Rio Vista Village (APN 677-590-001)	A
8	Subdivision of 10.1 acres into 52 single family residential lots.	Sol Pac, LLC Contact: Robin Stone 23852 Pacific Coast Hwy #740 Malibu, CA 90265 (310) 457-4500	Rio Vista Village (APN 677-050-020)	A
9	Subdivision of 12.36 acres into 71 single family residential lots.	World Development Contact: Gary H. Werner 44600 Village Ct. Palm Desert, CA 92260 (760) 568-2955	NW of Avenida Quintana & Verona Rd.	UC

3.0 Environmental Setting

Project Number	Description	Applicant	Location	Status
10	Subdivision of 15.64 acres into 41 single family residential lots.	Palm Springs Classic, LLC Contact: Jeff Clemens 391 N. Main St. Corona, CA 92883 (909) 817-3647	Northerly terminus of San Joaquin Dr., N of San Mateo Dr. (APN 675-040-032)	UC
11	Construction of 202 condo units.	Moe Nasr 7904 Sam Houston Pkwy West #102 Houston, TX 77064 (281) 807-5720	Cimarron Meadows 30th Ave.	UC
12	Construction of 33 single family homes.	DA Martin, Inc. 41945 Boardwalk Suite. R Palm Desert, CA 92211 (760) 779-5199	Santoro Estates NE corner of 30th Ave. & Santoro Dr.	UC
Commercial Projects				
13	Construction of an approximately 68,685 square foot commercial development within the Uptown Village Specific Plan (96-54).	Intero Real Estate Services Contact: Dan Gluhaich 175 E. Main Avenue, Suite 130 Morgan Hill, CA 95037 (408) 201-0120	NE corner Date Palm Dr. & McCallum Way (APN 670-110-032, -033)	A
14	Development of a golf resort.	Desert Cove Golf Resort LLC Contact: Don Ballard 44832 San Luis Rey Palm Desert, CA 92260 (760) 779-9900	(APN 686-220-021, 686-232-028, -034, 686-260-011, -014, 686-270-003, -004, 686-310-005, -006, -010, -011, 687-066-005, 687-150-026, -064, 687-226-008, 687-241-021, 687-480-015)	UR
15	To construct and operate a green waste compost facility, approximately 20 acres in area.	Desert Solutions, Inc. Contact: Barbara Panullo 69115 Ramon Rd. Cathedral City, CA 92234 (760) 349-3381	North of Edom Hill Rd. and 1/8 mile west of Edom Hill Landfill (APN 659-180-015 - 017)	BPC
16	Construction of an approximately 28,930 square foot commercial building.	Wessman Holdings, LLC. Contact: Michael Braun 300 S. Palm Canyon Dr. Palm Springs, CA 92262 (760) 325-3050 ext. 33	67740 East Palm Canyon Dr. Target Center (Canyon Plaza North) (APN 681-320-039)	A
17	Construction of an approximately 42,550 square foot commercial development.	CV Storage Contact: Curt Ealy 700 E. Tahquitz Canyon Way #328 Palm Springs, CA 92262 (760) 320-5977	SE corner of Ramon Rd. & Date Palm Dr. (APN 673-020-034)	BPC
18	Development of approximately 35,000 square foot of office and retail use with restaurant.	Jim Knickerbocker 74133 El Paseo #9 Palm Desert, CA 92260 (760) 836-0190	Downtown (APN 687-472-005)	A

3.0 Environmental Setting

Project Number	Description	Applicant	Location	Status
19	Construction of an approximately 84,250 square foot neighborhood retail shopping center.	Regency Centers, Inc. Contact: Paul Loubet 14200 Culver Dr. Suite S Irvine, CA 92604 (949) 726-2000	NW corner Vista Chino & Landau Blvd. (APN 677-213-036, -037, 677-214-038, -041, -048)	UC
20	Subdivision of approximately 9 acres into 7 lots for commercial development.	JHA Engineering Contact: Bill Pope 41921 Beacon Hill, #A Palm Desert, CA 92211 (760) 779-0657	NE corner Date Palm Dr. & McCallum Way (APN 670-110-032, -033)	A
21	Subdivision of 540 acres into lots for future development of commercial and industrial sites.	Franconia Investments Katrina Heinrich-Steinberg 69375 Ramon Rd. Cathedral City, CA 92234 (760) 325-0298	East side of Date Palm Dr., North of I-10 (APN 670-020-006, -007, -008, -009, -010, -011, -014, -015; 670-030-012, -013, -014, -015, -016, -017, -018, -019, -020, -021; 670-050-013, -014, -015, -016)	UR
22	Subdivision of 18.33 acres into 10 parcels for light industrial use.	West Side Four LLC Contact: Al Hertz P.O. Box 1230 Cathedral City, CA 92235 (760) 774-6922	SW of the intersection of Date Palm Dr. & Varner Rd. (APN 659-230-003, -004, -010, -039, 660-390-021)	A

Source: Cathedral City Planning Department, Project Status Report (May 2008)
<http://www.cathedralcity.gov/planning/forms&docs/projectstatusrpt.pdf>

Notes: A = Approved by Planning Department; BPC = Building Department Plan Check; C = Completed; UC = Under Construction; UR = Under Review by Planning Department

This page intentionally left blank.

4.0 ENVIRONMENTAL ANALYSIS

This section provides information on the existing conditions, evaluates the potential environmental consequences of the North City Specific Plan (NCSP), and recommends mitigation measures for each environmental category. It has been determined that the following issue areas could possibly result in significant impacts: aesthetics, air quality, biological resources, cultural resources, hydrology and water quality, land use, noise, population and housing, public services, transportation and traffic, and utilities and service systems. Therefore, this Program Environmental Impact Report (PEIR) evaluates the potential impacts for these issues. The potential cumulative impacts are also addressed.

The focus of the environmental analysis in each of the following sections is the proposed actions under the NCSP (as described in Section 2.0, Project Description).

This page intentionally left blank.

4.1 AESTHETICS

4.1.1 Environmental Setting

4.1.1.1 *Regulatory Context*

City of Cathedral City General Plan – Community Image and Urban Design Element

The Community Image and Urban Design Element of the City of Cathedral City General Plan establishes general goals, policies, and principles that help define and guide patterns of development within Cathedral City. The City aims to utilize this element to assure that new development is consistent with the existing built and natural environments. This is achieved through policies and programs which preserve the natural resources and desert environment associated with the region, and preservation of the City's low density residential character. Additionally, within the Community Image and Urban Design Element are *The Ahwahnee Principles*, which have been adopted as a guideline to make Cathedral City a livable and vibrant community. *The Ahwahnee Principles* includes 15 principles which address the need for communities and regions to have a vision and strategy for economic development and an enriched sense of community. It is recommended that the North City Specific Plan (NCSP) comply with *The Ahwahnee Principles* and the goals, policies, and programs of the Community Image and Urban Design Element. This would ensure a cohesive and complementary image for the NCSP area and the developed areas of the City of Cathedral City.

City of Cathedral City General Plan – Open Space and Conservation Element

The Open Space and Conservation Element of the City of Cathedral City General Plan establishes general goals, policies, and principles to provide guidance for the management and preservation of open space lands and natural resources, including water resources, wildlife habitat, and scenic resources. Because the San Jacinto, San Bernardino, Little San Bernardino, and Santa Rosa Mountains surround Cathedral City and the greater region of Coachella Valley, preservation of open space and scenic resources is a high priority for both residents and City decision-makers. For that reason, Policies 2 and 3 and Programs 2.A, 2.B, 3.A, and 3.B of the Open Space and Conservation Element aim to protect hillsides with slopes in excess of 10 percent grade, to the greatest extent possible. Protection of hillsides will protect the aesthetic character and quality of the City. To ensure consistency with development plans included in the City of Cathedral City General Plan, it is recommended that the NCSP comply with the goals, policies, and programs established in the Open Space and Conservation Element.

Cathedral City Municipal Code

Chapter 9.89, Outdoor Lighting Standards, of the Cathedral City Municipal Code establishes standards for outdoor lighting within the City. The intent of Chapter 9.89 is to maintain ambient lighting levels as low as possible in order to enhance the City's community character and charm and maintain dark skies. According to the Outdoor Lighting Standards, "all outdoor lighting devices shall be installed and operated in accordance with the provisions of this chapter, and any Uniform Building Code (UBC), Uniform Electrical Code (UEC), National Electrical Codes (NEC), National Fire Protection Association (NFPA) codes, or any other code presently or subsequently administered or adopted by the City." To ensure consistency with development plans in the City, the NCSP should be consistent with stipulations established in the Cathedral City Municipal Code and adhere to established lighting standards.

4.1.1.2 Existing Conditions

Regional Setting

The Coachella Valley is characterized by the desert environment and vast mountain ranges. The San Jacinto, San Bernardino, Little San Bernardino, and Santa Rosa Mountains surround the valley and attract campers, hikers, and tourists to the San Bernardino National Forest and Joshua Tree National Park year-round. Additionally, the Salton Sea is located at the southern end of the Coachella Valley. The Salton Sea is California's largest lake and offers boating, birding, camping, fishing opportunities year-round (Salton Sea Authority 2000). Aesthetic characteristics of the region include dominating views of mountain ranges, open desert space, sand dunes, and palm trees.

Local Setting

The NCSP area is aesthetically similar to the greater Coachella Valley. The majority of the NCSP area is undeveloped with the exception of the Edom Hill Transfer Station, an existing Southern California Edison transmission line, and a gas station with a fast-food restaurant. The NCSP area is characterized by open desert space, sand dunes, and views of neighboring mountain ranges. The most common vegetation found within the NCSP area is Sonoran Creosote Bush Scrub, which is found throughout the NCSP site. The NCSP area contains two conservation areas under the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP): Willow Hole Conservation Area and Edom Hill Conservation Area. Both conservation areas contain open space which represents core habitat for several wildlife species. Conservation of open space is a high priority for the MSHCP; the conservation of open space would preserve the aesthetic characteristics of the NCSP area. Additionally, a portion of the NCSP area is protected under the Tribal Habitat Conservation Plan (THCP). Similar to the MSHCP, the THCP is a habitat conservation plan prepared to protect core habitat in the vicinity of the Agua Caliente Indian Reservation (Reservation), home of the Agua Caliente Band of Cahuilla Indians. The intent of the THCP is to conserve endangered species and natural resources found on and around the Reservation through adoption of new development standards and creation of habitat preserves. Though not directly related to protection of aesthetic resources, the creation of habitat preserves would also serve to protect the aesthetic quality of the Reservation and the NCSP area.

Elevation in the NCSP area ranges from approximately 360 feet to approximately 1,200 feet; however, elevation in the areas proposed for mixed-use ~~commercial-urban~~ and mixed-use ~~residential-neighborhood~~ use ranges from approximately 370 feet to 615 feet. The highest elevation in the NCSP area (approximately 1,200 feet) is located on the eastern side of the NCSP area and is proposed for open space land use. An existing Southern California Edison transmission line runs across the NCSP area, from the northwest corner to the southeast corner, parallel to Interstate 10 (I-10).

Viewer Groups

Sensitive visual land uses generally include homes, recreational areas, and designated "scenic" roads. The following description identifies sensitive viewers within the vicinity of the NCSP area. Viewer responses to visual changes were inferred from a variety of factors including viewer exposures, type of viewer, number of viewers, duration of view, and viewer activities. Viewer exposure includes distance and viewing angle.

Views from Residential Areas

The existing residential areas closest to the NCSP area are located approximately 0.5 miles southwest, south of I-10, within the developed areas of the City of Cathedral City. Views northeast of these residential areas include Edom Hill and Flat Top Mountain, both in the NCSP area.

Views from Recreational Areas

The recreational area closest to the NCSP area is the Desert Dunes Golf Course, located approximately 0.95 miles north of the western portion of the NCSP area. Views south and southeast of the Desert Dunes Golf Course may include Edom Hill and Flat Top Mountain, both in the NCSP area. Additionally, Desert Princess Country Club is located approximately 1.1 miles southwest of the NCSP area, south of I-10. Views northeast of the Desert Princess Country Club also include Edom Hill and Flat Top Mountain.

Views from Designated Scenic Highways

The designated scenic highway closest to the NCSP area is Highway 62, located approximately 6.2 miles northwest of the NCSP area. Highway 62 is officially designated by the California Department of Transportation (Caltrans) as a State Scenic Highway (Caltrans 2007). Views southeast from Highway 62 look down into the NCSP area and Edom Hill. State Route 111 (SR-111) is eligible, though not officially designated by Caltrans, to be a State Scenic Highway. SR-111 is located approximately 3.0 miles southwest of the NCSP area. I-10, which is the southern border of the NCSP area, is not designated or eligible to be designated as an official State Scenic Highway.

4.1.2 Thresholds of Significance

As defined in Appendix G of the *California Environmental Quality Act (CEQA) Guidelines*, impacts to aesthetics would be considered significant if the project would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.1.3 Environmental Impacts

4.1.3.1 Program-Level Impacts

Scenic Vista

Scenic vistas within the NCSP area include views of rolling hills and mountain ranges, including Edom Hill and Flat Top Mountain. These high elevations can be seen from the relatively flat topography of the areas within and in the vicinity of the NCSP area and from Highway 62, an officially designated State Scenic Highway and SR-111, an eligible State Scenic Highway. Additionally, vehicles along I-10 have a direct view of the NCSP area, as I-10 serves as the southern border of the site.

Build-out of the NCSP would alter the existing aesthetic characteristics of the NCSP area. The most substantial changes would result from conversion of undeveloped land to mixed-use ~~commercial~~urban, mixed-use ~~residential~~neighborhood, business park, and light industrial uses. This conversion would be visible from I-10 and would be perceptible to vehicles driving through the City. However, the City of Cathedral City Comprehensive General Plan EIR has recognized that development north of I-10 would occur as the City continues to grow and that development will change the visual characteristics of this area (2002). Therefore, mitigation measures were identified in the City's General Plan EIR to reduce potential aesthetic impacts resulting from development of the City north of I-10. These mitigation measures are intended to regulate design standards to provide a sense of cohesion between the natural desert environment and the man-made built environment. Mitigation includes an architectural review for new residential development, screening of utility infrastructure, lighting limitations, and implementation of development standards as established by the City. Therefore, although build-out of the NCSP would substantially alter the existing views from I-10, the City's General Plan EIR has anticipated these changes and identified mitigation to reduce the impact. A less than significant impact is identified for the NCSP.

Damage to Scenic Resources

The NCSP area is currently undeveloped, with the exception of the Edom Hill Transfer Station, an existing Southern California Edison transmission line, and a gas station with a fast-food restaurant. Additionally, an existing Southern California Edison transmission line traverses the NCSP area from the northeast corner to the southwest corner. Scenic resources such as trees, rock outcroppings, and historic buildings are not located within the NCSP area. The majority of the NCSP area is vacant and the most common vegetation found on-site is Sonoran Creosote Bush Scrub. Additionally, according to the Biological Technical Report prepared for the NCSP, tamarisk scrub, an exotic invasive plant species, is located along I-10, near the interchange with Date Palm Drive (2008). Build-out of the NCSP would potentially remove this vegetation and replace it with mixed-use urban~~commercial~~ land uses. However, tamarisk scrub is not considered of to be of high aesthetic value because it is an exotic invasive species that is not particularly vibrant or visually-pleasing. Therefore, the loss of tamarisk scrub would not constitute a significant aesthetic impact. Build-out of the NCSP would not affect scenic resources within the project area on the scale of trees, rock outcroppings, or historic buildings. No impact is identified.

Degradation of Visual Character or Quality

The NCSP area is characterized by open desert space, sand dunes, and views of neighboring mountain ranges. The most common vegetation found within the NCSP area is Sonoran Creosote Bush Scrub, which is found throughout the NCSP area.

The majority of the NCSP area is proposed for open space; this includes locations with scenic vistas within the NCSP area. The areas proposed for mixed-use ~~commercial~~urban, mixed-use ~~residential~~neighborhood, and business park tend to be closer to I-10 and would be designed in accordance with design standards and policies established by the City of Cathedral City, including policies and programs included in the Community Image and Urban Design Element of the City of Cathedral City General Plan. It is not anticipated that buildout of the NCSP would substantially degrade the visual character or quality of the NCSP area or its surroundings; however, the existing visual characteristics of the site would be substantially altered. Views of the NCSP area from I-10 would be converted from open desert space to urban developed. However, as identified above, these visual impacts have been addressed by the City of Cathedral City Comprehensive General Plan EIR. Therefore, areas proposed for development would be architecturally treated to complement the aesthetics of the surrounding area so that

the aesthetic characteristics of the built environment would be cohesive with the natural environment. Therefore, a less than significant impact is identified.

New Source of Light and/or Glare

Buildout of the NCSP area would introduce new light sources to an undeveloped area. Outdoor light sources would have the potential to adversely affect the nighttime views of the NCSP area. Specific design plans for lighting have not yet been established; however, lighting would be required to comply with Chapter 9.89, Outdoor Lighting Standards, of the Cathedral City Municipal Code, which establishes standards for outdoor lighting within the City. It is the intent of Outdoor Lighting Standards to provide good visibility while maintaining minimum glare and spillage onto other properties or into the sky so that nighttime activities may be pursued safely and views of the night skies may be preserved. The NCSP would be subject to comply with all standards and regulations established in the Cathedral City Municipal Code because the NCSP area would be under jurisdiction to the City of Cathedral City. Therefore, new sources of light and/or glare are not anticipated to substantially affect daytime or nighttime views of the NCSP area. A less than significant impact is identified.

4.1.4 Mitigation Measures

No significant impacts are identified with regard to aesthetic resources. Therefore, mitigation measures are not required.

4.1.5 Conclusion

Implementation of the NCSP would introduce mixed-use ~~commercial~~ urban, mixed-use ~~residential~~ neighborhood, business park, light industrial, some low density residential, and open space land uses into an undeveloped area. Although the aesthetic character of the area would be altered, the built environment would be architecturally treated to complement the natural environment and the change in aesthetic character would be less than significant. New sources of light and/or glare would comply with standards established by the Cathedral City Municipal Code such that daytime and nighttime views would not experience substantial adverse effects. Additionally, build-out of the NCSP would likely comply with policies and programs established by the Community Image and Urban Design Element of the City of Cathedral City General Plan so that the NSCP area is aesthetically cohesive with the existing developed areas of the City of Cathedral City. Impacts to aesthetic resources would be less than significant.

This page intentionally left blank.

4.2 AIR QUALITY

This section examines the long-term air quality effects that may result from future development pursuant to the North City Specific Plan (NCSP). Additionally, the following documents were used in the analysis of this section and are included as Appendices B and C, respectively, of this document:

Programmatic Air Quality Conformity Assessment. Prepared by Investigative Science and Engineering, Inc. June 6, 2008.

Programmatic Greenhouse Gas Global Warming Risk Assessment. Prepared by Investigative Science and Engineering, Inc. June 6, 2008.

4.2.1 Environmental Setting

The City of Cathedral City is located within the Salton Sea Air Basin (SSAB), a geographic region whose air quality and pollution control actions are regulated and monitored by the South Coast Air Quality Management District (SCAQMD). The SCAQMD is responsible for the development of the regional Air Quality Management Plan (AQMP), a multi-tier effort to regulate pollutant emissions from a variety of sources.

The City of Cathedral City is also involved in regional management of air quality through various actions taken by the Coachella Valley Association of Governments (CVAG) and the Southern California Association of Governments (SCAG). The City has adopted its own Fugitive Dust Emissions Ordinance to further local control of excessive fugitive dust and other particulate emissions, especially those associated with urban development.

4.2.1.1 Regulatory Context

Federal Clean Air Act (CAA)

The Federal Clean Air Act (CAA) was enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes federal air quality standards, known as National Ambient Air Quality Standards (NAAQS) included in Table 4.2-1, and specifies future deadlines for achieving compliance. The CAA also mandates that the state submit and implement State Implementation Plans (SIPs) for local areas not meeting these standards. These plans must include pollution control means that demonstrate how the standards would be met. The NAAQS were amended in July 1997 to include an additional standard for ozone, and to adopt a standard for fine particulates (PM_{2.5}). In June 2002, a stringent statewide PM_{2.5} standard was adopted.

The 1990 Amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS, require a demonstration of reasonable further progress toward attainment, and incorporate additional sanctions for failure to attain or to meet interim milestones.

Table 4.2-1. California and National Ambient Air Quality Standards

Pollutant	Averaging Time	California Standard	National Standard	Pollutant Health Effects	Major Pollutant Source(s)
Ozone (O ₃)	1 hour	0.09 ppm (180 µg/m ³)	--	High concentrations can directly affect lungs, causing irritation. Common effects are damage to vegetation and cracking of untreated rubber.	Motor vehicles
	8 hours	0.070 ppm (137 µg/m ³)	0.075 ppm (147 µg/m ³)		
Carbon Monoxide (CO)	8 hours	9 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)	Interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines (primarily gasoline powered motor vehicles)
	1 hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)		
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)	Irritates eyes and respiratory tract. Colors atmosphere reddish brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads
	1 hour	0.18 ppm (339 µg/m ³) (See Note 1)	--		
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	--	0.030 ppm (80 µg/m ³)	Irritates upper respiratory tract; injures lung tissue. Can yellow the leaves of plants, and destroy marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing
	24 hours	0.04 ppm (105 µg/m ³) (see Note 2)	0.14 ppm (365 µg/m ³)		
	1 hour	0.25 ppm (655 µg/m ³)	--		
Particulate Matter (PM ₁₀)	Annual Arithmetic Mean	20 µg/m ³ (see Note 3)	--	May irritate eyes and respiratory tract. Absorbs sunlight, reducing amount of solar energy reaching the earth. Produces haze and limits visibility.	Dust and fume producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities such as wind-raised dust and ocean spray)
	24 hours	50 µg/m ³	150 µg/m ³		
Fine Particulate Matter (PM _{2.5})	Annual Arithmetic Mean	12 µg/m ³	15 µg/m ³	May increase respiratory symptoms and diseases and decrease lung function.	Vehicle exhaust, industrial combustion.
Lead (Pb)	24 Hour	--	35 µg/m ³		
	30 Day Average	1.5 µg/m ³	--	May cause learning disabilities, brain and kidney damage.	Metal smelters, resource recovery, leaded gasoline, deterioration of lead paint.
Calendar Quarter	--	1.5 µg/m ³			

Source: California Air Resources Board (CARB) April 1, 2008 (<http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>)

Notes:

- On February 19, 2008, the Office of Administrative Law approved a new Nitrogen Dioxide ambient air quality standard, which lowers the 1-hr standard to 0.18 ppm and establishes a new annual standard of 0.030 ppm. These changes became effective March 20, 2008.
- This SO₂ standard was formerly less strict—0.05 ppm (131 µg/m³)—in CARB Fact Sheet 38 (1988), as reported in the April 1993 South Coast Air Quality Management District (SCAQMD) Air Quality Handbook for Preparing Environmental Impact Reports.
- This PM₁₀ standard was formerly less strict—30 µg/m³—in CARB Fact Sheet 38 (1988), as reported in the April 1993 SCAQMD Air Quality Handbook for Preparing Environmental Impact Reports. This revised standard was approved by CARB on June 20, 2002 and became effective July 5, 2003.

mg/m³ = milligrams per cubic meter
 ppm = parts per million
 µg/m³ = micrograms per cubic meter

California Clean Air Act

The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the state to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practical date (Table 4.2-1). Air pollution from commercial and industrial facilities is regulated by local air quality management districts, whereas mobile sources of air pollution are regulated by CARB and the EPA. All air pollution control districts have been formally designated as “attainment” or “non-attainment” for each state air quality standard. Areas in California where ambient air concentrations of pollutants are higher than the state standard are considered to be in “non-attainment” status for that pollutant. Non-attainment designations are categorized into three levels of severity: (1) moderate; (2) serious; and (3) severe. If there are inadequate or inconclusive data to make a definitive attainment designation, districts are considered “unclassified.”

The California Global Warming Solutions Act (AB 32)

Operating under the assumption that global warming is a threatening phenomenon and that atmospheric carbon is the single largest contributor to the phenomenon, the California State Legislature passed the California Global Warming Solutions Act of 2006 (Assembly Bill 32, or AB 32) which requires the California Air Resources Board (CARB) to develop regulations and market mechanisms that will ultimately reduce California's greenhouse gas emissions by 25 percent by 2020. Mandatory caps will begin in 2012 for significant sources and ratchet down to meet the 2020 goals. Specifically, AB 32 requires CARB to:

- Establish a statewide greenhouse gas emissions cap for 2020, based on 1990 emissions by January 1, 2008.
- Adopt mandatory reporting rules for significant sources of greenhouse gases by January 1, 2009.
- Adopt a plan by January 1, 2009 indicating how emission reductions will be achieved from significant greenhouse gas sources via regulations, market mechanisms and other actions.
- Adopt regulations by January 1, 2011 to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas, including provisions for using both market mechanisms and alternative compliance mechanisms.
- Convene an Environmental Justice Advisory Committee and an Economic and Technology Advancement Advisory Committee to advise CARB.
- Ensure public notice and opportunity for comment for all CARB actions.
- Prior to imposing any mandates or authorizing market mechanisms, CARB must evaluate several factors, including but not limited to, impacts on California's economy, the environment and public health; equity between regulated entities; electricity reliability; conformance with other environmental laws; and that the rules do not disproportionately impact low-income communities.

For the purposes of analysis within this report and applicability to the NCSP as a whole, it will be sought to obtain a 25-percent net reduction goal of CO₂ emissions from the project to remain consistent with the intent of AB 32.

Senate Bill 97 (SB 97)

Approved on August 24, 2007, SB 97 requires that the Office of Planning and Research develop guidelines for the feasible mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions on or before July 1, 2009. Guidelines prepared by OPR shall be adopted by the Resources Agency on or before January 1, 2010. Further, once these guidelines are adopted by the Resources Agency, OPR shall periodically update the guidelines to incorporate new information or criteria established by CARB. As such, SB 97 amends the CEQA statute to clearly establish that greenhouse gas emissions and the effects of greenhouse gas emissions are appropriate subjects for CEQA analysis.

4.2.1.2 Existing Conditions

Topography and Climate

Air quality is determined primarily by the types and amounts of contaminants emitted into the atmosphere, the size and topography of the local air basin, and the pollutant-dispersing properties of local weather patterns.

The climate of the City of Cathedral City is characterized by warm, dry summers and mild, wet winters. High air pressure maintains clear skies over the SSAB for much of the year. It also drives the dominant on-shore circulation and helps to create two types of temperature inversions, subsidence and radiation, that contribute to local air quality degradation. Subsidence inversions occur during the warmer months as descending air associated with high pressure meets cool marine air. The boundary between the two layers of air represents a temperature inversion that traps pollutants below it. Radiation inversion typically develops on winter nights when air near the ground cools by radiation, and the air aloft remains warm. A shallow inversion layer that can trap pollutants is formed between the two layers.

Occasionally during the months of October through February, off-shore flow becomes a dominant factor in the regional air quality. These periods, known as “Santa Ana Conditions”, are typically during the month of December when wind speeds from the north to east approach 35 knots and gusts reach over 50 knots. Air movement observed during a Santa Ana Condition is caused by clockwise pressure circulation over the Great Basin (i.e., the high plateau east of the Sierra Mountains and west of the Rocky Mountains including most of Nevada and Utah), which results in significant downward air motion towards the ocean. Stronger Santa Ana winds can have gusts greater than 60 knots over widespread areas and gusts greater than 100 knots in canyon areas. Frequently, the strongest winds in the Great Basin occur during the night and morning hours due to the absence of on-shore sea breezes. The overall result is a noticeable degradation in local air quality.

In the NCSP area, the average maximum and minimum temperatures are 93° F and 40° F, respectively. Precipitation in the area averages 12.0 inches annually, 90 percent of which falls between November and April. The prevailing wind direction is from the west-northwest, with an annual mean speed of three to six miles per hour. Sunshine is usually plentiful in the NCSP area but night and morning cloudiness is common during the spring and summer. Fog can occur occasionally during the winter.

Monitored Air Quality

The SCAQMD monitors air quality throughout the SSAB. The closest monitoring station to the NCSP area is located at the Palm Springs Fire Station in the City of Palm Springs, approximately five miles southwest of the NCSP area. This Palm Springs Fire Station monitoring station monitors ozone, nitrogen

dioxide, and particulate matter (PM₁₀ and PM_{2.5}). Table 4.2-2 summarizes maximum pollutant concentrations and the number of days CAAQS for ozone, nitrogen dioxide, and particulate matter (PM₁₀ and PM_{2.5}) were exceeded between 2002 and 2007 at the Palm Springs Fire Station monitoring station based upon the latest data from the CARB Aerometric Data Analysis and Management (ADAM) System database.

Table 4.2-2. Number of Days CAAQS Were Exceeded at Palm Springs Fire Station Air Quality Monitoring Station

Year	Ozone (O ₃)		Respirable Particulate Matter (PM ₁₀)		Nitrogen Dioxide (NO ₂)		Fine Particulate Matter (PM _{2.5})	
	Maximum 1-hour Concentration (ppm)	Days State Standard Exceeded	Maximum 24-hour Concentration (micrograms per cubic meter)	Percent of Samples Exceeding State Standard	Maximum 1-hour Concentration (ppm)	Days State Standard Exceeded	Maximum 24-hour Concentration (micrograms per cubic meter)	Percent of Samples Exceeding National Standard
2002	0.136	49	75.0	3	0.068	0	42.3	0
2003	0.141	54	108.0	4	0.067	0	21.2	0
2004	0.125	36	79.0	2	0.066	0	27.1	0
2005	0.139	41	64.0	2	0.059	0	26.1	0
2006	0.126	37	222.0	3	0.093	0	24.7	0
2007	0.126	9	81.0	3	0.063	0	20.5	0

Note: No State standard has been established for PM_{2.5}; Palm Springs Fire Station is located at 590 E. Racquet Club in the City of Palm Springs.

Source: South Coast Air Quality Management District

The pollutant concentrations may vary from year to year depending on weather conditions and changes in land use patterns. As indicated in Table 4.2-2, the closest monitoring station reported exceedances for O₃, and PM₁₀ between 2002 and 2007. Therefore, the SSAB is designated as “non-attainment” for ozone and PM₁₀. All other criteria pollutants were within both NAAQS and CAAQS standards or not monitored.

Greenhouse Gases and Global Warming Potential

Greenhouse gases are defined as those naturally occurring and anthropogenic chemical compounds within the atmosphere that absorb and reflect infrared radiation emitted by the Earth's surface. A numerical metric known as the “Global Warming Potential” (GWP) is a measure of how much a given mass of greenhouse gas is estimated to contribute to global warming relative to carbon dioxide (whose GWP defined as 1.0).

Naturally occurring greenhouse gases include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃). In addition, several classes of halogenated substances that contain fluorine, chlorine, or bromine also demonstrate a ‘greenhouse’ gas potential. Examples of these pollutants are halocarbons, perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆), etc. Examples of the more prevalent greenhouse gases are detailed below:

- Carbon dioxide (CO₂): CO₂ is naturally occurring gas and is part of the carbon cycle whereby carbon is cycled between the atmosphere, ocean, terrestrial life, and mineral reserves. The predominant source of anthropogenic carbon dioxide emissions is from the combustion of fossil fuels and hydrocarbons. Without CO₂, all life on Earth would cease to exist. Carbon dioxide is the reference gas against which all other greenhouse gases are compared. It has a GWP of 1.0 and makes up approximately 3.6 percent of the global warming gases in the atmosphere today.
- Water Vapor (H₂O): Water is a chemical compound that is essential to all known forms of life and has been denoted as ‘the universal solvent’. Water vapor is the gaseous form of water comprising roughly 0.001 percent of all water on the planet. Without H₂O, all life on Earth would cease to exist. Although water vapor has the ability to capture roughly 10 times the infrared energy as CO₂, its GWP was omitted from the IPCC’s report. Water vapor makes up approximately 95 percent of the global warming gases in the atmosphere today.
- Methane (CH₄): CH₄ is greenhouse gas with both natural and anthropogenic sources and is believed to be the primary atmospheric constituent during the early primordial Earth. Methane is naturally produced by the anaerobic decomposition of organic matter. Methane is also emitted during the production and distribution of natural gas and petroleum and is released as a by-product of incomplete (low temperature) fossil fuel combustion. It is estimated that a little more than half of the current methane emissions to the atmosphere are from anthropogenic sources. Methane has a GWP of 23 and constitutes approximately 0.36 percent of the global warming gases in the atmosphere today.
- Nitrous Oxide (N₂O): Primarily, N₂O is naturally produced by bacterial action within the soil and anthropogenically produced by high temperature combustion. The result is more-or-less the production of photochemical smog. Lesser sources such as manufacturing, wastewater treatment, and biomass burning also produce trace amounts of this substance. N₂O has a GWP of 296, and constitutes approximately 0.95 percent of the global warming gases in the atmosphere today.
- Halocarbons (CFCs)/Perfluorocarbons (PFCs) are carbon compounds that contain fluorine, chlorine, bromine or iodine. Anthropogenic sources are the primary (if not sole) generator of these substances. These gases have GWPs ranging from slightly over 100 to as high as 22,000. These gases constitute 0.072 percent of the global warming gases in the atmosphere today.

4.2.2 Thresholds of Significance

As defined in Appendix G of the *California Environmental Quality Act (CEQA) Guidelines*, impacts to air quality would be considered significant if the project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- 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);
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

South Coast Air Quality Management District Screening Standards

The SCAQMD establishes significance criteria for air quality emissions. The aggregate project-related maximum levels are shown quantitatively in Table 4.2-3. These standards are compatible with those utilized elsewhere in the State as well as the City of Cathedral City and the County of Riverside.

Table 4.2-3. Thresholds of Significance for Air Quality Impacts - SCAQMD

Pollutant	Operational Thresholds of Significance (Pounds per Day)	Construction Thresholds of Significance (Pounds per Day)	Clean Air Act Less Than Significant Levels (Tons per Year)
Carbon Monoxide (CO)	550	550	100
Oxides of Sulfur (SO _x)	150	150	100
Volatile / Reactive Organic Compounds & Gasses (VOC/ROG)	55	75	50
Oxides of Nitrogen (NO _x)	55	100	50
Particulate Matter (PM ₁₀)	150	150	100
Particulate Matter (PM _{2.5})	55	55	100

Source: SCAQMD CEQA Air Quality Handbook 1993, 1998, 2002

The PM_{2.5} threshold is based upon the proposed standard identified in the, "Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM_{2.5} Significance Thresholds", published by SCAQMD in October 2006.

In the event that project emissions may approach or exceed these screening level criteria, modeling would be required to demonstrate that the project's ground-level concentrations, including appropriate background levels, are below the NAAQS and CAAQS.

Combustion Toxics Risk Factors

When fuel burns in an engine, the resulting exhaust is made up of soot and gases representing hundreds of different chemical substances. The predominant constituents are:

- Nitrous Oxide
- Nitrogen Dioxide
- Formaldehyde
- Benzene
- Sulfur Dioxide
- Hydrogen Sulfide
- Carbon Dioxide
- Carbon Monoxide

Over ninety-percent (90%) of the exhaust emissions from an engine consist of soot particles whose size is equal to, or less than, 10-microns in diameter. Particles of this size can easily be inhaled and deposited in the lungs. Diesel exhaust contains roughly 20-100 times more emissive particles than gasoline exhaust. Of principal concern are particles of cancer causing substances known as polynuclear aromatic hydrocarbons (PAHs).

Using the CARB threshold, a risk concentration level of one in one million (1:1,000,000) of continuous 70-year exposure is considered less than significant. A risk exposure level of ten in one million (10:1,000,000) is acceptable if Toxic Best Available Control Technologies (T-BACTs) are used. For purposes of analysis under this report, and to be consistent with the approaches used for other toxic pollutants, a functional comparison of the aforementioned risk probability per individual person exposed to construction contaminants will be examined. This approach has the advantage of not needing to quantify the population of the statistical group adjacent to the construction (which could yield false values) as well as allowing the per-person risk to be expressed as a final percentage (with a percentage level of 100 percent being equal to the impact threshold). Of course, for a large enough population sample (i.e., a million people or more) the results are the same as CARB's predictions.

Global Climate Change

Section 15382 of the *CEQA Guidelines* defines a significant impact as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.”

Although global warming and the associated greenhouse gas effects are not explicitly defined under CEQA and yet to have any defined set of significance standards, the definition above is sufficiently broad enough in definition to allow its discussion within the air quality topic of CEQA.

4.2.3 Environmental Impacts

4.2.3.1 Program-Level Impacts

Consistency with Regional Air Quality Management Plans

The South Coast Regional Air Quality Strategy (RAQS) establishes what could be thought of as an “emissions budget” for the Salton Sea Air Basin. This budget takes into account existing conditions, planned growth based on General Plans for cities within the SCAG region, and air quality control measures implemented by the SCAQMD.

The “emissions budget” accounts for current emissions associated with the proposed project as well as previously approved projects consistent with current General Plan policies. Therefore, to determine whether the proposed project is consistent with the RAQS requires a comparison of net emissions from the proposed development to the emissions associated with previously approved and accounted for plans (commonly known as the Consistency Criterion of the RAQS).

Because implementation of the NCSP would include a General Plan Amendment and zone change to increase development density in the project area, the net emissions generated would exceed the previously approved and accounted for plans. Therefore, the NCSP is not consistent with the RAQS and a significant impact is identified.

Air Quality Standards

Construction Impacts

Construction-related pollutant generators would consist primarily of haul truck activities such as earthwork haulage, concrete delivery and other suppliers, graders and pavers, contractor vehicles, and

ancillary operating equipment such as diesel-electric generators and lifts. The analysis methodology utilized is based upon the SCAQMD CEQA Handbook guidelines for construction operations which itself is based upon the earlier EPA AP-42 source emissions report for the various classes of diesel construction equipment.

The generation rates identified in Table 4.2-4 would constitute the baseline (unmitigated) construction emission rates. Estimates of daily load factors (i.e., the amount of time during a day that any piece of equipment is under load) were based upon past ISE engineering experience of similar operations and consultation with the project proponent.

Table 4.2-4. Construction Equipment Pollutant Generation Rates

Equipment Class	CO ^(a)	NO _x ^(b)	SO _x	PM ₁₀ ^(c)	PM _{2.5} ^(d)	ROG
Track Backhoe	0.0150	0.0220	0.0020	0.0010	0.0009	0.0030
Dozer - D8 Cat	0.0220	0.0020	0.0010	0.0009	0.0030	0.0150
Hydraulic Crane	0.0090	0.0230	0.0020	0.0015	0.0014	0.0030
Loader/Grader	0.0150	0.0220	0.0020	0.0010	0.0009	0.0030
Side Boom	0.0130	0.0310	0.0020	0.0015	0.0014	0.0030
Water Truck	0.0060	0.0210	0.0020	0.0015	0.0014	0.0020
Welding Rig	0.0110	0.0180	0.0020	0.0010	0.0009	0.0020
Concrete Truck	0.0060	0.0210	0.0020	0.0015	0.0014	0.0020
Concrete Pump	0.0110	0.0180	0.0020	0.0010	0.0009	0.0020
Dump/Haul Trucks	0.0060	0.0210	0.0020	0.0015	0.0014	0.0020
Paver	0.0070	0.0230	0.0020	0.0010	0.0009	0.0010
Roller	0.0070	0.0200	0.0020	0.0010	0.0009	0.0020
Scraper	0.0110	0.0190	0.0020	0.0015	0.0014	0.0010

Notes: (a) The maximum CO emissions from Tier 2 equipment is 0.0082 pounds per horsepower-hour for equipment with power ratings between 50 and 175 HP and 0.0057 pounds per horsepower-hour for equipment with power ratings over 175 HP.
 (b) The maximum NO_x emissions from Tier 2 equipment are 0.0152 pounds per horsepower-hour regardless of the engine size.
 (c) The maximum PM₁₀ emissions from Tier 2 equipment are 0.0003 pounds per horsepower-hour regardless of the engine size.
 (d) The PM_{2.5} emission factors are based upon the methodology proposed in the SCAQMD document, "Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds", 10/06. The correction factor for diesel equipment of this type is 0.920.
 Table data sourced U.S. EPA AP-42 "Compilation of Air Pollutant Emission Factors", 9/85. Ratings shown for full (100%) load factor.

In cases where the required construction equipment aggregate exceeds the applicable thresholds for a pollutant under examination, mitigation is imposed by requiring cleaner Blue Sky Series Tier 1 through 3 equipment, as established under the federal CAA. These maximum emission rates are shown as footnotes to Table 4.2-4 for CO, NO_x and PM₁₀ for Tier 2 or better equipment. Additional recommendations for Blue Sky Series equipment would be made if strict Tier 2 compliance cannot be made.

Fine particulate dust generation (PM_{2.5}) from construction equipment was analyzed using the methodology identified in the SCAQMD document entitled, *Methodology to Calculate Particulate Matter (PM)_{2.5} and PM_{2.5} Significance Thresholds*. This approach, which utilizes the California Emission Inventory Development and Reporting System (CEIDARS) database, estimates PM_{2.5} emissions as a fractional percentage of the aggregate PM₁₀ emissions. For diesel construction equipment, the fractional emission factor is 0.920 PM_{2.5}/PM₁₀.

Construction Vehicle Emissions

Construction phases associated with implementation of the NCSP would include the following:

- Rough Grading – Site clearing, grubbing, and general pad and road alignment formation
- Paving Activities – Movement of any remaining material as well as necessary curb and gutter work, road base material placement and blacktop.

The estimated rough grading Tier 0 equipment exhaust emissions are provided in Table 4.2-5 for the typical construction activities/phases identified at the NCSP site. As shown, NO_x emissions would exceed the significance threshold. This represents a significant impact and mitigation is required.

Table 4.2-5. Predicted Construction Emissions – Rough Grading Phase (Tier 0 Baseline)

Equipment Type	Qty. Used	HP	Daily Load Factor (%)	Duty Cycle (Hrs./day)	Aggregate Emissions in Pounds / Day					
					CO	NO _x	SO _x	PM ₁₀	PM _{2.5}	ROG
Dozer - D6 Cat	4	250	50	8	60.0	88.0	8.0	4.0	3.7	12.0
Dozer - D8 Cat	4	300	50	8	43.2	110.4	9.6	7.2	6.6	14.4
Loader	2	150	45	4	8.1	11.9	1.1	0.5	0.5	1.6
Water Truck	2	200	50	4	4.8	16.8	1.6	1.2	1.1	1.6
Dump/Haul Trucks	3	300	20	6	6.5	22.7	2.2	1.6	1.5	2.2
Scraper	4	300	35	6	27.7	47.9	5.0	3.8	3.5	3.5
<i>Total (Σ):</i>					<i>150.3</i>	<i>297.7</i>	<i>27.5</i>	<i>18.3</i>	<i>16.9</i>	<i>34.3</i>
Significance Threshold (SCAQMD):					550	100	150	150	55	75
Significant Impact?					No	Yes	No	No	No	No

The remaining phases of construction (i.e., underground utility work and surface paving operations) could be performed using older Tier 0 equipment with no additional impacts identified. These levels are shown in Table 4.2-6.

Fugitive Dust Emission Levels (PM₁₀, PM_{2.5})

Construction activities are also a source of fugitive dust emissions that may have a substantial, but temporary, impact on local air quality. These emissions are typically associated with land clearing, excavating, and construction of a proposed action. Substantial dust emissions also occur when vehicles travel on paved and unpaved surfaces and haul trucks lose material. Dust emissions and impacts vary substantially from day to day, depending on the level of activity, the specific operation being conducted, and the prevailing meteorological conditions. Wet dust suppression techniques, such as watering and/or applying chemical stabilization, would be used during construction to suppress the fine dust particulates from leaving the ground surface and becoming airborne through the action of mechanical disturbance or wind motion.

Table 4.2-6. Predicted Construction Emissions – Utility/Paving Phases

Equipment Type	Qty. Used	HP	Daily Load Factor (%)	Duty Cycle (Hrs. / day)	Aggregate Emissions in Pounds / Day					
					CO	NO _x	SO _x	PM ₁₀	PM _{2.5}	ROG
<i>Underground Utility Construction</i>										
Track Backhoe	3	150	50	8	27.0	39.6	3.6	1.8	1.7	5.4
Loader	2	150	45	8	16.2	23.8	2.2	1.1	1.0	3.2
Concrete Truck	6	250	25	0.5	1.1	3.9	0.4	0.3	0.3	0.4
Dump/Haul Trucks	10	300	45	0.5	4.1	14.2	1.4	1.0	0.9	1.4
<i>Total (Σ):</i>					<i>48.4</i>	<i>81.5</i>	<i>7.6</i>	<i>4.2</i>	<i>3.9</i>	<i>10.4</i>
<i>Surface Paving Activities</i>										
Skid Steer Cat:	1	150	50	8	9.0	13.2	1.2	0.6	0.6	1.8
Dump/Haul Trucks:	25	300	45	0.5	10.1	35.4	3.4	2.5	2.3	3.4
Paver:	1	150	35	8	2.9	9.7	0.8	0.4	0.4	0.4
Roller:	2	150	35	8	5.9	16.8	1.7	0.8	0.7	1.7
<i>Total (Σ):</i>					<i>27.9</i>	<i>75.1</i>	<i>7.1</i>	<i>4.3</i>	<i>4.0</i>	<i>7.3</i>
Significance Threshold (SCAQMD):					550	100	150	150	55	75
Significant Impact?					No	No	No	No	No	No

Grading

Exact grading quantities and durations are unknown at this time. For the purposes of quantification under this Program Environmental Impact Report (PEIR), the proposed NCSP site would be assumed to have an estimated cut/fill grading quantity of 100,000 cubic-yards (cy) of material moved over any given 30-day period. For alluvium-type material, the project would have an approximate working weight of 130,000 tons.

Out of the total quantity identified above, it is estimated that roughly 80 percent of the working weight would be capable of generating PM₁₀. Thus, for the purposes of analysis, the working weight of earthwork material capable of generating some amount of PM₁₀ would be 104,000 tons. The average earthwork movement per day would be 3,466.7 tons/day.

Following the analysis procedure identified in the SCAQMD CEQA Handbook for PM₁₀ emissions from fugitive dust gives a level of 222.6 pounds of PM₁₀ generated per day. It should be noted that surface wetting would be utilized during all phases of earthwork operations at a minimum level of three times per day, thus a control efficiency of 34 to 68 percent reduction in fugitive dust can be applied per SCAQMD standards.

Assuming a median 60 percent control efficiency due to the aforementioned watering yields a total fugitive dust generated load of 89 pounds. This level is below the 150 pounds per day threshold established by SCAQMD. Therefore, no significant impacts are expected from the grading phase. The commensurate PM_{2.5} level would be 18.5 pounds per day which is also below the proposed threshold of significance. Impacts would be less than significant.

Unpaved Road Travel

The amount of unpaved road travel required for construction activities is unknown at this time. For the purposes of analysis, it is assumed that contractors' vehicles moving on-site would traverse a total of 50 miles per day. Following the analysis methods identified in the SCAQMD CEQA Handbook for PM₁₀ emissions due to unpaved haul roads gives a level of approximately 23.4 pounds of PM₁₀ generated per day. This activity alone would not generate a significant impact. The commensurate PM_{2.5} level would be 5.0 pounds per day which is also below the proposed threshold of significance. Impacts would be less than significant.

Operational Impacts

The future build-out of the NCSP would generate traffic and associated exhaust emissions and air quality impacts resulting from new residential, mixed-use ~~commercial-urban~~, mixed-use ~~residential-neighborhood~~ and industrial uses. The new development within the NCSP area would generate air pollution from two major sources: stationary and mobile. Stationary sources include industrial and commercial operations and natural gas combustion at homes and businesses. Mobile sources include vehicle exhaust emissions.

The majority of long-term emissions would be generated by vehicular travel of residents, employees, and customers of the NCSP area. Additional emissions would be generated from vehicle travel of people traveling through the area since I-10 is a major commuter thoroughway. Table 4.2-7 summarizes estimated year 2030 air pollutant emissions resulting from the new development pursuant to the NCSP. An URBEMIS run was performed to generate trips using the proposed NCSP land use designations. A "worst-case" scenario is used to analyze long-term air quality impacts. Emissions are calculated for both winter and summer with the higher emissions estimate reported – in this case summer, for each criteria pollutant.

**Table 4.2-7. Long-term Operational Emissions, Year 2030
(pounds per day)**

Emissions Source	Reactive Organic Gases (ROG)	Oxides of Nitrogen (NO _x)	Carbon Monoxide (CO)	Respirable Particulate Matter (PM ₁₀)	Respirable Particulate Matter (PM _{2.5})
Stationary Emissions	522	159	155	Negl.	Negl.
Vehicular Emissions	1,151	1,193	12,484	316	203
Total Emissions	1,673	1,353	12,640	316	203
SCAQMD Threshold	55	55	550	150	55
Exceeds Threshold?	Yes	Yes	Yes	Yes	Yes

Note: Waiting for VMT and AQ results

As shown, the new development pursuant to the NCSP would generate pollutant emissions that would exceed SCAQMD daily threshold amounts for ROG, NO_x, CO, PM₁₀, and PM_{2.5} and therefore, the impact would be significant and mitigation is required.

Vehicular Conformity Assessment

Integrated Science and Engineering, Inc. (ISE) performed a hotspot conformity analysis on all identified roadway segments using the California Line Source Emissions Model Version 4 (CALINE4) air dispersion model methodology in order to quantify pollutant concentrations within the NCSP area. CALINE4 is the accepted line source dispersion model within the State of California.

For the hotspot analysis, 2030 peak hour NCSP area traffic volumes were used based upon values provided by the NCSP traffic engineer. Average speeds of 45 miles per hour were used for all potentially impacted roadway segments utilizing the Caltrans ITS Transportation Project-Level Carbon Monoxide Protocol mix ratios per EMFAC 2007. Worst-case wind speed, aggregate emissions class data, and meteorological assumptions were created and run for various traffic scenarios. The peak hour traffic volume was calculated at a worst-case scenario 10-percent of the average daily trips (ADT).

This produced the following worst-case running emission factors:

- CO = 0.888 grams/mile
- NO_x = 0.281 grams/mile
- PM₁₀ = 0.020 grams/mile

On-site CO concentrations were estimated using sampling data available from the Palm Springs Fire Station. The results indicated maximum CO concentration levels of slightly less than 0.8 ppm. Ambient PM₁₀ mass concentration readings of up to 0.001 milligrams per cubic meter (mg/m³) were indicated. Levels for NO_x precursors (such as NO, NO₂, and O₃) were taken at 0.01, 0.06, and 0.10 ppm respectively, which are consistent with current ambient (worst-case) monitoring station levels and values measured by ISE. The NO₂ photolysis rate was taken at a default value of 0.004/sec based upon the meteorology. The CALINE4 solution space for these input assumptions are provided as attachments to Appendix B of this document.

Cumulative Increase of Non-attainment Pollutants

The SSAB is designated as non-attainment for ozone and PM₁₀. As identified in Table 4.2-7, the proposed NCSP is anticipated to generate substantial volumes of ROG, NO_x, and PM₁₀. ROG and NO_x are identified as ozone precursors and the emission of these pollutants constitutes emission of ozone. Therefore, the NCSP would substantially contribute to a cumulative net increase of pollutants in which the SSAB is designated as non-attainment. A significant impact is identified and mitigation is required.

Sensitive Receptors

Construction Impacts

On-site construction equipment was found to generate worst-case daily pollutant levels during the rough grading phase. These emissions are assumed to occur over any given 24-hour day (thereby providing an upper bound on expected emission concentrations). Although all stable criteria pollutants are provided, it should be noted that for cancer-risk potential, only combustion-fired PM₁₀ particulates is considered.

The proposed NCSP site has a maximum working area of roughly 204,732,000 square feet (19,020,195 m²) based upon data obtained from the NCSP site plans. The aggregate emission rates for the various criteria pollutants in grams per second and grams per square-meter (m²) per second are given in

Table 4.2-8. This methodology essentially applies all of the diesel emissions over this working area and provides a worst-case assessment of the impacts to sensitive receptors.

**Table 4.2-8. Predicted Onsite Diesel-Fired Construction Emission Rates
(Tier 2 Mitigated Equipment)**

Criteria Pollutant	Max Daily Emissions (pounds)	Daily Site Emission Rates (grams/second)	Average Area Emission Rates (grams/m ² /second)
CO	79.8	0.4189	2.2026E-08
NO _x	90.7	0.4762	2.5035E-08
SO _x	27.5	0.1444	7.5904E-09
PM ₁₀	2.9	0.0152	8.0045E-10
PM _{2.5}	2.7	0.0142	7.4524E-10

Total averaging time is 24 hours x 60 minutes/hour x 60 seconds/minute = 86,400 seconds per CAAQS standards.
One pound-mass = 453.592 grams

The expected combustion-fired construction emission concentrations from SCREEN3 modeling are shown in Table 4.2-9.

Table 4.2-9. SCREEN3 Predicted Diesel-Fired Emission Concentrations

Criteria Pollutant	Pollutant Concentration (µg/m ³)	Pollutant Concentration (ppm)	Pollutant Risk Probability (percent risk per person for 70-year exposure)	Significant?
CO	4.151	0.0036	n/a	No
NO _x	4.722	0.0025	n/a	No
SO _x	1.431	0.0005	n/a	No
PM ₁₀	0.1525	--	0.005%	No
PM _{2.5}	0.1	--	n/a	No

Diesel risk calculation based upon ARB 1999 Staff Report from the Scientific Review Panel (SRP) on Diesel Toxics inhaled in a 70-year lifetime.

Conversion Factors (approximate):

CO: 1 ppm = 1,150 µg/m³ @ 25 deg-C STP, NO_x: 1 ppm = 1,880 µg/m³ @ 25 deg-C STP

SO_x: 1 ppm = 2,620 µg/m³ @ 25 deg-C STP, PM₁₀ and PM_{2.5}: 1 ppm = 1 g/m³ (solid)

PM_{2.5} levels based upon the CEIDARS database fractional emission factor for diesel construction equipment of 0.920 PM_{2.5}/PM₁₀.

Based upon the model results, all criteria pollutants were below the recommended risk level with a PM₁₀ risk probability of 0.005 percent (or 0.5 one-hundredths of a percent risk per 70-year exposure duration assuming the implementation of T-BACT). Given this, no significant impacts to sensitive receptors are expected due to proposed grading operations.

Additionally, the analysis identified a worst-case PM₁₀ level of 0.1525 µg/m³ occurring at a distance of 3,259 meters (10,690 feet) from the NCSP site. This pollutant concentration is far below the CAAQS of 50 µg/m³ established by the State for any given 24-hour exposure period.

Since the transport of this pollutant diminishes at an exponential rate, any nearby (standing) receptor would experience levels far less than the identified maximum concentration with typical values ranging between 0.0 to 0.1 $\mu\text{g}/\text{m}^3$.

The project-generated construction PM_{10} level is expected to approach zero at distances approaching 21,380 feet (4.05 miles) from the project site (or roughly three standard deviations from the maximum). Therefore, construction activities have the potential to expose sensitive receptors within 4.05 miles to substantial PM_{10} levels. Because the NCSP would be built-out in phases, it is likely that construction activities of one phase would disturb land uses and sensitive receptors generated from previous phases. Therefore, the impact to sensitive receptors is potentially significant and mitigation is required.

Operational Impacts

Table 4.2-10 lists the roadway segments identified by the traffic engineer for the buildout plus project scenario, the predicted peak hour traffic volume, and the expected CO, NO_x , PM_{10} , and $\text{PM}_{2.5}$ emissions at 100 feet from the road centerline (minimum possible standing receptor distance).

Table 4.2-10. CALINE4 Dispersion Results – CO/ NO_x / PM_{10} / $\text{PM}_{2.5}$

Roadway	Segment	ADT	CO (ppm)	NO_x (pphm)	PM_{10} (ppm)	$\text{PM}_{2.5}$ (ppm)
Palm Drive	I-10 Ramps to Paul Road	31,769	0.9	7.0	3.6	3.6
	Paul Road to Varner Road	28,035	0.9	7.0	3.4	3.4
Varner Road	Palm Drive to Mountain View Road	2,572	0.8	6.6	1.5	1.5
	Mountain View Road to Date Palm Drive	32,425	0.9	7.0	3.7	3.7
	East of Date Palm Drive	18,718	0.9	6.9	2.8	2.8
Date Palm	I-10 Ramps to Varner Road	26,872	0.9	7.0	3.3	3.3

Based upon the dispersion model findings, no localized criteria pollutant impacts were identified for any of the currently examined roadway segments. The roadway segments examined were found to comply with the CAAQS and NAAQS. Impacts would be less than significant.

Odors

The inhalation of volatile organic compounds (VOCs) causes smell sensations in humans. These odors can affect human health in four primary ways:

- The VOCs can produce toxicological effects;
- The odorant compounds can cause irritations in the eye, nose, and throat;
- The VOCs can stimulate sensory nerves that can cause potentially harmful health effects; and,
- The exposure to perceived unpleasant odors can stimulate negative cognitive and emotional responses based on previous experiences with such odors.

Development of the proposed project site could generate trace amounts (less than one $\mu\text{g}/\text{m}^3$) of substances such as ammonia, carbon dioxide, hydrogen sulfide, methane, dust, organic dust, and endotoxins (i.e., bacteria are present in the dust). Additionally, proposed onsite uses could generate such

substances as volatile organic acids, alcohols, aldehydes, amines, fixed gases, carbonyls, esters, sulfides, disulfides, mercaptans, and nitrogen heterocycles.

It is not expected at this programmatic level that the development or operation of the proposed project would produce appreciable odor levels perceivable by any existing sensitive receptors adjacent to the property. Impacts would be less than significant.

Climate Change

Greenhouse Gas Emission Tabulation

The NCSP project would utilize a worst-case contingency of equipment required to mass grade the NCSP site. Previous analysis of the required equipment and subsequent emissions budget has been examined within the project's Air Quality Conformity Assessment. The pertinent findings are shown below in Table 4.2-11 for the mitigated Tier 2 compliance scenario.

Table 4.2-11. Construction Vehicle Greenhouse Gas Emission Levels – North City Specific Plan

Equipment Classification	Emission Rates (grams per mile)			
	CO	NO _x	CO ₂ =27 CO	N ₂ O-0.3 NO _x
Dozer - D6 Cat	22.8	26.4	615.6	7.9
Dozer - D8 Cat	27.4	31.7	739.8	9.5
Loader	4.4	3.6	118.8	1.1
Water Truck	4.6	5.3	124.2	1.6
Dump/Haul Trucks	6.2	7.1	167.4	2.1
Scraper	14.4	16.6	388.8	5.0
SUM (Σ):	79.8	90.7	2154.6	27.2

Since N₂O has a GWP of 296 with respect to CO₂, the final result can be expressed as an equivalent CO₂ level of $27.2 \times 296 = 8,051.2$. Thus the final equivalent CO₂ greenhouse gas load due to the project would be 10,205.8 pounds CO₂ per day while mass grading activities occur. It is assumed for the purposes of analysis that construction would occur for a period of three years over the totality of project development; thus, the net CO₂ level due to construction would be 1.1175×10^7 (11,175,351) pounds.

Projected Project Greenhouse Gas Emissions Budget

The projected greenhouse gas emission budget for the proposed project would be the summation of the individual sources identified under the previous section. Thus, the total budget would equate to the following levels shown in Table 4.2-12.

Table 4.2-12. Greenhouse Gas Emission Budget for North City Specific Plan

Project Scenario	CO ₂	Pounds per ...
Construction Operations	1.1175×10^7	Total construction period (three years)
Operational Vehicle Emissions	Not available	day
Small Engine/Natural Gas	Not available	day

The total greenhouse gas emissions would be 11,175,351 pounds of equivalent CO₂ currently comprised entirely of proposed construction activities. The proposed NCSP would result in operational greenhouse gas emissions associated with vehicle trips. However, operational vehicle greenhouse gas emissions have not been calculated at this time. Due to the size of the NCSP and the intensity of development proposed, operational vehicle greenhouse gas emissions are anticipated to be substantial.

Construction activities associated with build-out of the proposed NCSP was shown to produce an aggregate equivalent greenhouse gas load of 11,175,351 pounds of equivalent CO₂. The local warming effect due to this level of project emissions was found to be 0.000060 °F, which would be deemed non-impactive using the generally accepted definition of this term under CEQA. The net contribution resulting from construction of the NCSP on the planet as a whole would be deemed insignificant. However, the calculated greenhouse gas emissions total does not include emissions from the operational phase of the NCSP. According to data provided by the traffic engineer, the NCSP is anticipated to generate approximately 234,000 ADT. This would result in substantial emissions of greenhouse gases.

Compliance with AB 32 CO₂ Reduction Strategies

Consistent with the intent of AB 32, the NCSP would be required to demonstrate that it has policies in place that would provide a goal of 25-percent reduction in CO₂ by the year 2020. To this end, the following greenhouse gas offset measures have been shown to be effective by CARB and should be implemented wherever possible:

Diesel Equipment (Compression Ignition) Offset Strategies

- Use electricity from power poles rather than temporary diesel power generators.
- Construction equipment operating onsite should be equipped with two to four degree engine timing retard or precombustion chamber engines.
- Construction equipment used for the project should utilize EPA Tier 2 or better engine technology.

Vehicular Trip (Spark Ignition) Offset Strategies:

- Encourage commute alternatives by informing employees and customers about transportation options for reaching your location (i.e. post transit schedules/routes).
- Help employees rideshare by posting commuter ride sign-up sheets, employee home zip code map, etc.
- Offer telecommuting and/or flexible schedules so workers can avoid heavy traffic commutes.
- When possible, arrange for a single vendor who makes deliveries for several items.
- Purchase Carbon Offsets to compensate for miles traveled by company vehicles.
- Plan delivery routes to eliminate unnecessary trips.
- Keep vehicles well maintained to prevent leaks and minimize emissions, and encourage employees to do the same.
- Provide car/van pool parking.
- Provide a commuter van.

- Sell bus or light rail passes on-site or at a discount to your employees.
- Offer a shuttle service to and from bus, train and/or light rail stops.
- Provide shower facilities for employees who walk/jog/bike to work or contract with an athletic club to use their facilities.
- Encourage bicycling to work by offering rebates on bicycles bought for commuting.
- Provide secured and enclosed bicycle parking for employees (e.g., bike lockers).
- Onsite Energy Offset Strategies:
 - Complete regularly scheduled maintenance on your HVAC (heating, ventilation and air conditioning) system.
 - Use an energy management system to control lighting, kitchen exhaust, refrigeration and HVAC.
 - Install occupancy sensors for lighting in low occupancy areas, including walk-in refrigerator/freezers.
 - Retrofit incandescent bulbs with compact fluorescent lights.
 - Install ultra efficient ballasts to dim lights to take advantage of daylight.
 - Upgrade existing fluorescent lighting with T-8 lamps with electronic ballasts (T-8 systems consume up to 40 percent less energy than conventional T-12 systems).
 - Install a programmable thermostat to control heating and air conditioning.
 - Insulate all major hot water pipes.
 - Insulate refrigeration cold suction lines.
 - Use weather stripping to close air gaps around doors and windows.
 - Retrofit exit signs with Led's or fluorescent bulbs.
 - Select electrical equipment with energy saving features (e.g. Energy Star®).
 - Plant native shrubs or trees near windows for shade.
 - Install plastic strip curtains on walk-in refrigerator/freezer doors.
 - Convert hot water heaters to on-demand systems.
 - Use a solar water heater or pre-heater.
 - Reduce the number of lamps and increase lighting efficiency by installing optical reflectors or diffusers.
 - Install ceiling fans.
 - Consider adding desk lamps or task lighting fixtures to work spaces in order to reduce the need for overhead lighting when only one person is in the office.

Even with incorporation of offset strategies, substantial greenhouse gas emissions would be generated during long-term operation of the NCSP. However, operational emissions have not been quantified at this time. Therefore, impacts are considered potentially significant and require mitigation.

4.2.4 Mitigation Measures

There are currently no feasible mitigation measures to reduce the significant impact resulting from conflict with the applicable air quality plan. The impact is considered significant and unavoidable.

To reduce potentially significant impacts to sensitive receptors, the following mitigation measure shall be implemented:

AQ-1 As development of the NCSP moves forward, for each new project, a project-specific air analysis/~~analyses~~mitigation verification report shall be prepared to ensure that each new project incorporates the vehicle trip reduction measures identified in mitigation measure AQ-2. For projects on parcels greater than 20 acres within the mixed-use, business park, or industrial zones, the report shall also include a site-specific air quality analysis to determine if the project would generate emissions in excess of ~~construction of a new phase or project would not significantly impact sensitive receptors generated by previous phases.~~ Thresholds of significance shall include adopted SCAQMD thresholds. If significant impacts/exceedance of adopted thresholds are/is anticipated, the project-specific air analysis shall prescribe mitigation measures to reduce the impact to below a level of significance.

To reduce potentially significant impacts related to operational greenhouse gas emissions, the following mitigation measure shall be implemented:

AQ-2 A reduction of vehicle trips represents the most effective way to reduce operation-related emissions resulting from project trip generation. However, the NCSP area would be developed with residential, commercial, industrial, and mixed uses, and such uses require vehicle trips to get residents, employees, and patrons to and from the area. Goals and policies that will work toward reducing vehicle emissions include:

- Facilitate bicycle use and circulation.
- Promote a safe and attractive pedestrian environment through the provision of sidewalks, trails, paseos, and pedestrian amenities.
- Improve and expand public transit services.
- Provision of bus passes by employers in the NCSP area.
- Preferential parking for vehicle pooling.

No additional feasible mitigation measures, other than implementation of the identified traffic mitigation measures to reduce congestion are available to substantially reduce operational vehicular and greenhouse gas emissions, and therefore, this impact is considered significant and unavoidable.

To mitigate for construction-related emissions involving NO_x, the following mitigation measure shall be implemented:

AQ-3 As phases are initiated and individual projects are approved, construction of the NCSP area shall utilize Tier 2 (or better) equipment which meets the Blue Sky Series Engine designation.

4.2.5 Conclusion

The mitigated solution is presented in Table 4.2-13. Upon implementation of this measure, construction impacts are anticipated to be less than significant.

Table 4.2-13. Predicted Construction Emissions – Rough Grading Phase (Tier 2 Mitigated)

Equipment Type	Qty. Used	HP	Daily Load Factor (%)	Duty Cycle (Hrs. / day)	Aggregate Emissions in Pounds / Day					
					CO	NO _x	SO _x	PM ₁₀	PM _{2.5}	ROG
Dozer - D6 Cat	4	250	50	8	22.8	26.4	8.0	0.8	0.7	12.0
Dozer - D8 Cat	4	300	50	8	27.4	31.7	9.6	1.0	0.9	14.4
Loader	2	150	45	4	4.4	3.6	1.1	0.2	0.2	1.6
Water Truck	2	200	50	4	4.6	5.3	1.6	0.2	0.2	1.6
Dump/Haul Trucks	3	300	20	6	6.2	7.1	2.2	0.2	0.2	2.2
Scraper	4	300	35	6	14.4	16.6	5.0	0.5	0.5	2.5
<i>Total (Σ):</i>					<i>79.8</i>	<i>90.7</i>	<i>27.5</i>	<i>2.9</i>	<i>2.7</i>	<i>34.3</i>
Significance Threshold (SCAQMD):					550	100	150	150	55	75
Significant Impact?					No	No	No	No	No	No

Aggregate Project Construction Emissions

The aggregate emission levels produced by the proposed NCSP site are shown below in Table 4.2-14. Based upon the analysis, no construction grading exceedances were identified upon implementation of Tier 2 Blue Sky Series Engine equipment. This would be the only necessary and sufficient construction mitigation measure required.

Table 4.2-14. Aggregate Emissions – North City Specific Plan

Scenario Examined	Aggregate Emissions in Pounds / Day					
	CO	NO _x	SO _x	PM ₁₀	PM _{2.5}	ROG/VOC
<i>Construction Grading Operations</i>						
Construction Grading Vehicle Emissions (from Table 4.2-7):	79.8	90.7	27.5	2.9	2.7	34.3
Surface Grading Dust Generation:	0.0	0.0	0.0	89.0	18.5	0.0
Powered Haulage Dust Generation:	0.0	0.0	0.0	23.4	5.0	0.0
Unmitigated Total (Σ):	79.8	90.7	27.5	115.3	26.2	34.3
Significance Threshold (SCAQMD):	550	100	150	150	55	75
Significant Impact?	No	No	No	No	No	No

Further, no concentration exceedances were identified for any of the roadway segments analyzed at this time. Therefore, with implementation of mitigation measure AQ-32, construction-related impacts would be less than significant. .

There is no *de minimis* threshold established for the reduction of greenhouse gas emissions on a project-level, and no comprehensive program, even on statewide level, specifically targeting the emission of greenhouse gases, or exposure to risks associated with global warming, in which the project could participate. In the absence of such yardsticks to measure effective participation in the effort to reduce climate change risks, the incremental contribution of the project to climate change is considered potentially significant and unavoidable.

Further, the NCSP, in conjunction with cumulative projects, would emit air pollutants in excess of adopted SCAQMD allowable thresholds. However, mitigation to adequately reduce this impact is currently unavailable. Therefore, a Statement of Overriding Considerations must be adopted for significant cumulative impacts to air quality.

This page intentionally left blank.

4.3 BIOLOGICAL RESOURCES

The following document was used in the preparation of this section and is located in Appendix D of this document:

Biological Technical Report. North City Specific Plan, Cathedral City. Prepared by HDR Engineering, Inc., June 19, 2008.

The Biological Technical Report identified the potential impacts on biological resources, United States Army Corps of Engineers (USACE) wetlands and jurisdictional waters of the United States, and California Department of Fish and Game (CDFG) wetlands within and adjacent to the proposed approximately 4,6445,000-acre residential North City Specific Plan (NCSP) area. An evaluation of existing conditions and project impacts, and proposed mitigation measures to reduce impacts to less than significant levels were included.

4.3.1 Environmental Setting

4.3.1.1 Regulatory Context

City of Cathedral City General Plan

The Biological Resources Element of the City's General Plan includes goals, policies and programs developed for the preservation of plant and animal life, habitat for fish and wildlife species, and areas in need of ecological and scientific study. All areas located within the NCSP area would be subject to the restrictions and guidelines identified in this element of the General Plan.

Riverside County General Plan/Riverside County Integrated Project

A comprehensive update to the Riverside County General Plan was approved on October 7, 2003 as part of the Riverside County Integrated Project (RCIP). This is a tool used by land owners to determine what environmental policies would apply to a particular parcel. The RCIP includes biological resource policies 19.1-19.14 that provide for protection of sensitive biological resources; provide connections between mountain ranges, washes, and foothills; and conserve sensitive soils, plants, and raptor foraging habitat. As development within the NCSP area moves forward, land owners would be required to follow policies identified in the RCIP for a particular parcel.

Coachella Valley Multiple Species Habitat Conservation Plan

The Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP) is a comprehensive, multi-jurisdictional plan focusing on the conservation of federal and state-listed species, other rare and sensitive species, and their habitats. An essential goal of the MSHCP is to maintain ecological diversity within the rapidly urbanizing Coachella Valley. The MSHCP proposes a reserve system of approximately 745,900 acres, of which 557,100 acres are currently within public or private ownership and 166,380 acres will need to be assembled from lands currently in public and/or private ownership. The MSHCP allows Cathedral City and other permittees to issue "take permits" for listed species so that project applicants do not have to individually seek federal/state endangered species incidental take authorization from the USFWS and CDFG. Mitigation for development within the MSHCP is a fee based system. The local development fee is \$5,730 per acre as of October 2008, but will eventually provide for annual Consumer Price Index adjustments.

In September 2007, the Riverside County Board of Supervisors and Coachella Valley Association of Governments (CVAG) adopted the MSHCP, certified its Environmental Impact Report/Environmental Impact Statement, and authorized the Chairman to sign the Implementing Agreement. On September 9, 2008 the CDFG issued the Natural Community Conservation Plan (NCCP) Permit for the Coachella Valley MSHCP. The USFWS issued the final permit for the MSHCP on October 1, 2008.

Conservation areas have been designed to ensure that the reserve system can conserve the highest quality habitat for the covered species, as well as protect the essential ecological processes necessary to maintain habitat quality and connectivity among large blocks of habitat. Two conservation areas of the MSHCP cover the NCSP area: Willow Hole and Edom Hill (Figure 4.3-1).

Willow Hole Conservation Area Within the MSHCP

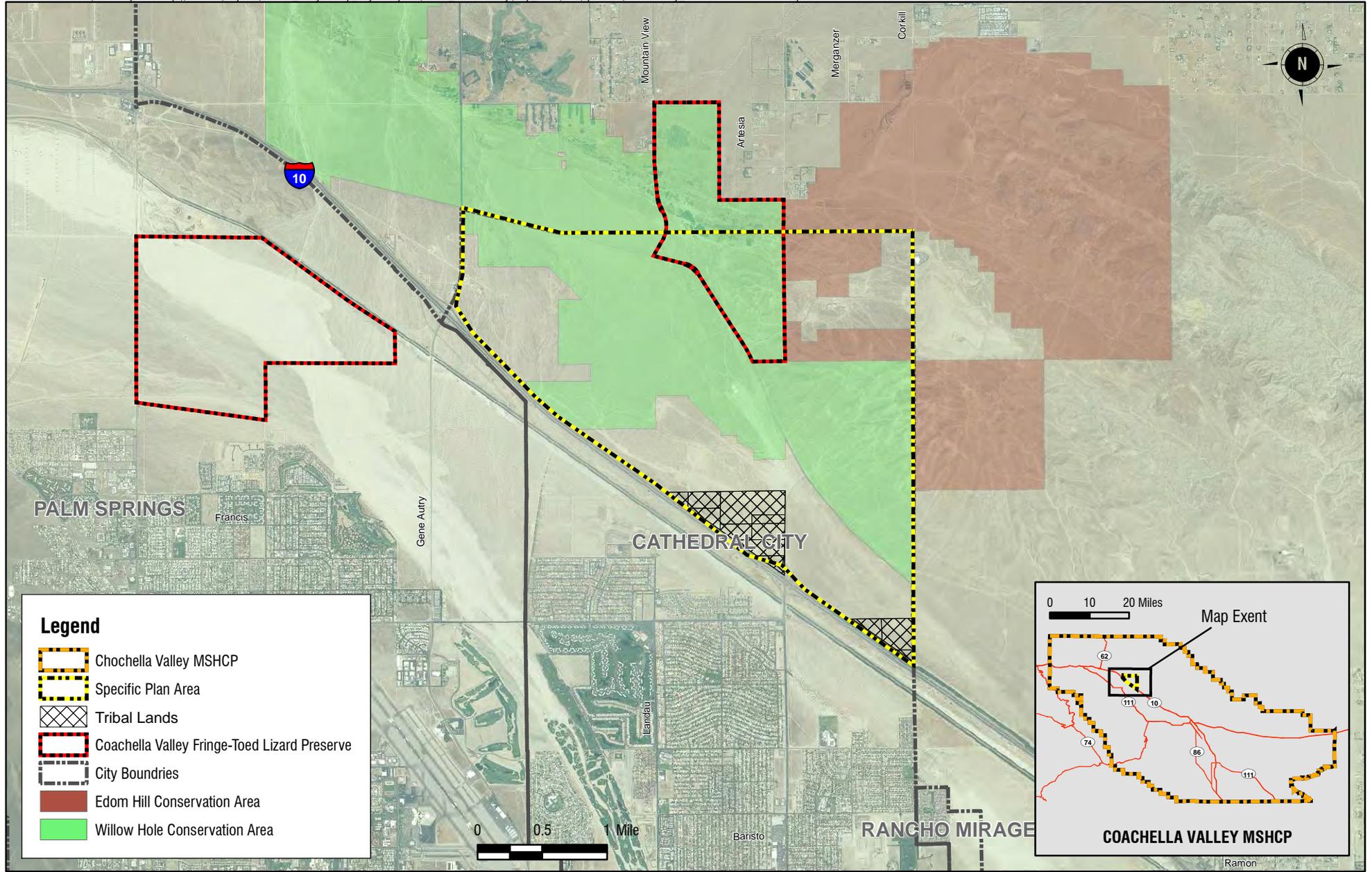
A large portion of the NCSP is located within the Willow Hole Conservation Area (Figure 4.3-1). Any development occurring within the conservation area would be required to comply with the guidelines and regulations identified in the MSHCP. A conservation to development ratio of 9:1 are outlined in the required measures for the Willow Hole Conservation Area, with the exception of single-family homes, emergency response activities, or any non-commercial accessory uses and structures including but not limited to second units on an existing legal lot. In addition, the MSHCP appears to provide for the construction of frontage roads north of and parallel to I-10 as long as the design of the frontage road provides for fluvial sand transport along Salvia, Edom, and Willow washes to allow sand to be transported under I-10. Development may also occur within the Willow Hole Conservation Area in a Special Provisions area (Figure 4-13g in the MSHCP) once all conditions are met. The Special Provisions area is located within the NCSP and these conditions are as follows:

- a. Take Authorization is provided for development in the area depicted in Figure 4-13g. This Take Authorization becomes effective only upon the permanent conservation of the area depicted in Figure 4-13g for Conservation.
- b. The Local Development Mitigation Fee will not be assessed in the Take Authorization area delineated in Figure 4-13g of the MSHCP.
- c. At such time as the Take Authorization becomes effective, the Conservation Objectives for affected species, conserved natural communities, and ecological processes shall be adjusted to reflect the Take Authorization and Conservation in Section 2 provided through this measure. The Take Authorization does not count against the acres of take/disturbance identified in the MSHCP prior to the implementation of these Special Provisions.

In addition, permittees shall comply with applicable avoidance, minimization, and mitigation measures presented in Section 4.4 and the Land Use Adjacency Guidelines described in Section 4.5 of the MSHCP.

Edom Hill Conservation Area Within the MSHCP

A portion of the Edom Hill Conservation Area occurs within the northeastern corner of the NCSP area (Figure 4.3-1). Any development occurring within the conservation area would be required to comply with any guidelines and regulations identified in Section 4.3.10 of the MSHCP. Two required measures are outlined in this section, including: (1) within the Edom Hill Landfill well parcel, Riverside County Waste will not significantly reduce fluvial sand transport along the wash that crosses the parcel and will not fence the property so that wildlife movement is prevented; and (2) permittees shall comply with



Conservation Areas, Preserves and Tribal Lands

FIGURE 4.3-1

applicable avoidance, minimization, and mitigation measures presented in Section 4.4 and the Land Use Adjacency Guidelines described in Section 4.5 of the MSHCP.

The NCSP would be subject to comply with all development regulations of the MSHCP.

Agua Caliente Band of Cahuilla Indians Tribal Habitat Conservation Plan

The Agua Caliente Band of Cahuilla Indians Tribal Habitat Conservation Plan (THCP) is currently out for public review along with the Draft Environmental Impact Statement (EIS). Lands and natural resources within the reservation and on other tribal lands within the THCP area provide the means for spiritual and physical sustenance, as well as economic self sufficiency, for the Tribe and its members. These lands also provide open space and habitats for a number of federally-listed and Tribe-identified sensitive species. Authorized under Section 10(a) of the ESA, habitat conservation plans are developed to enhance the habitats of listed (and unlisted) species and increase the survivability of such species [50 CFR 17.22(b)(4)], and to permit the “incidental take” of wildlife associated with non-federal actions when “take” is incidental to and not the purpose of an otherwise lawful activity. Individuals, corporations, tribes, and state or local agencies may apply to the USFWS for a Section 10(a) Incidental Take Permit. Generally, an incidental take permit allows the incidental taking of individuals or habitat so long as the impacts of the taking are minimized and mitigated to the maximum extent practicable, the applicant ensures that adequate funding for the conservation plan will be provided, and the taking will not appreciably reduce the likelihood of the survival and recovery of the species in the wild.

The THCP differentiates between the Valley Floor Conservation Area that covers land throughout Palm Springs, Cathedral City, and Rancho Mirage, and the Mountains and Canyons Conservation Area, which will conserve approximately 23,900 acres. This conservation area is located within the NCSP. The valley floor area specifically protects 11 sensitive species including the fringe-toed lizard, the Palm Springs pocket mouse and Coachella Valley milk-vetch (Tribal Press Release, October 12, 2007).

Like the MSHCP, development within the THCP would be subject to a mitigation fee (currently at \$2,371/acre). Portions of the NCSP are located within THCP. Approximately 258 acres of Tribal lands occur within the NCSP area. The areas will be subject to the THCP, and are not considered a part of the MSHCP. Additionally, the Agua Caliente Band of Cahuilla Indians has granted the City of Cathedral City land use permitting authority in these areas.

A portion of the Tribal lands located within the NCSP are considered Target Acquisition Areas under the THCP. Consideration of the type of habitat to be acquired within the Target Acquisition Areas is based on provision of appropriate replacement habitat for the habitat to be impacted and consideration of regional conservation needs.

California Desert Conservation Area Plan

The California Desert Conservation Area (CDCA) Plan (1980), as amended, provides long-range guidance for the management of public lands of the California desert by the Bureau of Land Management (BLM). The goal of the CDCA is to provide for the use of public lands and resources of the CDCA in a manner that enhances wherever possible—and which does not diminish the environmental, cultural, and aesthetic values of the desert and its productivity. The 25-million-acre CDCA contains over 12 million acres of public lands. The 12 million acres of public lands administered by BLM are half of the CDCA.

In 1996, the BLM signed a Memorandum of Understanding (MOU) along with nine Coachella Valley cities, the County of Riverside, and State and other Federal agencies to initiate preparation of the

MSHCP. The CDCA Plan Amendment for the Coachella Valley (2002) was developed in tandem with the MSHCP in order to provide the framework for implementation actions on public lands which would support a landscape-level approach to conservation and provide for community needs (Dudek, FEIR 2007). Therefore, the NCSP project will comply with the CDCA by following the goals and objectives of the MSHCP as development occurs.

Flat-tailed Horned Lizard Range-wide Management Strategy (2003 Revision)

The flat-tailed horned lizard (FTHL) range-wide management strategy was developed in an effort to continue to secure and/or manage sufficient habitat to maintain self-sustaining and long-term stable FTHL populations in each of the five designated management areas, including areas designated by the MSHCP. A portion of the flat-tailed horned lizard predicted range occurs within the NCSP area (FTHL Management Strategy 2003). These areas are scattered throughout the site, specifically in the southern portion of the NCSP area adjacent to I-10 and in the northern portion of the site within the Coachella Valley fringe-toed lizard conservation area.

Coachella Valley Fringe-Toed Lizard Preserve System Management Plan

The Coachella Valley Preserve system was designed to protect the Coachella Valley fringe-toed lizard, an endemic threatened species. Unique to the Coachella Valley, this lizard is an indicator for a rich array of organisms specialized to live on sand dunes, and for many of them, equally restricted and threatened in their distribution. Desert sand dunes harbor one of the most species rich communities found in our southwestern deserts, with many of the dune systems including various unique species found only on those dunes. The Coachella Valley Preserve Management System was established to protect and manage the remaining dunes, specifically for the preservation of the Coachella Valley fringe-toed lizard. The management of the Coachella Valley Preserve is a cooperative effort by the federal, state and private agencies that together own the lands that make up the preserve (CNLM 2008). In addition, the entire preserve is located within the Willow Hole Conservation Area. Therefore, by implementing the goals and objectives for the Willow Hole Conservation Area, development within the NCSP would be consistent with the plan.

4.3.1.2 Existing Conditions

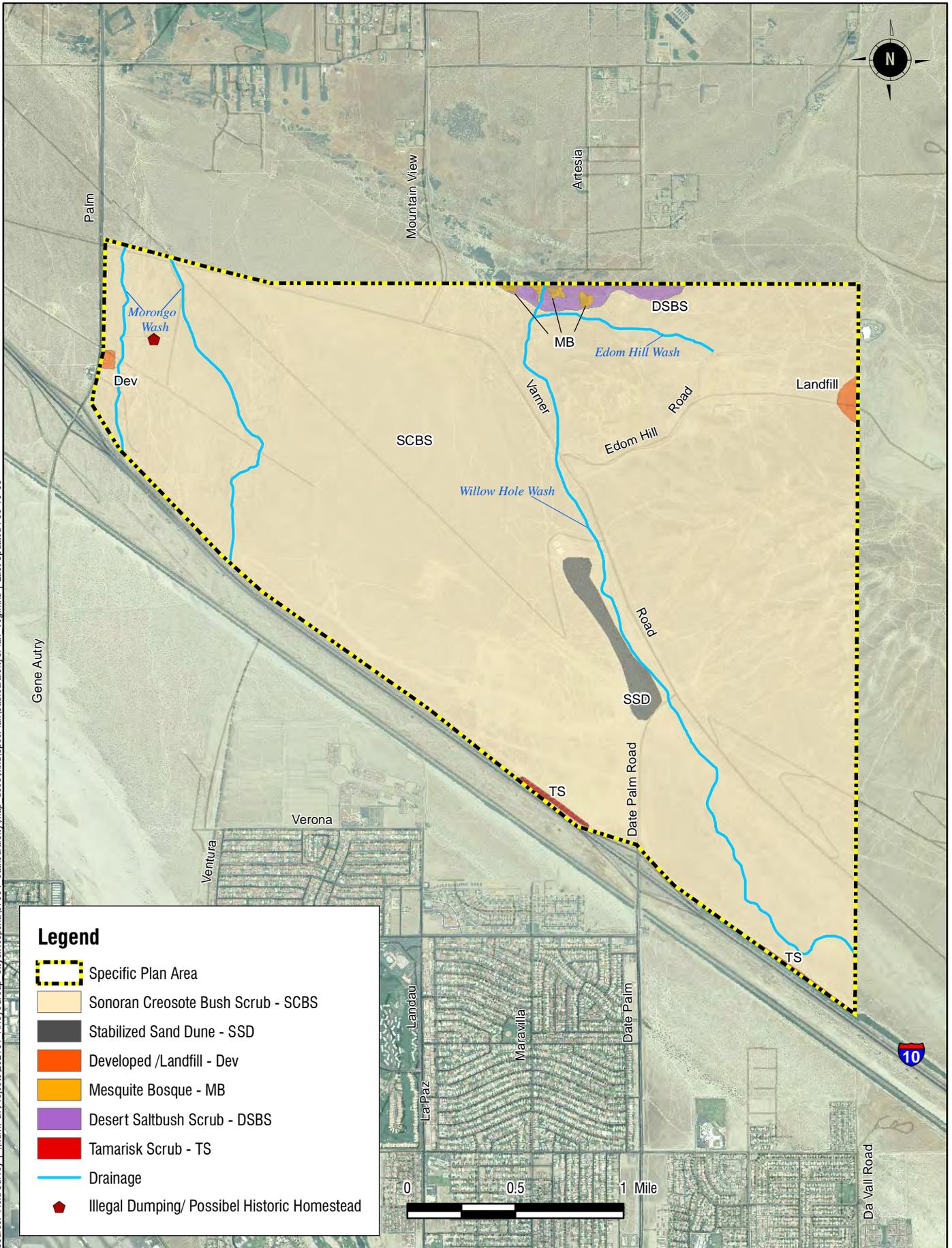
Refer to the Biological Technical Report included in Appendix D for methodology of biological surveys for the project site.

Vegetation Associations and Habitats

Vegetation communities or habitat types are assemblages of plant species that usually coexist in the same area. The classification of vegetation communities is based upon the life form of the dominant species within that community and the associated flora. Currently, the NCSP area supports 47 plant species within six vegetation communities: desert saltbush scrub (DSBS), developed, mesquite bosque (MB), Sonoran creosote bush scrub (SCBS), stabilized sand dunes (SSD), and tamarisk scrub (TS) (Figure 4.3-2 and Table 4.3-1). The majority of the NCSP is open space occupied primarily by SCBS. The following is a general description of the plant associations/vegetation types that occur on the NCSP area:

Desert Saltbush Scrub – A small area of DSBS occurs along the northern boundary of the NCSP area. This vegetation community is dominated by a single *Atriplex* species with low overall cover. Species identified onsite included four-wing saltbush, Saharan mustard, forget-me-not, and red-stem filaree.

Source: Field Survey | \\hdr\m-s\Projects\202181 - Arroyo Group - City of Hesperia\67064_CathedralCity\map_docs\mxd\SpecPlan\CathedralCity\Plan_Veg.mxd | Last Updated: 06-16-08



Legend

- Specific Plan Area
- Sonoran Creosote Bush Scrub - SCBS
- Stabilized Sand Dune - SSD
- Developed /Landfill - Dev
- Mesquite Bosque - MB
- Desert Saltbush Scrub - DSBS
- Tamarisk Scrub - TS
- Drainage
- Illegal Dumping/ Possibel Historic Homestead

Vegetation
FIGURE 4.3-2

Table 4.3-1. Existing Vegetation Associations and Habitats

Vegetation Association / Habitat	Existing Acreage
Desert Saltbush Scrub	35.0
Developed (Landfill)	48.9
Mesquite Bosque	7.5
Sonoran Creosote Bush Scrub	4,493.7
Stabilized Sand Dune	48.0
Tamarisk Scrub	11.0
Total	4,644

Developed – Developed habitat occurs as a landfill located along the northeast boundary and as a Jack In The Box/gas station located along the western boundary of the NCSP area. In addition, the Edom Hill wind farm is currently under construction in the northeastern portion of the NCSP area. Plants typically found in this vegetation community are ornamental species (landscaped areas) associated with residential development and ruderal weedy road-side species. Indicator species in this habitat included rip-gut brome, tocalote, and perennial mustard.

Mesquite Bosque – Within the NCSP area, MB occurs along a portion of the northern boundary and within the Willow Hole Conservation Area. This area is elevated and adjacent to a large drainage located outside of the NCSP boundary. Mesquite bosque (similar to mesquite hummock in the MSHCP) has an overstory consisting primarily of mesquite (*Prosopis glandulosa*) and an understory of *Atriplex spp* and grasses. The onsite MB is dominated by mesquite. This vegetation community is generally open to fairly dense and drought-deciduous.

Sonoran Creosote Bush Scrub – SCBS is the dominant vegetation community within the NCSP. SCBS is generally comprised of shrubs, widely spaced, and sparse groundcover. Indicator species that occur within the onsite SCBS include creosote bush, bursage, desert sand verbena, Fremont’s pincushion, desert sage, and Saharan mustard.

Stabilized Sand Dune - Within the NCSP, SSD occur along the northeastern side of Flat Top Mountain. Creosote bush is the dominant plant species occurring within the SSD area. Typically lower than active dunes, stabilized and partially stabilized dunes retain water just below the sand surface allowing perennial vegetation to survive long drought periods. Total cover increases as the dunes are progressively stabilized.

Tamarisk Scrub – TS occurs within the NCSP area along a portion of the southern boundary in the form of linear patches paralleling Interstate 10 (I-10). TS is the dominant plant species occurring within this vegetation community. TS is an exotic invasive which will replace both native and non-native vegetation within a short period of time.

Sensitive Vegetation Associations and Habitats

Vegetation communities (habitats) are generally considered “sensitive” if: (a) they are considered rare within the region by various agencies including U.S. Fish and Wildlife Service (USFWS), CDFG, and other local agencies; (b) if they are known to support sensitive animal or plant species; and/or (c) they are known to serve as important wildlife corridors. These sensitive habitats are typically depleted throughout

their known ranges, or are highly localized and/or fragmented. The NCSP area supports two sensitive vegetation communities, SSD and MB as defined under definitions (a) through (c) discussed above. Additionally, the MSHCP considers SSD, MB, SCBS and DSBS to be sensitive (covered) vegetation communities.

Special-Status Plant Species

Sensitive plants include any/all those listed by USFWS and CDFG, candidates for listing (USFWS and CDFG) and/or are considered sensitive by the CDFG and/or the California Native Plant Society (CNPS). Sensitive plants also include the categories of rare and narrow endemic plants identified within the California Natural Diversity Database (CNDDDB) search.

Within the NCSP area, the SSD are known to support Coachella Valley milkvetch, a federally listed endangered species. During the general biological survey, several areas were identified as suitable habitat to support the Coachella Valley milkvetch. These areas include the stabilized dunes situated between Varner Road and Flat Top Mountain, along portions of Varner Road in proximity to the Edom Hill Road intersection, and within the Edom Hill Conservation Area. These areas were surveyed for Coachella Valley milkvetch and no individuals were identified. Potential for this species to occur within the identified areas of the NCSP area is high.

Special-Status Wildlife Species

The USFWS and CDFG have established classifications for listing of sensitive species. These classifications, based on level of threat, are listed below.

Classification	Criteria
Federally Endangered	USFWS identifies a federally endangered species as one which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease.
Federally Threatened	USFWS identifies a federally threatened species as one that is likely to become endangered in the foreseeable future in the absence of special protection and management efforts, although not presently threatened with extinction.
Federal Species of Concern	A species under consideration by USFWS for listing, for which there is insufficient information to support listing at this time.
State Endangered	CDFG identifies a state endangered species as one which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease.
State Threatened	CDFG identifies a state threatened species as one that is likely to become endangered in the foreseeable future in the absence of special protection and management efforts, although not presently threatened with extinction.
California Species of Concern	This status applies to species not listed under the federal ESA or the CESA but which are declining at a rate that could result in listing or historically occurred in low numbers and known threats to their persistence currently exist.
California Fully-Protected Species	This classification identifies protection to rare animals or those facing possible extinction. Fully-protected species may not be taken or possessed at any time and no licenses or permits may be issued for their take. Most fully-protected species have also been listed as threatened or endangered.

A list of sensitive animal species with potential to occur within the study area is provided in Table 4.3-2, below. Habitat assessments were conducted for each of these species and while no individuals were identified, suitable habitat was identified.

Table 4.3-2. Special-Status Wildlife Species with Potential to Occur on Project Site

Special-Status Species	Legal Status	Observed	Potential for Occurrence
Flat-tailed horned lizard	Federal: None State: Protected, CSC	No	Moderate – Loose soils and sand hummocks occur within the NCSP area. A portion of the specie's preserve area occurs within the NCSP area.
Coachella Valley round-tailed ground squirrel	Federal: None State: CSC	No	Moderate – Prefers sand fields and dune formations and where hummocks of sand accumulate at the base of large shrubs. Suitable habitat occurs within the NCSP area.
Coachella Valley fringe toed lizard	Federal: Threatened State: Endangered	No	Moderate to High – Primarily found in wind-blown sand areas. Suitable habitat occurs within the NCSP area. Additionally, a portion of the specie's preserve area occurs within the NCSP area.
Coachella Valley giant sand-treader cricket	Federal: FSC State: None	No	Moderate –Habitat (partially stabilized sand dunes) occur within the NCSP area.
Le Conte's thrasher	Federal: None State: CSC	No	Moderate – Dunes and generally bare shrub areas with sparse groundcover is preferred by the species. Suitable habitat occurs within the NCSP area.
Burrowing owl	Federal: None State: CSC	No	Low – Open desert habitat and potential burrow locations exist within the NCSP area.
Palm Springs pocket mouse	Federal: None State: CSC	No	Moderate – Slightly sloping, sparse vegetation and loosely packed sandy soils are present within the NCSP area.

Notes:

CNDDDB – California Natural Diversity Database

Federal

FE – Federally Endangered

FT – Federally Threatened

FSC – Federal Species of Concern

State

SE – State Endangered

ST – State Threatened

CDFG

CSC – California Species of Concern

CFP – California Fully-Protected Species

Raptor Habitat, Nesting, and Foraging

No nesting migratory birds (including raptors), such were observed onsite during the biological survey. However, several foraging raptors such as golden eagle, red tailed hawk, and American kestrel, were observed flying over the NCSP area. Therefore, suitable foraging habitat that could support nesting migratory bird species is provided within the NCSP area.

USACE and CDFG Jurisdictional Areas

Two drainages are located within the western portion of the NCSP area and run north to south. Another drainage parallels Varner Road beginning on the south side of the intersection of Varner Road and Edom Hill Road and continuing through the southernmost corner of the NCSP area. The major drainages within the NCSP area have been identified as jurisdictional areas and as new development moves forward a jurisdictional wetland delineation would be required for each new project. This is necessary to determine if USACE or CDFG jurisdictional areas would be impacted by development. A large area of dense tamarisk scrub occurs along the southern NCSP boundary and adjacent to I-10. Although considered invasive, tamarisk scrub may be indicative of a potential jurisdictional wetland occurring within this area.

Wildlife Movement

Biological Corridors Within the NCSP Area

A biological corridor is a wildlife movement area that is constrained by existing development, freeways, or other impediments. Similarly, a linkage is habitat that provides for the occupancy of MSHCP-covered species and their movement between larger blocks of habitat over time, potentially over a period of generations. In general, linkages are large enough to include adequate habitat to support small populations of the species and, thus, do not require that an individual of the species transit the entire linkage to maintain gene flow between populations. What functions as a linkage for one species may provide only a biological corridor or no value for other species.

The portion of the Edom Hill Conservation Area located within the NCSP provides a potential linkage for Coachella Valley milkvetch, Coachella Valley giant sand-treader cricket, Coachella Valley fringe-toed lizard, Coachella Valley round-tailed ground squirrel, and Palm Springs pocket mouse between the core habitat at Willow Hole and the core habitat at the Thousand Palms Conservation Area (Figure 4.3-3). It also provides a linkage for species such as coyote, bobcat, and gray fox, which may be important in maintaining predator-prey relationships and overall biodiversity in the conservation areas.

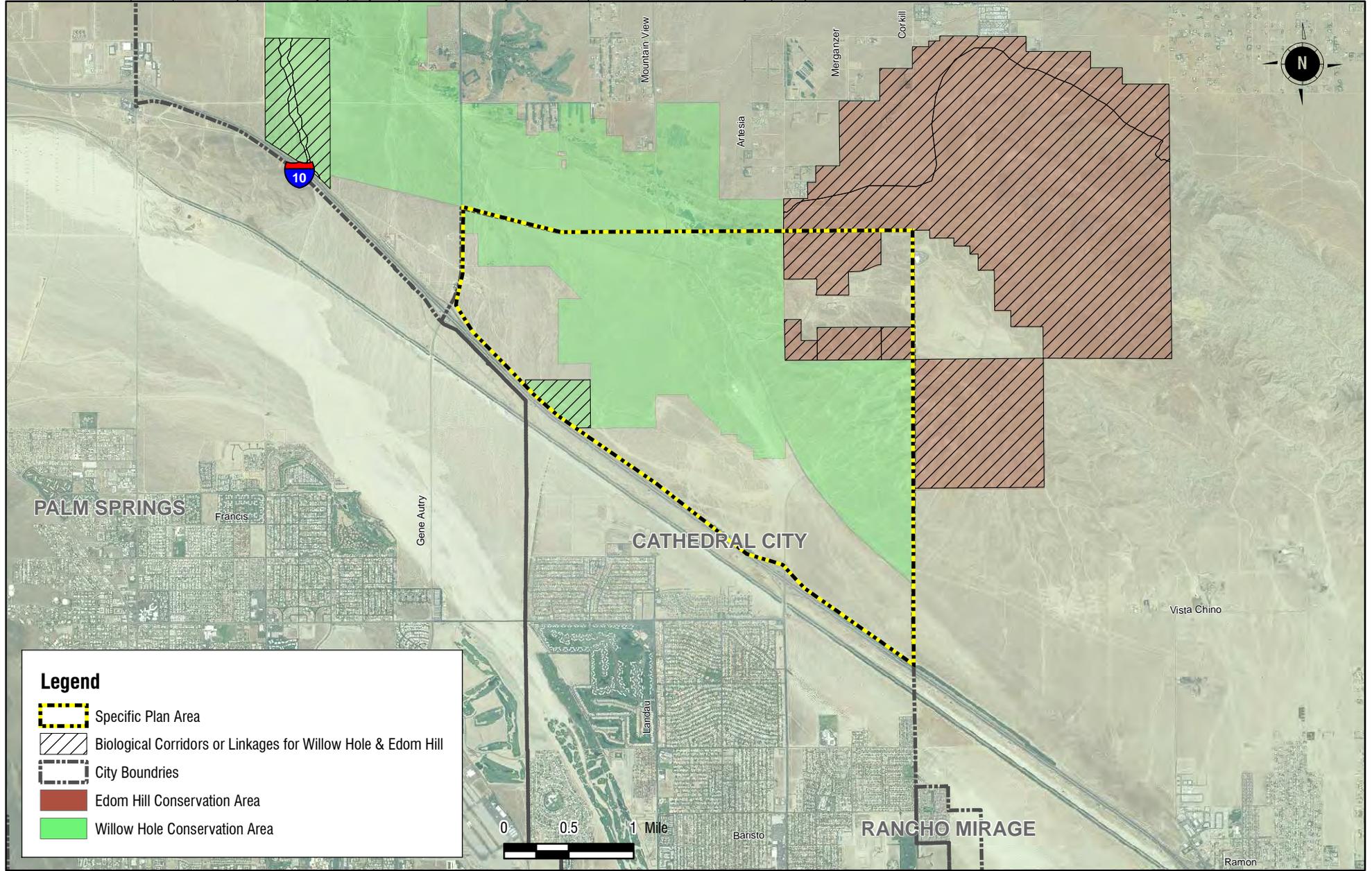
Core Habitat Within the NCSP Area

“Core habitat” is a patch or an aggregation of habitat patches that (1) are of sufficient size to support a self-sustaining population of a species; (2) are not fragmented in a way to cause separation into isolated populations; (3) have functional Essential Ecological Processes, and (4) have effective biological corridors and/or linkages to other habitats, where feasible, to allow gene flow among populations and to promote movement of large predators. Within the NCSP, core habitat for the Coachella Valley milkvetch, Coachella Valley fringe-toed lizard, the Coachella Valley round-tailed ground squirrel, and Palm Springs pocket mouse occurs within the Willow Hole Conservation Area. For the fringe-toed lizard, the long-term viability of the population in this area requires a movement corridor between the Willow Hole area north of Varner Road and the Stebbins’ dune area south of Varner Road.

Other Conserved Habitat Within the NCSP Area

“Other conserved habitat” areas are part of a conservation area that does not contain core habitat for a given species, but which still has conservation value. For instance, the Willow Hole Conservation Area contains suitable migration and breeding habitat for the riparian species covered by the MSHCP. Given the scarcity of riparian habitat in the desert, all riparian habitats are considered important for these species and are likely to contribute to the conservation of these species in their respective ranges. However, riparian habitat does not occur within the NCSP. This conservation area provides some other conserved habitat for Coachella Valley milkvetch, Coachella Valley fringe-toed lizard, Coachella Valley giant sand-treader cricket, flat-tailed horned lizard, Le Conte’s thrasher, Coachella Valley round-tailed ground squirrel, and Palm Springs pocket mouse. There are two known location records for burrowing owl at the north boundary of the NCSP area and within the Willow Hole Conservation Area.

Partially located within the NCSP, the Edom Hill Conservation Area contains patches of other conserved habitat for the Coachella Valley milkvetch, Coachella Valley giant sand-treader cricket, Coachella Valley fringe-toed lizard, flat-tailed horned lizard, Coachella Valley round-tailed ground squirrel, and Palm Springs pocket mouse, but is not core habitat for any of these species. These patches of other conserved habitat are important in maintaining connectivity between the Willow Hole Conservation Area and the Thousand Palms Conservation Area. The Edom Hill Conservation Area also provides habitat for burrowing owl and Le Conte's thrasher.



Biological Corridors or Linkages

FIGURE 4.3-3

Essential Ecological Processes Within the NCSP

The Long-term Sand Supply to Coachella Valley fringe-toed lizard habitat in the Northern Coachella Valley, California (United States Geological Survey, 2002) indicates that the primary sand flow into the Willow Hole and Stebbins' Dune blows and habitat areas comes from Mission Creek and Morongo Wash, located approximately four miles northeast of the NCSP area. Additional sand transport into the existing Willow Hole Preserve comes from Long Canyon, located approximately 1.5 miles north of the NCSP area. Although sand flow from this source appears rare, maintaining the process corridor to allow for that sand flow is a critical design feature. During large-scale sand movement events (last known to have occurred in the late 1930s), a substantially greater aerial extent and connectivity of aeolian sand habitat can occur across this conservation area.

Located within the Edom Hill Conservation Area, an unnamed wash emanates from the north side of the Indio Hills and provides sediment transport to portions of the existing Willow Hole Preserve and to Stebbins' Dune during flood events. Although located outside of the NCSP, the Indio Hills and unnamed wash are a sand source area for the Willow Hole Preserve.

4.3.2 Thresholds of Significance

The following impact significance thresholds were taken from the *CEQA Guidelines* Appendix G screening criteria. A significant impact to biological resources would be identified if the project was determined to:

- 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 CDFG or USFWS;
- 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 CDFG or USFWS;
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA) (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- 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;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan.

4.3.3 Environmental Impacts

4.3.3.1 Program-Level Impacts

Specific development plans for the NCSP have not yet been proposed. For the purposes of impact analysis, it is assumed that all biological resources not located within conservation areas (Edom Hill and Willow Hole) have the potential to be 100 percent impacted by implementation of the NCSP. Resources located within conservation areas would be subject to development restrictions identified by the MSHCP.

Sensitive Vegetation Associations and Habitats

The NCSP area supports six vegetation communities, as shown in Table 4.3-3. Disturbed habitat and TS are not considered sensitive by MSHCP standards because they do not generally provide habitat for sensitive species covered under the MSHCP. Therefore, impacts to these habitats are considered less than significant. However, DSBS, SCBS, and SSD vegetation communities are recognized by the MSHCP as biologically valuable habitat that support sensitive species, such as the Coachella Valley fringe-toed lizard and Coachella Valley milkvetch. This analysis assumes 100 percent development outside the MSHCP conservation areas.

Table 4.3-3. Summary of Vegetation Acreages

Vegetation Community	Existing Acreage
Desert Saltbush Scrub	35.0
Developed (Landfill)	48.9
Mesquite Bosque	7.5
Sonoran Creosote Bush Scrub	4,493.7
Stabilized Sand Dune	48.0
Tamarisk Scrub	11.0
Total	4,644

* Includes 9.8 acres of developed landfill area.

Pending approval of the THCP by the wildlife agencies, future development within covered vegetation communities and conservation areas would be subject to the established mitigation fee and the goals, objectives and restrictions identified in Chapter 4 of the THCP.

However, if the THCP is not approved by wildlife agencies, impacts from future development within the Tribal land within the NCSP area may be significant if proposed development were to occur within sensitive vegetation communities such as MB, DSBS, and SSD. Site-specific CEQA review, on a project-by-project basis, and review by the state and federal wildlife agencies would be warranted. This process may include a general survey to quantify the limits of the vegetation communities, impact analysis, mitigation measures, and approval of mitigation ratios by the wildlife agencies. Adherence to habitat-specific management and mitigation provisions, in conjunction with coordination/approval of applicable resource agencies, would reduce potentially significant impacts to below a level of significance.

Special Status Plant Species

Sensitive plant species (including MSHCP and California Natural Diversity Database) were not identified during the general biological survey. However, Coachella Valley milkvetch, a sensitive species, is recorded as previously occurring within portions of the NCSP area. The MSHCP has proposed goals and objectives for the conservation of the species. These measures are outlined in Section 9.2.2 of the MSHCP. Therefore, assuming compliance with the MSHCP, impacts due to the implementation of the NCSP would be less than significant.

Pending approval of the THCP by the wildlife agencies, future development within Coachella Valley milkvetch habitat would be subject to the established mitigation fee and the goals, objectives, and restrictions identified in Chapter 4 of the THCP.

However, if the THCP is not approved, impacts from future development on Tribal lands within the NCSP area may be significant if proposed development were to occur within Coachella Valley milkvetch habitat. Site-specific CEQA-review, on a project-by-project basis, and review by the state and federal wildlife agencies would be warranted. This process may include focused surveys, quantification of the species' population size, impact analysis, mitigation measures including restoration and/or transplantation of the species, and approval of mitigation ratios by the wildlife agencies. Adherence to species-specific management and mitigation provisions, in conjunction with coordination/approval of applicable resource agencies, would reduce potentially significant impact to below a level of significance.

Special Status Wildlife Species

During the general biological survey, no sensitive species (including MSHCP covered species) were observed or detected within the NCSP area. However, suitable habitat for the following sensitive wildlife species occurs within the NCSP area: burrowing owl, flat-tailed horned lizard, Coachella Valley round-tailed ground squirrel, Coachella Valley fringe-toed lizard, Coachella Valley giant sand-treader cricket, Le Conte's thrasher, and the Palm Springs pocket mouse. The MSHCP is a habitat based plan which focuses on preservation of large blocks of habitat to compensate for impacts to species due to development. Any potential take of the aforementioned species would be permitted through the NCCP permit issued by CDFG and the final permit issued for the MSHCP by USFWS. Therefore, because the MSHCP has been approved by CDFG and USFWS, the take of special status species has been anticipated and habitat preservation is planned for. Impacts to sensitive wildlife species would be less than significant.

Pending approval of the THCP by the wildlife agencies, future development within sensitive zoological species habitat would be subject to the established mitigation fee and the goals, objectives, and restrictions identified in Chapter 4 of the THCP.

However, if the THCP is not approved, impacts from future development on Tribal lands within the NCSP area may be significant if proposed development were to occur within sensitive zoological species habitat. Site-specific CEQA-review, on a project-by-project basis, and review by the state and federal wildlife agencies would be warranted. This process may include focused surveys, quantification of the species' population size, impact analysis, mitigation measures, and approval of mitigation ratios by the wildlife agencies. Adherence to species-specific management and mitigation provisions, in conjunction with coordination/approval of applicable resource agencies, would reduce potentially significant impacts to below a level of significance.

USACE and CDFG Jurisdictional Areas

Drainages associated with Morongo Wash occur within the NCSP area. These drainages would be considered both state and federal jurisdictional areas. Direct impacts to state/federal jurisdictional areas are considered significant. As development moves forward within the NCSP area, a jurisdictional wetland delineation would be required to determine the extent of impacts to jurisdictional areas. Impacts to jurisdictional areas would require permits from the wetland resource agencies, which may include USACE, CDFG and/or Regional Water Quality Control Board (RWQCB). A significant impact is identified and mitigation is required.

Raptor Habitat, Nesting, and Foraging

The majority of the NCSP area offers potential habitat for nesting migratory birds, specifically within DSBS, MB, SCBS, SSD, and TS habitats. The overall open nature of the NCSP also provides foraging

and potential nesting habitat for burrowing owls and raptors. By conserving large blocks of habitat the MSHCP and THCP would provide foraging and nesting habitat for migratory birds and raptors. Therefore, implementation of the NCSP would not result in significant impacts to foraging and nesting habitat for migratory birds and raptors.

However, if the THCP is not approved, impacts from future development within the NCSP area may be significant if proposed development were to occur within foraging and nesting habitat for migratory birds and raptors. Site-specific CEQA-review on a project-by-project basis and review by the state and federal wildlife agencies would be warranted. Adherence to species-specific management and mitigation provisions, in conjunction with coordination/approval of applicable resource agencies, would reduce potentially significant impacts to below a level of significance.

The Migratory Bird Treaty Act (MBTA) makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 Code of Federal Regulations (CFR) Part 10, including feathers, or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). Sections 3505, 3503.5, and 3800 of the CDFG Code also prohibit the take, possession, or destruction of birds, their nests, or eggs. Disturbance that causes 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 (CDFG 1995). Assuming compliance with the MSHCP, impacts to raptor nesting and foraging habitat would be less than significant.

Wildlife Corridors

Construction would not occur within MSHCP-identified Conservation Areas prior to 2030. Therefore, impacts to wildlife corridors are not anticipated. Individual projects that may be located adjacent to the Willow Hole or Edom Hill Conservation Areas would be required to adhere to land use adjacency guidelines established by the MSHCP. Pending approval of the THCP, future development within the Target Acquisition Areas would be required to follow the goals identified in Section 4.9.1 of the THCP. These conservation objectives and measures would reduce impacts associated with the project implementation to less than significant.

However, if the THCP is not approved, impacts from future development within the NCSP area may be significant if proposed development were to occur within sensitive zoological species habitat. Site-specific CEQA-review on a project-by-project basis and review by the state and federal wildlife agencies would be warranted. This process may include a wildlife corridor study, quantification of impacts to the corridor, including an analysis on corridor widths, mitigation measures, and approval of mitigation ratios by the wildlife agencies. Adherence to mitigation provisions in conjunction with coordination/approval of applicable resource agencies would reduce potentially significant impacts to below a level of significance.

Indirect Impacts

For the proposed NCSP, it is assumed that the potential indirect impacts to plant and wildlife species and water quality resulting from construction activities include dust, noise, general human presence that may temporarily disrupt species and habitat vitality, and construction-related soil erosion and runoff. Long-term indirect impacts may include noise, lighting, invasion by exotic plant and wildlife species, effects of toxic chemicals (e.g., fertilizers, pesticides, herbicides, and other hazardous materials), urban runoff from developed areas, soil erosion, litter, fire, hydrological changes, increased predation of native species, and an increase in general human presence. All project grading would be subject to the typical restrictions, best management practices (BMPs), and requirements that address erosion and runoff, including regulations of the federal Clean Water Act, National Pollution Discharge Elimination System (NPDES),

and preparation of a Stormwater Pollution Prevention Plan (SWPPP). These requirements would reduce most indirect impacts to below a level of significance.

Additionally, Section 4.5 of the MSHCP identifies land use adjacency guidelines designed to minimize indirect effects from development adjacent to or within the conservation areas. Adjacent is defined as sharing a common boundary with any parcel in a conservation area. Such indirect effects are commonly referred to as edge effects, and may include noise, lighting, drainage, intrusion of people, and the introduction of non-native plants and non-native predators such as dogs and cats. Assuming compliance with the MSHCP, indirect impacts would be less than significant.

Consistency with Applicable Plans

City of Cathedral City General Plan

The Biological Resources Element of the City's General Plan includes goals, policies and programs developed for the preservation of plant and animal life, habitat for fish and wildlife species, and areas in need of ecological and scientific study. All areas located within the NCSP area would be subject to the restrictions and guidelines identified in this element of the General Plan. In addition, future development within the NCSP area would incorporate design features and mitigation measures to reduce potential impacts to biological resources to less than significant levels. The NCSP is therefore consistent with the City's General Plan.

Coachella Valley Multiple Species Habitat Conservation Plan

As each new phase or individual project is proposed under the NCSP, project applicants would be subject to Local Development Mitigation Fees (LDMF). Currently, a fee of \$5,730 per acre of development is the estimated LDMF amount that future development within the NCSP area would be subject to. However, this fee is subject to change pending adoption of the fee ordinance by the City of Cathedral City. The fee will be based on the Equivalent Benefit Unit approach as described in Section 5.2 of the CVMSCHP. These fees would apply to all development within the MSHCP.

Through implementation of the identified goals and objectives regarding covered vegetation communities, botanical species, zoological species, and conservation areas, the NCSP would be consistent with the MSHCP.

Agua Caliente Band of Cahuilla Indians Tribal Habitat Conservation Plan

Pending approval of the Draft THCP by wildlife agencies, portions of the NCSP area located within the Draft THCP would be subject to a mitigation fee (currently at \$2,371/acre). Approximately 258 acres of Tribal lands occur within the NCSP area. In addition to the mitigation fee, future development would be required to comply with the design and mitigation standards specified in Section 4.9.3 of the Draft THCP. For the portion of Tribal land located within Target Acquisition areas, the NCSP would be required to follow the goals identified in Section 4.9.1 of the THCP. Through implementation of the identified goals and objectives identified in the THCP, the NCSP would be consistent.

California Desert Conservation Area Plan

The NCSP would comply with all required regulations identified within the MSHCP and thus, would be in compliance with the CDCA. Therefore, a less than significant impact is identified.

4.3.4 Mitigation Measures

The following mitigation measure is needed to reduce impacts to jurisdictional areas to below a level of significance:

BIO 1 As development moves forward within the NCSP area, a jurisdictional wetland delineation would be required to determine the extent of impacts to jurisdictional areas. Impacts to jurisdictional areas would require permits from the wetland resource agencies, which may include USACE, CDFG, and/or RWQCB. Additionally, if impacts to jurisdictional areas are identified, these impacts shall be mitigated at ratios established by the applicable wetland resource agency (e.g., USACE, CDFG, and/or RWQCB) at the time a permit is issued.

4.3.5 Conclusion

As identified above, development of the NCSP would comply with existing plans and policies and would be required to adhere to the goals, objectives and guidelines of the MSHCP and the THCP. A less than significant impact is identified for consistency with applicable plans. Compliance with existing plans and policies and the goals, objectives and guidelines of the MSHCP and the THCP would reduce impacts to sensitive biological resources to below a level of significance.

Potentially significant impacts to jurisdictional areas would be mitigated through mitigation measure BIO- 1 to below a level of significance.

However, if the THCP is not approved, impacts from future development within the NCSP area to sensitive biological resources would be considered significant. Site-specific CEQA-review within Tribal lands on a project-by-project basis and review by the state and federal wildlife agencies would be warranted. Adherence to mitigation provisions in conjunction with coordination/approval of applicable resource agencies would reduce potentially significant impacts to below a level of significance.

4.4 CULTURAL RESOURCES

4.4.1 Environmental Setting

4.4.1.1 Regulatory Context

City of Cathedral City General Plan – Archaeological and Historical Resources Element

The Archaeological and Historical Resources Element of the City of Cathedral City General Plan establishes goals, policies, and programs intended to preserve the cultural heritage and historic traditions of the City and its vicinity. It is directly related to several other elements of the City of Cathedral City General Plan, including Biological Resources, Land Use, and Open Space and Conservation. To ensure consistency with development plans included in the City of Cathedral City General Plan, it is recommended that the North City Specific Plan (NCSP) comply with the goals, policies, and programs of the Archaeological and Historical Resources Element.

State Health and Safety Code Section 7050.5

In the event that human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within 24 hours. Subsequently, the Native American Heritage Commission shall identify the “most likely descendant.” The most likely descendant shall have 24 hours to make recommendations to the City for the disposition of the remains as provided in Public Resources Code 5097.98.

4.4.1.2 Existing Conditions

Pre-Historical Setting

According to the Archeological and Historical Resources Element of the City of Cathedral City General Plan, the Cahuilla people were the first known inhabitants that settled in the Coachella Valley approximately 2,000 to 3,000 years ago. The Cahuilla people are thought to have migrated south from the Great Basin region of Nevada, Utah, and eastern California. Using linguistic relationships, it was determined that the Cahuilla belong to the Uto-Aztecan language family, and are a Takic speaking people. Other people that belong to the Takic group are the Serrano, Luiseño, and Gabrieliño people, who are located within the surrounding regions of Southern California.

Cahuilla cultural authorities have identified locations within the City which are thought to be of potential cultural significance. One of these locations is within the NCSP area. The Edom Hill area of the NCSP area has been identified as being highly sensitive for prehistoric archaeological resources.

Historical Setting

The Historic Period of the Coachella Valley refers to the period of time from the first European contact to World War II, roughly 1770 to 1945. Therefore, historic resources generally refer to significant sites that are more than 45 years of age. Historic resources and sites generally consist of structures or buildings, permanent trails, or highways.

Historically, the primary route through the Coachella Valley was a trading route, known as the Cocomaricopa Trail, which connected the coast to the Colorado River. The route, originally used by the Cahuilla, was used by European explorers as early as 1815. In 1862, the Cocomaricopa Trail was rediscovered by William Bradshaw and become known as the Bradshaw Trail. The Bradshaw Trail became the primary access between the Los Angeles basin and gold mines in Arizona until the completion of the Southern Pacific Railroad in 1877.

The Southern Pacific Railroad brought non-Indian settlement in the Coachella Valley in the 1870s, when stations were established, and spread further in the 1880s, after public land was opened for claim under the Homestead Act, the Desert Land Act, and other federal land laws. Traditionally, farming was the dominant economic basis in the Coachella Valley, partially due to the completion of the Coachella Canal in 1949. The Coachella Canal provided an adequate and reliable water supply to develop the main agricultural staple in the Coachella Valley, the date palm.

By the late 1910s, the date palm industry had firmly established itself. Starting in the 1920s, the Coachella Valley developed a new industry that consisted of equestrian camps, resort hotels, and eventually, country clubs. This industry gradually spread through Coachella Valley, transforming the area into a popular winter retreat.

Because the City of Cathedral City is a relatively new community development, the number of historical resources is limited. The majority of historical resources in the City are buildings located in the downtown area. The City of Cathedral City General Plan does not identify any potential historical resources in the NCSP area. However, a site visit revealed building debris of unknown age located in the western portion of the project site.

Paleontological Resources

The City of Cathedral City is located within the northwesterly portion of the Salton Trough, a narrow, low-lying depression that began forming approximately five million years ago. The rocks and sediments exposed at the surface within the NCSP area can be classified based upon their age. The Pleistocene (11,000 to 1.6 million years old) sediments are found on Edom Hill, Flat Top Mountain, and the northwestern portion of the NCSP area. The Holocene (0 to 11,000 years old) sediments are found on the valley floor.

Riverside County has conducted a county-wide inventory for paleontological sensitivity in the County. The resulting map evaluates all land within the County as having high, low, or undetermined sensitivity for paleontological resources. The sensitivity rating is based upon soils and geological indicators. According to the paleontological sensitivity map, the majority of the NCSP is located in an area of High A Paleontological Sensitivity (County of Riverside Transportation and Land Management Agency 2003). Within an area of High A Paleontological Sensitivity, paleontological resources have the potential to occur anywhere from the ground surface and deeper, with the greatest potential in previously undisturbed and vacant lands.

Tribal Consultation

Native American consultation for the NCSP was initiated in May 30, 2008, when the Native American Heritage Commission (NAHC) was contacted to request a review of the Sacred Lands File (SFL), as well as a list of Native American individuals who may have knowledge of cultural resources in the development area. The Sacred Lands File Search indicated the presence of Native American cultural

resources in the immediate project area and provided a list of Tribes to contact. Upon receipt of that list, a subsequent letter was sent to potentially affected tribes on June 3, 2008 requesting for the NCSP. As of release of this Draft Program EIR (PEIR), no requests for additional information were received. Furthermore, the City has been in contact with the Agua Caliente Band of Cahuilla Indians regarding the tribal lands within the NCSP area.

4.4.2 Thresholds of Significance

As defined in Appendix G of the *California Environmental Quality Act (CEQA) Guidelines*, impacts to cultural resources would be considered significant if the project would:

- Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of formal cemeteries.

4.4.3 Environmental Impacts

4.4.3.1 Program-Level Impacts

Historical Resources

The City of Cathedral City General Plan does not identify any potential historical resources in the NCSP area. Field reconnaissance indicated the presence of building debris of unknown age located in the western portion of the NCSP. If development is proposed at this location, the building debris would be disturbed. ~~As individual projects are proposed under the NCSP, future environmental review should include a detailed records search and literature review in conjunction with a comprehensive field survey by an archaeologist to determine the date and historical significance of this debris.~~ Due to the potential for the construction of the NCSP to impact potentially historical resources, a significant impact to historical resources is identified and mitigation required.

Archaeological Resources

Cahuilla cultural authorities have identified locations within the City which are thought to be of potential cultural significance. One of these locations is within the NCSP area. The Edom Hill area of the NCSP has been identified as being highly sensitive for prehistoric archaeological resources. In addition, a search of the SLF indicated the presence of Native American cultural resources in the immediate NCSP area. Due to the potential for the construction of the NCSP to impact potentially significant archaeological resources, a significant impact to archaeological resources is identified and mitigation required.

Paleontological Resources

According to Riverside County, the majority of the NCSP area is designated as having a High A Paleontological Sensitivity. Within an area of High A Paleontological Sensitivity, paleontological

resources have the potential to occur anywhere from the ground surface and deeper. Therefore, implementation of the NCSP has the potential to impact previously undiscovered paleontological resources. The impact to paleontological resources is considered potentially significant and, therefore, mitigation is required.

Human Remains

Due to the undeveloped nature of the NCSP area, there is potential to encounter human remains during grading activities. The potential to disturb undiscovered human remains is considered a potentially significant impact and, therefore, mitigation is required.

4.4.4 Mitigation Measures

To mitigate for potentially significant impacts to historical resources, the following shall be implemented:

CR-1 ~~As each new phase or individual project is proposed under the NCSP~~ If development is proposed in the western portion of the NCSP area over the identified building debris of unknown age, a project-specific historical resources record search, field inventory survey, and site assessment shall be conducted to determine the historical significance of the building debris. identify previously recorded and unknown sites within the project area. If the debris is considered historical, an historical resource is identified on the project site the following activities shall occur:

- The resource shall be documented on Department of Parks and Recreation (DPR) 523 forms. These forms and the cultural resources report shall be distributed to local museums, libraries, city offices, historical societies, and any other research institution.
- The resource shall be formally evaluated for the California Register of Historical Resources. If the resource is deemed eligible, additional research and documentation shall be conducted to exhaust the research potential of the site. If a resource is deemed eligible for listing with the California Register of Historical Resources, it shall be avoided.

To mitigate for potentially significant impacts to archaeological resources, the following shall be implemented:

CR- 2: Prior to approval of a development permit or grading permit, the project proponent shall submit a Cultural Resources Report identifying archaeological resources on the project site. If the potential for unknown cultural resources exists, all ground disturbing activities shall be monitored by a qualified archaeologist and Tribal monitor (if applicable). Coordination between the Planning Department and the Agua Caliente Tribal Historic Preservation Officer (THPO) will take place prior to any ground disturbing activities.

- The retained archaeologist will direct the preparation and distribution of a final Cultural Resources Report prepared according to the Archaeological Resource Management Report guidelines, of findings for any newly discovered cultural resources, or archaeological test excavation or data recovery program that takes place. The Cultural Resources Report will also document the avoidance of any archaeological sites newly discovered during project construction. The report will

4.4 Cultural Resources

present a detailed research design, test investigation or data recovery excavation methods, the methods used, scientific results and archaeological research questions addressed, site significance, and any additional recommendations. The report will also contain a discussion of the results of specialized analyses (radiocarbon, faunal, floral, obsidian hydration and sourcing, etc.). It will contain completed primary and archaeological site records, maps and photos of the site, drawings and photos of excavation units, and drawings and photos of selected artifacts. The final report will be distributed to the Eastern Information Center of the CHRIS system and to the Agua Caliente Tribal Historic Preservation Office.

- Tribal monitor(s) appointed by the Agua Caliente Band of Cahuilla Indians may required on-site during ground disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor from the Agua Caliente THPO. Prior to issuance of a grading permit, the developer shall submit a copy of a signed Treatment and Disposition between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project, and which addresses the treatment of cultural resources, to the Planning Department.

If cultural resources are discovered, the following activities shall occur:

- ~~The archaeologist/Tribal Monitor shall have the authority to halt all activities within a 10050-foot radius while he/she investigates the discovered resources. The archaeologist shall also have the authority to make an informed, final decision to either resume construction or require more extensive investigation.~~
- All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, City Planner and the Agua Caliente Tribal Historic Preservation Officer (THPO) to discuss the significance of the find.
- At the meeting, the significance of the discoveries shall be discussed and after consultation with the THPO and the archaeologist, a decision shall be made, with the concurrence of the City Planner, as to the appropriate mitigation (documentation, recovery avoidance, etc.) for the cultural resources.
- Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation.
- If required, testing/evaluation and data recovery will be conducted. Any materials collected will require curation at a qualified institution or gifted to the Agua Caliente Band of Cahuilla Indians.
- At the end of the monitoring period, the archaeological monitor shall submit a letter report to the Director of Planning detailing the duration and results of the monitoring. A report of findings shall be prepared by the archaeologist. The report shall be submitted prior to the issuance of the Certificate of Occupancy.

To mitigate for potentially significant impacts to paleontological resources, the following shall be implemented:

- CR- 3:** As each new phase or individual project is proposed under the NCSP, prior to issuance of a grading permit, the project applicant shall submit a Paleontological Resources report identifying paleontological resources on the project site. If the Paleontological Resources Report identifies the potential for unknown paleontological resources to exist, a qualified paleontologist shall monitor all grading that includes initial cutting. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays, and to remove samples of sediments, which are likely to contain the remains of small fossil invertebrates and vertebrates. If any paleontological resources are identified during these activities, the following activities shall occur:
- All recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates.
 - Specimens shall be identified and curated into an established, accredited, professional museum repository with permanent retrievable storage.
 - The paleontologist shall have a written repository agreement in hand prior to the initiation of mitigation activities.
 - At the end of the monitoring period, the paleontological monitor shall submit a letter report to the Director of Planning detailing the duration and results of the monitoring. A report of findings shall be prepared by the paleontologist. The report shall be submitted prior to the issuance of the Certificate of Occupancy.

To mitigate for potentially significant impacts to human remains, the following shall be implemented:

- CR-4:** As each new ~~phase or~~ individual project is implemented under the NCSP, if human remains are encountered the Cathedral City Police Department shall be notified immediately and upon further investigation, the Cathedral City Police Department shall notify the Riverside County Coroner. The Riverside County Coroner will make the necessary findings as to the origin of the remains. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition have been made. If the Riverside County Coroner determines the remains to be Native American, the NAHC shall be contacted within a reasonable time frame. Subsequently, the NAHC shall identify the “most likely descendent.” The most likely descendent shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.

4.4.5 Conclusion

Development of the NCSP has the potential to impact significant historical, archaeological, and paleontological resources, in addition to human remains. Through implementation of mitigation measure CR-1, ~~a project specific historical record search~~, field survey and assessment would determine the historical significance of identified building debris in the western portion of the NCSP area. ~~whether there are any significant historical resources on the project site.~~ By conducting further research, documentation and possible avoidance of the historical resource, if listed with the California Register of Historical Resources, impacts to historical resources would be reduced to below a level of significance.

4.4 Cultural Resources

With implementation of mitigation measure CR-2, a cultural resources report would be prepared for each new phase or individual project identifying any archaeological resources on the project site. If a resource is identified, or the potential for unknown resources exists, construction activities would be monitored by a qualified archaeologist and Tribal Monitor (if applicable). If archaeological resources are encountered during construction activities the appropriate actions for handling and/or curation of these resources would occur. Recordation and curation of resources would provide the public and historians the opportunity to review potentially discovered resources. Therefore, mitigation measure CR-2 would reduce significant impacts to archaeological resources to below a level of significance. Additionally, with implementation of mitigation measure CR-3, a paleontological resources report would be prepared for each new phase or individual project to identify any potential for paleontological resources to exist on-site. If the potential exists, a qualified paleontological monitor would be present on the project site during construction activities. If paleontological resources should be encountered during construction activities the appropriate actions for handling and/or curation of these resources would occur pursuant to CR-3. Finally, with implementation of mitigation measure CR-4, in the event that human remains are encountered, construction activities would be suspended and the Cathedral City Police Department and Riverside County Coroner would be contacted to determine the origins of the remains. If the remains are determined to be Native American, the NAHC would be contacted to ensure that the appropriate actions are taken. Through implementation of CR-4, impacts related to human remains would be reduced to below a level of significance. Compliance with the above-listed mitigation measures would ensure that impacts to cultural resources resulting from the NCSP would be less than significant.

This page intentionally left blank.

4.5 HYDROLOGY/WATER QUALITY

4.5.1 Environmental Setting

4.5.1.1 Regulatory Context

Clean Water Act Section 402(p)

The federal Water Pollution Control Act (also known as the Clean Water Act [CWA]) was amended in 1972 to prohibit discharge of any pollutant into Waters of the United States unless the discharge is authorized by a National Pollutant Discharge Elimination System (NPDES) Permit. Originally, the NPDES program focused on reducing pollutants from discharges from industrial processed wastewater and municipal sewage treatment plants. In 1987, the CWA was amended to require the U.S. Environmental Protection Agency (USEPA) to regulate storm water discharges through use of NPDES storm water permits. Section 402(p) of the CWA established a framework for regulating discharges under the NPDES program.

In California, the EPA has delegated authority to issue NPDES permits to the State Water Resources Control Board (SWRCB). The SWRCB and nine California Regional Water Quality Control Boards (RWQCBs) carry out the regulation, protection, and administration of water quality. The state is divided into nine regions related to water quality and quantity characteristics. Each RWQCB is required to adopt a Water Quality Control Plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The North City Specific Plan (NCSP) area is located within the Colorado River Region, which is addressed in the Water Quality Control Plan for the Colorado River Basin (Basin Plan). This Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters.

The Region 7 RWQCB administers the NPDES permit program regulating storm water from construction activities for projects greater than one acre in size in the project area. In order to obtain coverage under the General Construction Permit (Order No. 99-08-DWQ), a Waste Discharge Identification Number must be obtained, and an effective site-specific Storm Water Pollution Prevention Plan (SWPPP) developed. The SWPPP must identify and control storm water discharges from construction activities and identify and implement best management practices (BMPs) to reduce pollutants in storm water, both before and after construction. Upon completion of construction activities, surface runoff and discharge would be regulated by an NPDES permit.

California Water Code, Division 7 (Porter-Cologne Act)

The California Water Code contains provisions regulating water and its use. Division 7 establishes a program to protect water quality and beneficial uses of the state water resources including groundwater and surface water. The SWRCB and RWQCB administer the program and are responsible for control of water quality. They establish waste discharge requirements, water quality control planning and monitoring, enforcement of discharge permits, and ground and surface water quality objectives.

City of Cathedral City General Plan – Flooding and Hydrology Element

The Flooding and Hydrology Element of the City of Cathedral City General Plan establishes goals, policies, and programs that provide the City with protection from potential flooding hazards. This

element is directly related to the Water Resources Element as both address the protection and recharge of groundwater resources. The desert environment of the City creates unique conditions relating to flood control and protection from a 100- and 500-year storm. Through participation in the programs identified in the Flooding and Hydrology Element, the NCSP would ensure that flooding hazards are reduced to the greatest extent possible.

Cathedral City Municipal Code

Chapter 15.10, Storm Water Management and Discharge Controls, is intended to protect and enhance the water quality of water course, water bodies, groundwater, and wetlands in a manner consistent with the CWA. Compliance with Chapter 15.10 of the Municipal Code would ensure that water quality impacts resulting from the NCSP are reduced to the greatest extent possible.

4.5.1.2 Existing Conditions

Regional Hydrology

The City of Cathedral City and the NCSP area are within the Whitewater River watershed. The Whitewater River watershed also covers the cities of Banning, La Quinta, Palm Desert, Coachella, Palm Springs, Desert Hot Springs, Rancho Mirage, Indian Wells, Indio, and unincorporated areas of Riverside County. The Coachella Valley Water District (CVWD) and the Riverside County Flood Control and Water Conservation District (RCFCD) are responsible for the management of regional drainage within and surrounding the City of Cathedral City. This includes rivers, major streams and their tributaries, and areas of significant sheet flooding. Both the CVWD and the RCFCD are empowered with broad management functions, including flood control planning and construction of drainage improvements for regional flood control facilities, as well as watershed and watercourse protection related to those facilities. To carry out their mandates, the CVWD and the RCFCD also have powers of taxation, bonded indebtedness, land and water rights acquisition, and cooperative partnerships with federal, state, and local agencies. An elected board acts as the official decision-making body of CVWD, while the Riverside County Board of Supervisors is the official decision-making body of the RCFCD.

Rainfall in the desert generally occurs during the months of November through March, although short duration, high intensity storms also occur during the summer months of July through September. High intensity storms can result in large volumes of water falling at too rapid a rate such that the ground cannot effectively absorb rainfall and sheet flooding can occur. Development also increases flooding hazards, insofar as more development reduces the permeable surfaces into which water can penetrate and, therefore, flows become concentrated in both volume and velocity.

Potential flooding problems in the City are related to rise in water level of Whitewater River and its tributaries, to storm flooding on the alluvial fans, and to runoff associated with the foothills of the Santa Rosa and Little San Bernardino Mountains. Minor flooding and ponding of surface water also occurs on the relatively flat valley floor if the flood control channels draining Cathedral City (the East, West, and North Cathedral Channels) overflow or are unable to withstand heavy precipitation. The southern portion of the City also receives flow from Palm Canyon Wash, Eagle Canyon, and Tahquitz Canyon to the west, and Tramview Wash to the southwest.

Site Hydrology

The City of Cathedral City General Plan has subdivided the City into four smaller watersheds. According to these delineations, the NCSP area is found within the I-10 North Watershed. The Long Canyon Wash and Morongo Wash both contribute to this watershed. Flows from the Morongo Wash originate from the Big and Little Morongo Creeks near the western portions of the Little San Bernardino Mountains and continue through the City of Desert Hot Springs. Flows from the Morongo Wash join the Long Canyon Wash approximately one mile due north of the northwest corner of the NCSP area and then continue due south across the NCSP area adjacent to Palm Drive. The Morongo Wash exits the NCSP area where it crosses I-10 through the Salvia, Edom, and Willow Bridges and some small culverts, where most of the flows join the Whitewater River. According to the *Infrastructure Analysis and Hydrology Report (2007)*, the stormwater capacity of the Salvia, Edom, and Willow Bridges combined is 11,600 cubic feet per second (cfs). Some of the stormwater generated at the NCSP site would exit the NCSP area through the Salvia, Edom, and Willow Bridges.

Long Canyon Wash enters the NCSP area near Willow Hole and continues southeast along Varner Road. The Long Canyon Wash continues southeast through the NCSP area until it exits between Varner Road and I-10, north of I-10, and continues towards Thousand Palms to the southeast.

While the CVWD and RCFCD, in close cooperation and coordination with the City, have the primary responsibility for regional drainage, it is the City that remains directly responsible for the management of local drainage. According to the Flooding and Hydrology Element of the General Plan, 100-year floodplains are located in the southeast corner of the NCSP and potential 100-year floodplains are located in the northwestern corner and along Long Canyon Wash (2001). Table 4.5-1 summarizes the anticipated volumes of surface water runoff flows leaving the NCSP area during a 100-year storm event.

Table 4.5-1. Runoff During 100-Year Storm Event

Location	Area (in acres)	Runoff Flow during 100-Year Storm Event (in cfs ¹)
Morongo Wash	101,000 ac.	31,563 cfs
Long Canyon Wash	810 ac.	10,881 cfs

Source: Infrastructure Analysis and Hydrology Study (2007)

Notes: ¹ cfs = cubic feet per second

It should be noted that the volumes of runoff at the NCSP site during a 100-year storm event are not all generated at the NCSP site. The Morongo Wash runs across the NCSP area for approximately 1.6 miles and the Long Canyon Wash runs across the NSCP for approximately 3.5 miles. The large runoff volume is an accumulation of runoff from areas north of the NCSP area. Additionally, as identified above, the Salvia, Edom, and Willow Bridges currently have a combined stormwater capacity of 11,600 cfs. Therefore, during a major flood event when stormwater runoff volumes are high, part of the Morongo Wash flooding breaches unengineered dikes. However, the Southern Pacific Railroad is designing a new stormwater crossing bridge to alleviate flooding (Cruikshanks 2007).

Water Quality

Ground Water

The Whitewater River sub-basin is the primary groundwater repository for the Coachella Valley and the City of Cathedral City. Encompassing a major portion of the valley floor, it covers approximately 400 square miles and extends from the junction of I-10 and State Route 111 (SR-111), to the Salton Sea about 70 miles to the southeast. The sub-basin is divided into four distinct subareas, including the Palm Springs, Thermal, Thousand Palms, and Oasis subareas. The NCSP area is underlain by the Thousand Palms subarea.

According to the Water Resources Element of the General Plan, the Thousand Palms subarea contains approximately 1.8 million acre-feet of groundwater in storage in the first 1,000 feet below the ground surface. Water in the Thousand Palms subarea is characterized by high concentrations of sodium sulfate, while water in other subareas of the Whitewater River sub-basin is generally characterized by calcium carbonate. This is largely attributed to limited recharge to the Thousand Palms subarea. However, the CVWD Water Quality Division is tasked with ensuring that water served to all CVWD water users meets federal and state drinking water standards. The CVWD water quality staff monitors for more than 100 regulated and unregulated chemicals. All have been found to be below detection levels in the CVWD's domestic water (CVWD 2007).

Water quality in the Coachella Valley is generally good to excellent. Exceptions are primarily limited to perched and semi-perched water tables occurring in the lower valley, where on-going crop irrigation has increased total dissolved solids (TDS). Groundwater quality can be affected by a number of things, including the type of water-bearing materials in which the water occurs, water depths, proximity to faults, and presence of surface contaminants.

According to the Water Resources Element of the City of Cathedral City General Plan, groundwater levels in the Coachella Valley have been declining since the 1980s. As a result, the Coachella Valley is experiencing a condition known as overdraft, in which the demand for groundwater exceeds the amount of recharge into the groundwater basin.

4.5.2 Thresholds of Significance

As defined in Appendix G of the *California Environmental Quality Act (CEQA) Guidelines*, impacts to hydrology and water quality would be considered significant if the project would:

- 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;
- 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;
- 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;
- 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;

- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
- 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;
- Inundation by seiche, tsunami, or mudflow;
- Violate any water quality standards or waste discharge requirements;
- Otherwise substantially degrade water quality; or
- 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).

4.5.3 Environmental Impacts

4.5.3.1 Program-Level Impacts

Hydrology

Alteration of Drainage Patterns

Erosion

The existing drainage pattern of the NCSP area predominantly follows the Morongo and Long Canyon Washes in a southern and southeastern direction, respectively. Additionally, sediments found on the NCSP site generally have high permeabilities and would percolate runoff as it travels across the soil. Implementation of the NCSP would increase the amount of impervious surfaces within the NCSP area and would likely alter the existing drainage pattern. The addition of mixed-use ~~commercial/urban~~, mixed-use ~~neighborhood residential~~, residential estate, business park, and light industrial uses would place land uses within or adjacent to portions of the Morongo and Long Canyon Washes, further altering the existing drainage pattern. Because build-out of the NCSP would occur over a period of time, the drainage pattern will likely be altered several times as new structures are constructed. Alteration of drainage pattern has the potential to result in erosion if the change involves increased runoff volume or velocity over soils that are prone to erosion. Because the NCSP proposes new impervious surfaces, there is potential for buildout of the NCSP to result in increased runoff volume and/or velocity, and therefore, erosion. However, for any construction project proposed under the NCSP with a disturbance of one acre or more, the building contractor would be required to prepare a SWPPP. The SWPPP is designed to be a living, site-specific document. The purpose of the SWPPP is to identify and document appropriate BMPs at the construction site during the length of construction. After construction activities have been completed, surface runoff and discharge would be regulated by an NPDES permit. An NPDES permit would regulate runoff and discharge to ensure compliance with water quality objectives identified by the Basin Plan. This includes the prevention of post-construction erosion. Although final plans have not been developed, compliance with current runoff regulations would reduce the potential for erosion to result. A less than significant impact is identified.

Flooding

The existing drainage pattern of the NCSP area predominantly follows the Morongo and Long Canyon Washes in a southern and southeastern direction, respectively. The land uses proposed to be constructed by 2030 under the NCSP would place mixed-use ~~urban-commercial~~ and mixed-use Neighborhood residential land uses within and adjacent to the portions of the Morongo and Long Canyon Washes which cross the NCSP area. Because the Morongo and Long Canyon Washes have been identified as existing or potential 100-year floodplains, there is potential that the existing drainage pattern will be altered and flooding could result. However, building pad elevations of housing and structures would be constructed above the floodplain and drainage features would be included in the design of structures to allow stormwater runoff to flow underneath structures. Additionally, as individual projects are proposed within the 100-year floodplain, the individual project may be required to coordinate with the City to meet the requirements of the Federal Emergency Management Agency (FEMA) for a Conditional Letter of Map Revision (CLOMR) and/or a Letter of Map Revision (LOMR) to remove the project parcel from the 100-year floodplain. The level of coordination with FEMA required would be determined upon proposal of individual projects. At this program-level, the existing drainage pattern would not be altered such that flooding would occur. A less than significant impact is identified.

Stormwater Runoff

Stormwater runoff through the Morongo Wash currently exceeds the stormwater capacity of the Salvia, Edom, and Willow Bridges and the small culverts nearby. Implementation of the NCSP would result in increased impervious surfaces and, therefore, increased volumes of surface runoff. Plans for stormwater drainage facilities for the NCSP have not been developed; therefore, it is unknown if adequate stormwater capacity will be available. A significant impact is identified and mitigation is required.

100-Year Flood Hazard

Land uses proposed under the NCSP would place mixed-use ~~commercial-urban~~ and mixed-use Neighborhood residential land uses within existing and potential 100-year floodplains by 2030. These areas are associated with the Morongo Wash in the northwestern portion of the NCSP area and the Long Canyon Wash in the southeastern portion of the NCSP area. Placement of housing and structures in the 100-year floodplain would have the potential to redirect flows in the area. However, building pad elevations of housing and structures would be constructed above the floodplain and drainage features would be included in the design of structures to allow stormwater runoff to flow underneath structures. Therefore, placement of housing and structures within the floodplain would not redirect flows. A less than significant impact is identified.

Flooding

Although the NCSP proposes land uses within the 100-year floodplain, it is not anticipated that people or structures would be exposed to substantially adverse effects involving flooding. As identified above, as individual projects are proposed within the 100-year floodplain, coordination with FEMA may be required to obtain a CLOMR and/or a LOMR to remove the project parcel from the floodplain. Further, the Flooding and Hydrology Element of the General Plan establishes a goal to provide adequate facilities to protect lives and property from local and regional flooding hazards. As a result, the City maintains a policy to prepare a Master Plan of Drainage which is updated to reflect the changing needs of the City. The Master Plan of Drainage can provide guidance as to how drainage facilities in the NCSP area would be designed and constructed. Additionally, the NCSP would construct building pads of housing and other

structures above the floodplain elevation to avoid potential impacts associated with flooding. Therefore, substantially adverse impacts involving flooding are not anticipated. A less than significant impact is identified.

Seiche, Tsunami and Mudflows

The enclosed body of water closest to the NCSP area is the Salton Sea, located approximately 33 miles southeast. Due to the distance of the Salton Sea, seiche is not considered a threat to the NCSP area. Additionally, the Pacific Ocean is located approximately 75 miles east of the NCSP area. Therefore, tsunami is not considered a threat to the NCSP area. Furthermore, alluvial and aeolian sediments found within the NCSP area generally have high permeabilities. Therefore, the potential for mudflows to occur is low. A less than significant impact is identified for impacts related to inundation by seiche, tsunami, and/or mudflow.

Water Quality

Water Quality Standards

Implementation and future build-out of the NCSP would be subject to adherence to all federal, state, and local regulations regarding stormwater runoff and water quality. The City participates in the NPDES which mandates the development and implementation of plans and programs for stormwater management that effectively prohibit non-stormwater discharge into storm drains, and require controls to reduce the discharge of pollutants from stormwater systems into water of the United States. Further, due to the high density of development proposed by 2030 under the NCSP, septic systems would not be permitted. Additionally, the SWRCB is responsible for implementing federal and state laws pertaining to water quality, including enforcing penalties for non-compliance in the control of water quality. Compliance with regulations of the NPDES and SWRCB, in addition to regulations and requirements of the Colorado River Basin RWQCB, would ensure that implementation and future build-out of the NCSP would not violate water quality standards. A less than significant impact is identified.

Degradation of Water Quality

Build-out of the NCSP has the potential to result in degradation of water quality due to increased volumes of stormwater runoff. The increase in impervious surfaces from within the NCSP area would prevent the existing on-site soils from percolating stormwater runoff, resulting in increased volumes of stormwater runoff generated at the NCSP site. Stormwater runoff can introduce debris, litter, dirt, and other pollutants into receiving drainage features and all subsequent waterways. As a result, the water quality of receiving bodies of water may be compromised and degraded. However, the majority of the NCSP area is within conservation areas designated by the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP) and is, therefore, limited to allow only 10 percent of lands to be developed. Therefore, a majority of land within the MSHCP area would remain undeveloped and impervious surfaces would not increase in these areas. Additionally, developed portions of the NCSP would be subject to adherence to all federal, state, and local regulations regarding stormwater runoff and water quality. Through compliance with applicable regulations, it is not anticipated that implementation of the NCSP would result in a substantial degradation of water quality. A less than significant impact is identified.

Groundwater

The principal water source for the Coachella Valley is groundwater, which historically has been recharged by runoff from the San Jacinto, Santa Rosa, and San Bernardino Mountains. However,

groundwater in the Coachella Valley has been declining since the 1980s and is currently experiencing overdraft. Additionally, the recent years of dry weather have further impeded that ability of groundwater resources to recharge. The CVWD, which would serve the NCSP area, currently utilizes groundwater as a water resource. Therefore, the groundwater table level would likely experience a net deficit due to water services provided to the NCSP area. A significant impact is identified and mitigation is required.

4.5.4 Mitigation Measures

To reduce program-level impacts due to ~~alteration of the existing drainage pattern and increased~~ stormwater runoff, the following mitigation measure shall be implemented:

HWQ-1 As each new phase or individual project is proposed under the NCSP, prior to issuance of a grading permit, the project applicant shall submit evidence to the satisfaction of the City Engineer, demonstrating that post-development off-site flows would not exceed their pre-existing, natural levels and surface runoff would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

To reduce impacts related to groundwater depletion, the following mitigation measure shall be implemented:

HWQ-2 As each new phase or individual project is proposed under the NCSP, the new phase or project shall integrate water conservation strategies as provided by the CVWD. This includes, but is not limited to, installation of ultra-low flush toilets, use of drought-tolerant plants in landscaping plans, use of smart controllers in landscape irrigation, use of recycled water for non-potable uses, use of high-efficiency washing machines, and participation in any water waste prohibition programs, as available.

4.5.5 Conclusion

Hydrology

Implementation of the NCSP would increase stormwater runoff through increasing the amount of impervious surfaces found on-site. This has the potential to result in flooding within and/or around the NCSP area since existing on-site soils would no longer percolate stormwater. However, implementation of mitigation measure HWQ-1 would ensure that implementation of the NCSP would not result in increased volumes of surface runoff. Maintaining the volume of surface runoff would reduce the potential for flooding to occur. Impacts would be reduced to below a level of significance.

Water Quality

Build-out of the NCSP would require the provision of water services from the CVWD. Because the CVWD utilizes groundwater as a major water resource, the provision of water to the NCSP would reduce the groundwater level in the Coachella Valley. However, through implementation of mitigation measure HWQ-2, water conservation strategies would be utilized by the phases and individual projects proposed under the NCSP such that groundwater usage would be reduced to the greatest extent possible. Impacts to groundwater would be reduced to below a level of significance.

4.6 LAND USE AND PLANNING

The City of Cathedral City's General Plan (2007) Land Use Element identifies the type and location of future land uses within the City. Additionally, the land use requirements would guide the growth of Cathedral City in an efficient, coordinated manner in order to provide for high quality and balanced land use. This land use and planning section evaluates the North City Specific Plan (NCSP) in relation to the land use and planning policies that are placed on the project site by regulating jurisdictions.

4.6.1 Environmental Settings

4.6.1.1 Regulatory Context

Local Plans and Policies

General Plan Land Use Element - City of Cathedral City

The Land Use Element defines the various land use categories assigned to lands within the City and its Sphere of Influence. The element also provides appropriate goals, policies, and programs to help direct future development and ultimate build-out of the community. The Land Use Element is the broadest and most far-reaching of all General Plan elements and, in conjunction with the General Plan Environmental Impact Report (EIR), serves as the foundation for land use policy development.

Zoning Ordinance - City of Cathedral City

The Cathedral City Zoning Ordinance serves as an implementation tool to further the objectives of and establish consistency with the land use element of the General Plan, to protect the public health, safety and general welfare of the residents, and to provide economic and social benefits from an orderly planned use of land resources. The Zoning Ordinance provides regulations for the allowable development in each zoning designation. These regulations include information such as permitted and conditional uses, density, lot dimensions, yard requirements, lot coverage and building height, parking requirements, fencing, and landscape and open space requirements. The Zoning Ordinance establishes consistency between land uses on adjacent properties within the City and provides a set of regulations to develop the City in an efficient and harmonious fashion.

Coachella Valley Multiple Species Habitat Conservation Plan

The Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP) is a conservation plan that aims to preserve over 240,000 acres of open space and protect 27 plant and animal species in the Coachella Valley. In complying with federal and state endangered species laws, the MSHCP not only safeguards the desert's natural heritage for future generations, but also allows for more timely construction of roads and other infrastructure needed to accommodate population growth in the Coachella Valley.

Agua Caliente Band of Cahuilla Indians Tribal Habitat Conservation Plan

The Agua Caliente Band of Cahuilla Indians Tribal Habitat Conservation Plan (THCP) and corresponding Draft Environmental Impact Statement (EIS) documents are currently in the public review period. Lands and natural resources within the reservation and on other tribal lands within the THCP area provide the means for spiritual and physical sustenance, as well as economic self sufficiency, for the Tribe and its

members. These lands also provide open space and habitats for a number of federally-identified sensitive species. The THCP would replace the current piecemeal approach to conservation with a coordinated, comprehensive approach based on the basic tenets of biological preserve design. This approach would ensure that project mitigation is directed to those areas most critical to maintenance of ecosystem function and species viability, allowing the Tribe to contribute to the conservation of covered species. If fully implemented, the THCP would result in approximately 19,375 acres, including nearly half of the Reservation, being dedicated to the Habitat Preserve and managed in perpetuity, making it unavailable for the economic use of the Tribe and its members. The Tribe has proposed this course of action because Service approval of the THCP would restore land use sovereignty by enabling the Tribe to provide take authorizations for projects under its direct control that comply with applicable requirements. The THCP and the MSHCP generally serve the same purpose: the preservation and maintenance of ecosystem function and sensitive species viability. The THCP would be responsible for achieving this purpose on jurisdictional Tribal lands. The MSHCP would serve this purpose for public lands, not including Tribal lands.

Regional Plans and Policies

Western Coachella Valley Area Plan

The Western Coachella Valley Area Plan contains policies that guide the physical development and land uses in the unincorporated western portion of the Coachella Valley. The Area Plan is not a stand-alone document, but rather an extension of the General Plan and Vision Statement. Using the Vision Statement as the primary foundation, the General Plan establishes standards and policies for development within the entire unincorporated County territory, while the Area Plan details standards and policy direction relating specifically to the Western Coachella Valley.

Regional Comprehensive Plan and Guide (RCPG) – Southern California Association of Governments (SCAG) (1996)

The Southern California Association of Governments (SCAG) is designated by the federal government as the Southern California region's Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) for the six county Region in Southern California including Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial Counties. SCAG has sought to address regional planning concerns through various documents, including the 1996 Regional Comprehensive Plan and Guide (RCPG). The RCPG is "intended to serve the region as a framework for decision making with respect to the growth and changes that can be anticipated during the next 20 years and beyond." Core chapters of the RCPG that respond to federal and state planning requirements include: Growth Management, Regional Transportation Plan, Air Quality, Hazardous Waste Management, and Water Quality. Ancillary chapters are those on Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Solid Waste Management.

Destination 2030: 2004 Regional Transportation Plan (RTP) – SCAG 2004

Destination 2030 is the 2004 Regional Transportation Plan (RTP) for the six county region in Southern California including Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial Counties. The RTP is the culmination of a three-year effort with a focus on improving the balance between land use, and the current and future transportation systems. SCAG is required to develop, maintain and update the RTP on a three-year cycle.

Destination 2030 is a multi-modal plan (Plan) representing the vision for a better transportation system, integrated with the best possible growth pattern for the region over the Plan horizon of 2030. The Plan provides the basic policy and program framework for long term investment in the regional transportation system in a coordinated, cooperative and continuous manner. Transportation investments in the SCAG region that receive state or federal transportation funds must be consistent with the RTP and must be included in the Regional Transportation Improvement Program (RTIP) when ready for funding.

Compass Blueprint Growth Vision – SCAG 2004

The Southern California Compass vision adopted by SCAG's Regional Council in June 2004 helps to set a new course for Southern California to accommodate growth, reduce traffic congestion, preserve open space, manage and minimize pollution, and manage resources more efficiently. The implementation framework known as the *2% Strategy: Shared Values, Shared Future* seeks to assist cities and counties develop strategies to accommodate future growth while promoting SCAG's regional principles of Mobility, Livability, Prosperity and Sustainability for current and future generations of Southern Californians.

4.6.1.2 Existing Conditions

The City of Cathedral City was incorporated in 1981, and is located approximately 115 miles east of Los Angeles and 150 miles northeast of San Diego, and 40 miles east of Riverside. The City is located in the Coachella Valley, with borders on both sides of Interstate 10 (I-10).

Since its incorporation in 1981, Cathedral City has grown in population to over 50,000 and is home to a wide range of commercial land uses and residential neighborhoods. This increasing population growth creates pressures on the vacant land north of and along the I-10 corridor, and necessitates the need for a specific plan for this area. The City is interested in taking a long-term view of appropriate land uses for this key area, as well as maintaining a jobs-housing balance within the community. The NCSP provides the City with the opportunity to plan now for future development and public improvements in the largely vacant northern portion of the City.

The NCSP covers approximately ~~4,770~~5,000 acres in size and would include all land north of I-10 within the city limits of Cathedral City. Approximately 650 acres of land in the southeast corner of the NCSP area fall within the City's Redevelopment Project Area. The NCSP boundary also encompasses Tribal lands of the Agua Caliente Band of Cahuilla Indians, located in the southeastern portion of the NCSP area.

The majority of the NCSP area is undeveloped, with the exception of the Edom Hill Transfer Station and wind farm, which is currently under construction in the far northeast corner of the site. Existing roads within the NCSP area include Date Palm Drive, Varner Road, Edom Hill Road, Mountain View Road, and Palm Drive. The existing roads currently lack any landscape or streetscape features. The Union Pacific Railroad parallels the southern boundary of the NCSP area just south of I-10.

Cathedral City General Plan Land Use Element

The NCSP area falls under a range of residential, commercial, industrial and open space land use designations in the City's General Plan. These are identified in Table 4.6-1, and shown on Figure 4.6-1. Residential land use designations cover approximately 40 percent of the NCSP area while commercial and industrial land use designations encompass approximately 25 percent. Approximately one-third of the NCSP area is designated as open space.

Table 4.6-1. Existing General Plan Land Use Designations

General Plan Designation	Gross Area (acres)	Percentage of NCSP
Residential		
HR (Hillside Reserve)	727	15%
RE (Estate Residential)	1,227	26%
Commercial		
CG (General Commercial)	331	7%
Industrial		
BP (Business Park)	227	5%
I (Industrial)	684	14%
Open Space		
OS-P (Open Space-Public)	798	17%
OS-W (Open Space-Water)	516	11%
OS-O (Open Space-Other)	260	5%
Total	4,770¹	100%

¹ The gross acreage provided in this table differs from the gross acreage in Table 2.3-1 by 106 acres only because existing roadways and associated infrastructure are included in the calculation of this gross acreage. Roadways and associated infrastructure were not included in the calculation of gross acreage in Table 2.3-1.

Cathedral City Zoning Ordinance Designations

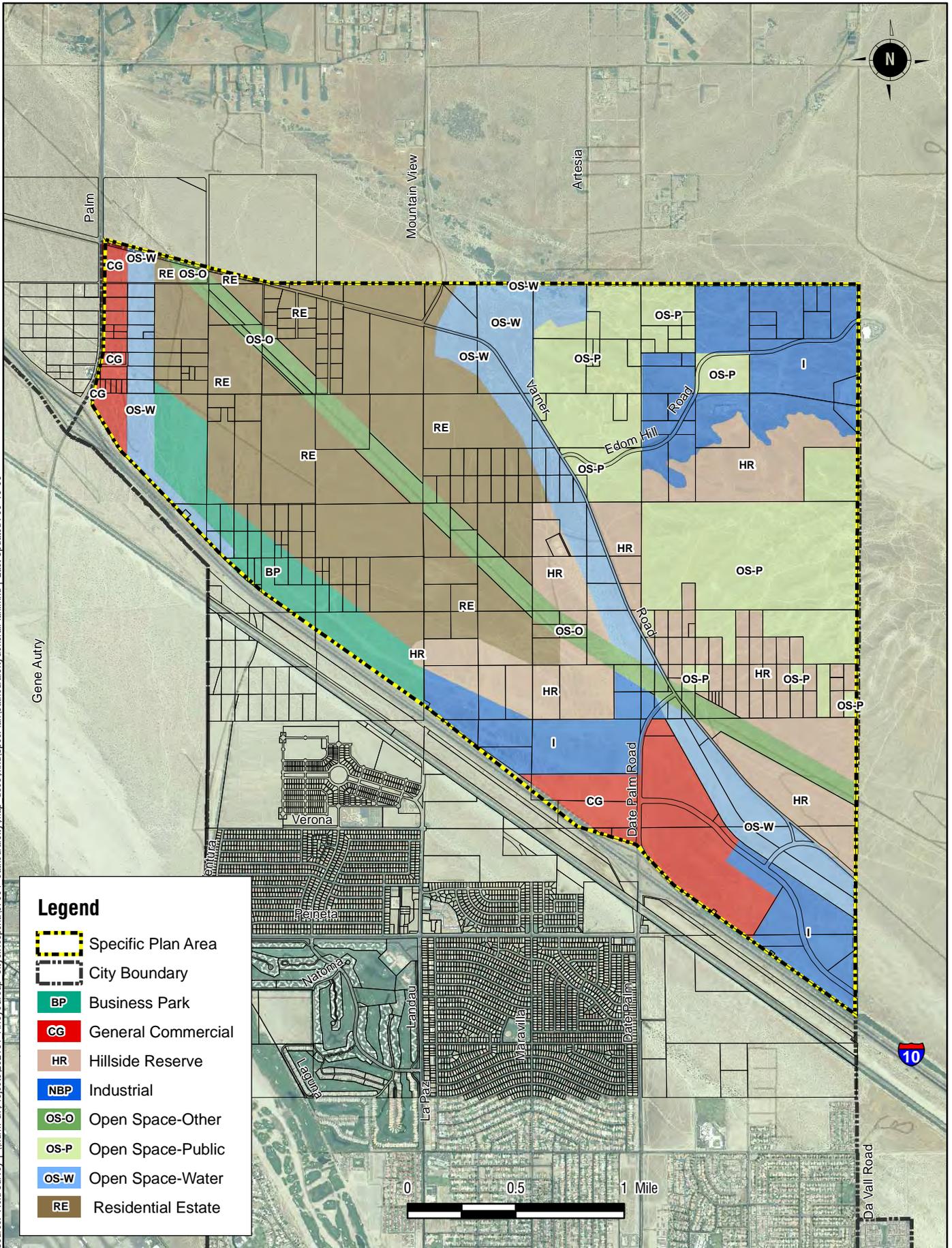
The NCSP area falls under a range of residential, commercial, industrial and open space zoning designations. These are identified in Table 4.6-2, and shown on Figure 4.6-2. Low density residential zoning covers approximately 40 percent of the NCSP area, commercial zoning encompasses approximately 8 percent, and industrial/business park zoning about 19 percent. Approximately one-third of the NCSP area is zoned Open Space.

Coachella Valley Multiple Species and Habitat Conservation Plan

As illustrated in Figure 4.6-3, more than half the land in the NCSP area would be preserved as an open space conservation area through the Coachella Valley. The NCSP area contains two conservation areas under the MSHCP: Willow Hole Conservation Area and Edom Hill Conservation Area (Table 4.6-3). The majority of land falls within the Willow Hole Conservation Area. Both conservation areas contain core habitat and other conserved habitat for several animal species, including the Coachella Valley fringe-toed lizard, as well as several important natural plant communities and essential ecological processes. They also both provide biological corridors and linkages for a variety of animal species.

The Coachella Valley Association of Governments (CVAG) is targeting 90 percent conservation within these areas. However, there are exceptions, such as single-family homes in conservation areas and the construction of a frontage road north of and parallel to I-10, which is allowed with conditions in the Willow Hole Conservation Area according to the Draft MSHCP. These are considered special considerations and may be provided for the development of a limited portion of these conservation areas as provided under the Draft MHSCP.

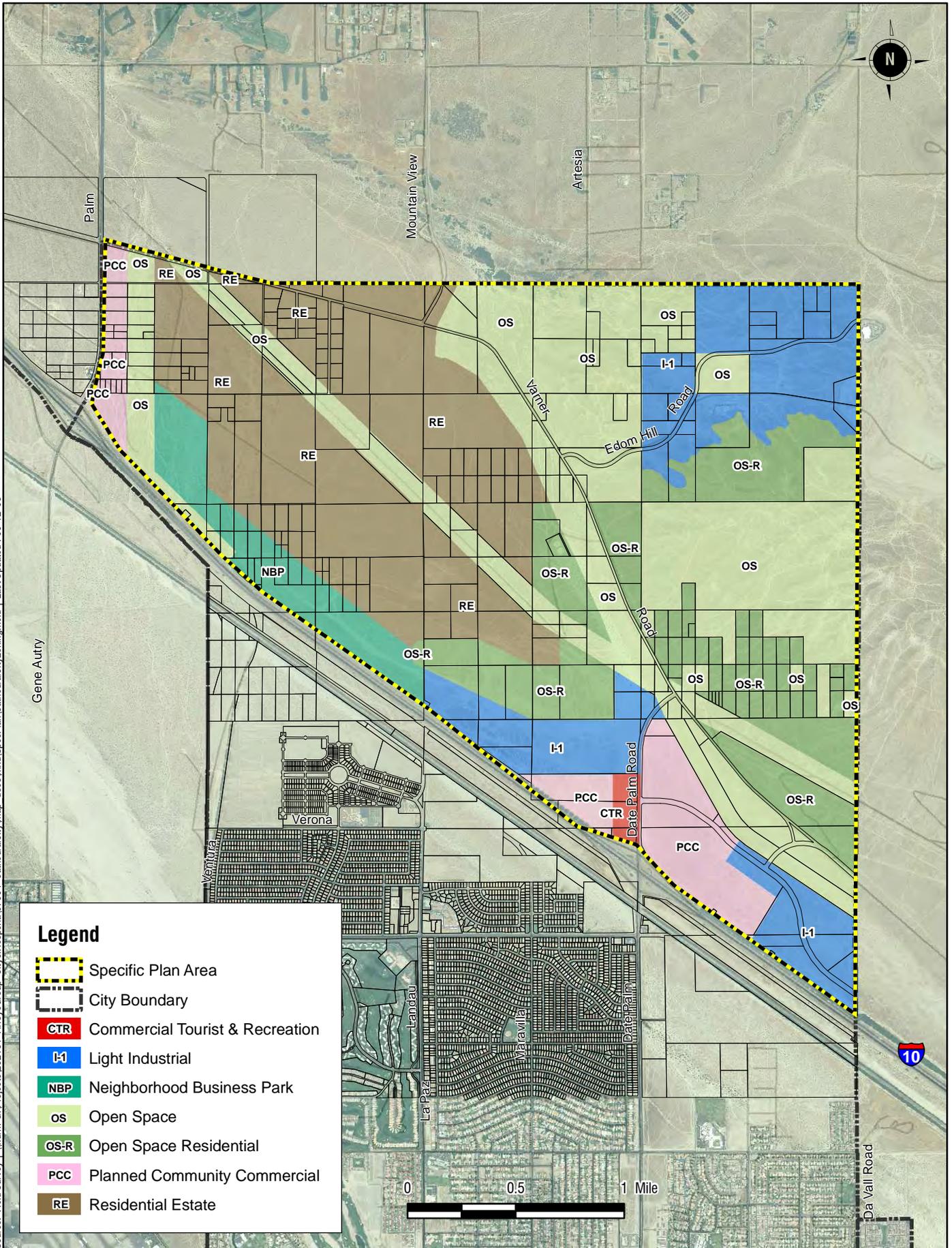
Source: Field Survey | \hdr\m-6\Projects\202181_ArroyoGroup_CityofHesperia\67064_CathedralCity\map_docs\mxd\SpecPlan\CathedralCityGeneralPlan.mxd | Last Updated: 09-15-08



Existing General Plan Land Use

FIGURE 4.6-1

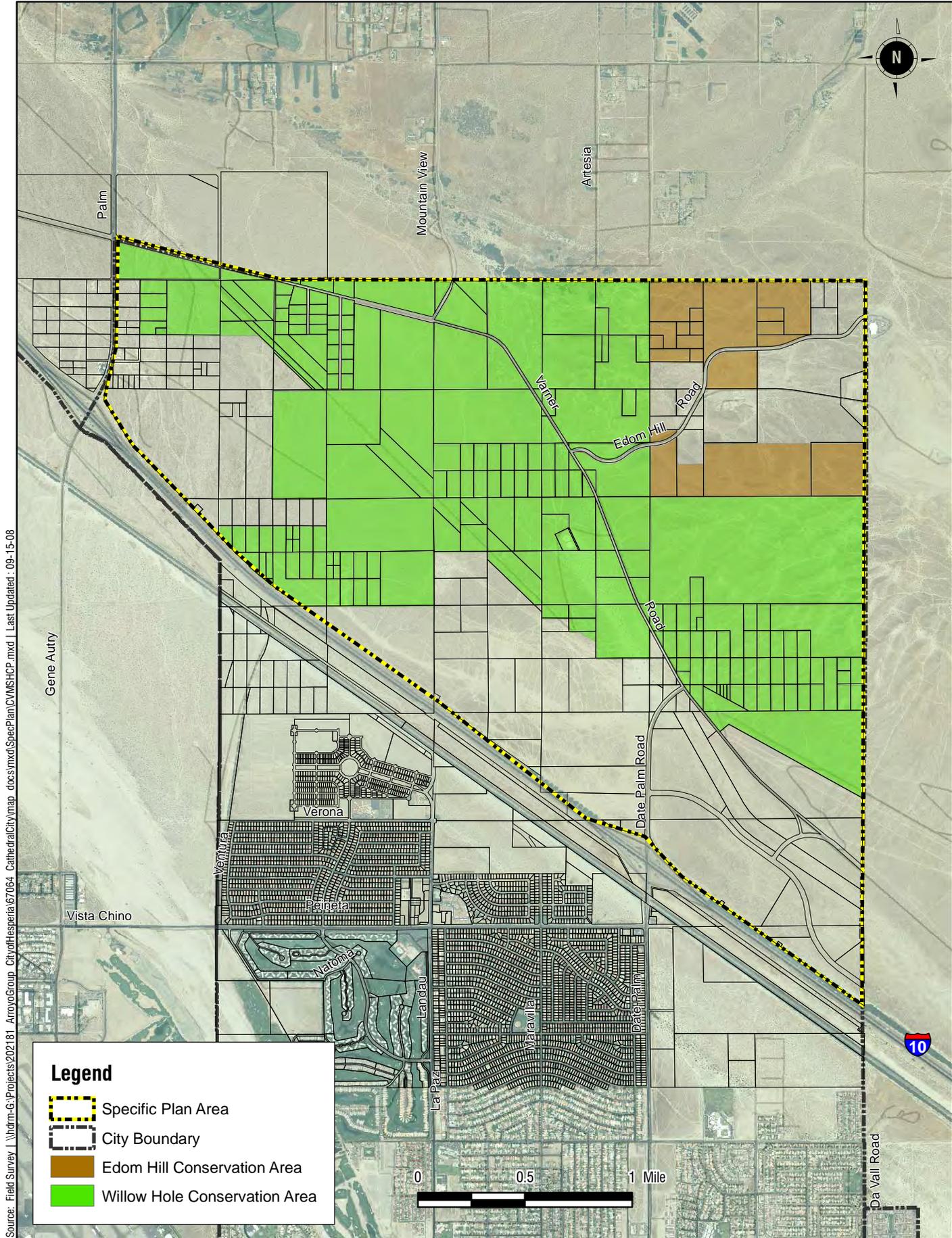
Source: Field Survey | \hdr\m-6\Projects\202181_ArroyoGroup_CityofHesperia\67064_CathedralCity\map_docs\mxd\SpecPlan\CathedralCity\Zoning.mxd | Last Updated: 09-12-08



Legend

- Specific Plan Area
- City Boundary
- Commercial Tourist & Recreation
- Light Industrial
- Neighborhood Business Park
- Open Space
- Open Space Residential
- Planned Community Commercial
- Residential Estate

Existing Zoning Designations
FIGURE 4.6-2



Source: Field Survey | \hdr\m-6\Projects\202181_ArroyoGroup_CityofHesperia\67064_CathedralCity\map_docs\mxd\SpecPlan\CVMSHCP.mxd | Last Updated: 09-15-08

Legend

-  Specific Plan Area
-  City Boundary
-  Edom Hill Conservation Area
-  Willow Hole Conservation Area

Coachella Valley Multiple Species Habitat Conservation Plan

FIGURE 4.6-3

Table 4.6-2. Existing Zoning Designations

Zoning Designation	Gross Area (acres)	Percentage of NCSP
Residential		
RE (Residential Estate)	1,227	26%
OS-R (Open Space-Residential)	727	15%
Commercial		
CTR (Commercial Tourist & Recreation)	26	1%
PCC (Planned Community Commercial)	306	6%
Industrial		
I-1 (Light Industrial)	683	14%
NBP (Neighborhood Business Park)	226	5%
Open Space		
OS (Open Space)	1,575	33%
Total	4,770¹	100%

¹ The gross acreage provided in this table differs from the gross acreage in Table 2.3-1 by 106 acres only because existing roadways and associated infrastructure are included in the calculation of this gross acreage. Roadways and associated infrastructure were not included in the calculation of gross acreage in Table 2.3-1.

Table 4.6-3. MSHCP Land within the Specific Plan Area

Conservation Areas	Net Area (acres)	Percentage of NCSP
Edom Hill Conservation Area	338	7%
Willow Hole Conservation Area	2,597	56%
TOTAL Conservation Land	3,015	64%

Agua Caliente Tribal Habitat Conservation Plan

Portions of the NCSP area are located within Tribal Reservation lands. Approximately 258 acres of Tribal lands occur within the NCSP area; 198 acres located in Township 4 South, Range 5 East, Section 4 and 60 acres located in Township 4 South, Range 5 East, Section 10. The areas are subject to the THCP and are not considered a part of the MSHCP.

A portion of the NCSP is located within the Valley Floor Conservation Area (VFCA) of the THCP. This area is considered a Priority 1 Target Acquisition Area. The Target Acquisition Areas, both within and outside the reservation, have been identified by the tribe, in consultation with United States Fish and Wildlife Service (USFWS) and CVAG, as core habitat for the Valley Floor Covered Species. Development projects may occur within the VFCA at the Tribe's discretion. Further, the Agua Caliente Band of Cahuilla Indians has granted land use authority of the NCSP area to the City of Cathedral City.

Riverside County General Plan & Western Coachella Valley Area Plan

The NCSP area is bounded to the east and north by Riverside County. The County lands adjacent to the NCSP area have been designated as rural residential, rural desert, light industrial, commercial retail,

public facilities, conservation habitat, and open space rural. The Rural Residential (RR) land use designation allows for single-family residences with a minimum lot size of five acres. The rural residential areas allow limited animal keeping and agricultural uses, recreational uses, and compatible resource development. The Rural Desert (RD) land use designation allows single-family residential uses with a minimum lot size of 10 acres. The rural desert areas allow limited animal keeping, agriculture, recreational, and renewable energy uses including solar, geothermal and wind energy uses, as well as associated uses required to develop and operate these renewable energy sources, compatible resource development (which may include the commercial extraction of mineral resources with approval of SMP), and governmental and utility uses. The Light Industrial (LI) land use designation is for industrial and related uses including warehousing and distribution, assembly and light manufacturing, repair facilities, and supporting retail uses. The Commercial Retail (CR) land use designation is mainly for local and regional serving retail and service uses. The Public Facilities (PF) land use designations are for civic uses such as County administrative buildings and schools. The two designated Open Space Areas are designated as Conservation Habitat (OS-CH) and Rural (OS-R). The Open Space Conservation Habitat areas apply to public and private lands conserved and managed in accordance with adopted MSHCP and other conservation plans, and the rural areas permit one single family residence per 20 acres.

4.6.2 Proposed Project

North City Specific Plan

The adoption of the proposed project would require a General Plan Amendment and a zone change. After these approvals, the NCSP area would be designated with the land uses and zoning in the NCSP. The development of the proposed NCSP would include mixed-use ~~commercial/urban~~, mixed-use ~~neighborhood residential~~, residential estate, open space residential, business park, light industrial, and open space land uses as shown in Figure 2.3-2. Within the land use designations, all parcels would have a base land use; many would also have an overlay land use, as areas with resources requiring additional regulation occur throughout the project site. The mix of proposed land uses is described below.

Base Land Uses

Mixed-Use ~~Commercial~~Urban

The Mixed-Use ~~Commercial~~Urban (MU-U) is a mixed use designation with an urban ~~commercial~~ focus. This land use provides opportunity for mixtures of retail, office, residential, institutional, educational and public uses in the same building, on the same parcel of land, or on separate parcels side by side within the same area. Such development is intended to promote pedestrian activity and facilitate the grouping of well-designed projects including retail services, restaurants, public/civic uses, employment uses, entertainment activities, and public gathering spaces, as well as innovative housing products, such as residential over retail and live/work lofts. Plazas, courtyards, shaded pedestrian connections, outdoor dining, and other public gathering spaces and community amenities are strongly encouraged to promote a vibrant mixed use community. Other allowed uses in this category include (but are not limited to) hospitality uses, such as resorts, hotels, and motels; RV resorts with locational requirements; supportive recreational-oriented uses; service-oriented and “lifestyle” commercial uses; and larger-scale commercial uses with on-site locational requirements such that they do not predominate the site. This designation would also conditionally allow service stations with appropriate design requirements, as well as a large-scale entertainment venue, should an appropriate use be proposed.

Mixed-Use Residential Neighborhood

The Mixed-Use Residential Neighborhood (MU-NR) land use designation is similar to Mixed-Use Commercial Urban, but with a residential neighborhood focus. This designation provides opportunity for mixtures of attached and detached residential uses, with supportive neighborhood-serving commercial uses, restaurants, hospitality uses, recreational-oriented uses, educational and public uses. Such development is intended to encourage the grouping of a variety of housing types that are proximate to supportive commercial services. Housing types could include detached single family houses (including small lot clustering), town houses, row houses, stacked flat apartments, residential over retail and live/work lofts.

Business Park

This Business Park (BP) designation provides opportunities for commercial, office, and light manufacturing in both business park settings and as individually developed lots, with high visibility from and access to I-10. This designation encourages a complementary mix of service/retail commercial businesses with light industrial uses and professional office uses. With the City's expanding need for home furnishings/ products space, this area is ideal for uses that focus on design and home furnishing products, and could emerge as a prime home design district in Cathedral City. Other suitable uses would include corporate and general business offices, production studios, research and development, travel centers, light manufacturing, small warehouse uses, and supportive commercial and restaurant uses.

Light Industrial

The Light Industrial (LI) land use allows traditional light industrial uses in the northeast area of the NCSP. In the Edom Hill Light Industrial (LI-EH) area, development of "green" industrial uses, including recycling facilities and solar energy is encouraged. A wind farm is currently under construction on the site.

Residential Estate

The parcels designated Residential Estate (RE) are located entirely within the Coachella Valley MSHCP Conservation Area. The Residential Estate land use designation provides for larger lot subdivisions with single-family residential development. This designation is envisioned for rural areas, as well as lands which may also be constrained by topography or other natural restrictions. This type of development may also incorporate a "greenbelt" buffer to help define the City's urban boundary.

Open Space Residential

The parcels designated as Open Space Residential (OS-R) are located entirely within the MSHCP Conservation Area. The purpose and intent of the Open Space Residential land use designation is to preserve sensitive environmental areas while allowing high quality family residential areas with very low densities. Permitted uses within the open space residential zone include home occupations, large and small family day care homes, and one one-family dwelling per legal lot.

Open Space

Open Space (OS) includes public parks and open space lands determined to have special, important or valuable natural resources that warrant protection. The parcels designated as Open Space are located predominately within the MSHCP Conservation Area.

Overlay Land Uses

Hillside Overlay

This overlay designation (outside the MSHCP Conservation Area) generally delineates areas intended to preserve natural landforms, leave ridgelines untouched, respect environmentally sensitive areas, acknowledge seismic zones, and provide setback from foothills. The boundaries of this overlay are approximate, and indicate general areas where development is prohibited, discouraged, or allowed with special conditions depending on the slope, soil conditions and distance from the ridgeline.

MSHCP Conservation Area

The Coachella Valley MSHCP is a conservation plan, not a proposed land use, which aims to preserve over 240,000 acres of open space and protect 27 plant and animal species in the Coachella Valley. It is an adopted regional plan that complies with federal and state endangered species laws. The MSHCP not only safeguards the desert's natural heritage for future generations, but also allows for more timely construction of roads and other infrastructure needed to accommodate population growth in the Coachella Valley. Based on the MSHCP, development within the Conservation Area is limited in order to preserve large areas of land as natural and undisturbed, and maintain their function as prime habitat for several endangered species. Per the MSHCP, total new development within the Conservation Area cannot exceed 10 percent of the total land acreage of the MSHCP Conservation Area. Therefore, 90 percent of the MSHCP Conservation Area would be preserved as open space. The majority of land within the MSHCP Conservation Area is already owned by public agencies and non-profit organizations with the intent to preserve the land in its natural form. Some of the land within this designation, however, falls under private ownership. Per the MSHCP, government and conservation groups intend to purchase private properties at fair market value over time to preserve at least 90 percent of the land within the Conservation Area. The NCSP proposes land use designations for private properties within the MSHCP to remain the same so property values do not change and affect current fair market values. Properties already owned by public and quasi-public groups for the purpose of conservation would be designated as Open Space. The NCSP proposes to set up a program that allows the transfer of development rights from land within the Conservation Area to property within the Development Overlay or property outside of the MSHCP Conservation Area (but within the NCSP area). This would minimize the impact of limiting development on private property within the MSHCP Conservation Area. The ability to transfer development rights would provide flexibility to deal with site constraints and market demand while still ensuring that the overall goals of the NCSP are maintained.

4.6.3 Thresholds of Significance

As defined in the *CEQA Guidelines*, Appendix G (XI), project impacts to Land Use and Planning are considered significant if any of the following occur:

- The project physically divides an established community;
- The project conflicts 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; or
- The project conflicts with any applicable habitat conservation plan or natural community conservation plan.

4.6.4 Environmental Impacts

Division of an Established Community

Implementation and future build-out of the NCSP would not create new barriers to established communities, as it is proposed on vacant land with surrounding undeveloped lands. The NCSP site extends to the vacant, undeveloped northern limits of Cathedral City. The site is currently surrounded by vacant land to the north, east, and west. The NCSP area is bound by I-10 to the south. The NCSP proposes access points on the southern and western portions of the site at Date Palm Drive and Landau Boulevard, providing access to the southern portion of Cathedral City. Palm Drive would provide access to the NCSP site from the northern community of Desert Hot Springs.

Conflict with Applicable Land Use Plans

A detailed analysis of each of the applicable land use plans is contained in Table 4.6-5 at the end of this section.

Cathedral City General Plan Land Use Element

The NCSP boundaries are within eight existing land use designations under the Cathedral City General Plan. The Preferred Land Use Concept of the NCSP proposes seven land use designations and three overlay districts throughout the project. The consistency between the existing and proposed land uses are discussed in further detail according to the proposed land use. Project implementation would result in a General Plan Amendment, which would designate the project area with the seven land uses proposed in the NCSP.

Mixed-Use ~~Commercial-Urban~~ (MU-UC) – Approximately 518 acres of land in the NCSP area are proposed for development as Mixed-Use ~~Commercial-Urban~~. By 2030, it is anticipated that 307.8 acres would be developed. This would include 135 acres of commercial uses, 114.6 acres of high density residential uses (45~~0~~ du/acre maximum), a hotel, and an RV resort. Approximately 4,590 dwelling units would be constructed within the mixed-use ~~commercial-urban~~ area between the Western and Eastern areas.

The current General Plan designations for the proposed Mixed-Use ~~Commercial-Urban~~ areas are Industrial (I), General Commercial (CG), Business Park (BP), and a very small portion is Residential Estate (RE). The proposed Mixed Use-~~Commercial-Urban~~ area also contains a Water Course Overlay Zone called the Open Space-Water (OS-W) zone. The proposed Mixed Use- ~~UrbanCommercial~~ area also contains a Development Overlay Area which identifies the preferred areas for development within the MSHCP Conservation Area, per the “10 percent take” permitted by the MSHCP. The proposed Mixed-Use ~~UrbanCommercial~~ designation is currently in conflict with all of the existing designations. However, after the NCSP is adopted, the General Plan Amendment would result in compatibility with the Cathedral City General Plan.

Mixed-Use ~~Residential-Neighborhood~~ (MU-NR) – Approximately 402 acres of land in the NCSP area are proposed for development as Mixed-Use ~~Residential-Neighborhood~~. By 2030, it is anticipated that 241.2 acres would be developed. This would include 186.6 acres of medium density residential uses (25 du/acre maximum), 46.2 acres of low density resort villa residential uses (7 du/acre), and 8.4 acres of retail/restaurant uses. Approximately 4,991 dwelling units would be constructed within the mixed-use ~~residential-neighborhood~~ area between the Western and Eastern Areas.

The current General Plan designations for these areas are Hillside Reserve (HR), Residential Estate (RE), Industrial (I), General Commercial (CG), and a very small portion is Business Park (BP). The proposed Mixed-Use ~~Residential-Neighborhood~~ area also contains a Water Course Overlay Zone called the Open Space-Water (OS-W) zone. The General Plan designation for (HR) provides for development densities of one dwelling unit per 20 acres, and two du/acre in the (RE) designation. The maximum proposed density within the Mixed-Use ~~Residential-Neighborhood~~ area under the NCSP is 25 du/acre. Due to the discrepancies between allowable densities in the proposed Mixed-Use ~~Residential-Neighborhood~~ areas, a conflict exists with the current General Plan designation. However, after the NCSP is adopted, the General Plan Amendment would result in compatibility with the Cathedral City General Plan.

Business Park (BP) –Approximately 235 acres of land in the NCSP area has been proposed for development as a business park. By the horizon year, it is anticipated that 141 acres of business park uses would be developed, providing employment opportunities in the NCSP area.

The current General Plan designations for these areas are Industrial (I), Business Park (BP), Hillside Reserve (HR), Residential Estate (RE). Additionally, parts of the proposed Business Park area are located in a Hillside Overlay Zone; specifically those areas currently designated as Hillside Reserve and Residential Estates. The proposed Business Park designation conflicts with the residential and hillside reserve designated areas. However, after the NCSP is adopted, the General Plan Amendment would result in compatibility with the Cathedral City General Plan.

Light Industrial (LI) – The Light Industrial land use is an existing land use in the City of Cathedral City General Plan. The area at the intersection of Varner Drive and Date Palm Drive is zoned Light industrial. As shown in Table 2.3-1, approximately 13 net acres of land within the North City area are available for development as light industrial.

Edom Hill - Light Industrial (EH-LI) – In the Edom Hill – Light Industrial district, traditional light industrial uses are generally permitted. Development of clean, “green” industrial uses, including recycling facilities and solar and wind energies, are encouraged. As shown in Table 2.3-1, approximately 245 net acres within the Edom Hill - Light Industrial district are available for development as light industrial. By 2030, it is anticipated that approximately 147 net acres of light industrial uses would be developed within the Edom Hill - Light Industrial district.

Residential Estate (RE) –The NCSP proposes that the Residential Estate land use designation be dispersed throughout the NCSP area in eight areas of the site. The densities within these areas are 0-2 du/acre, and are proposed primarily within areas that are already designated as Residential Estate (RE). A very small portion the Residential Estate land use is proposed along I-10, which is currently designated as Business Park (BP) under the General Plan. The majority of the Residential Estate land use designation is being proposed on lands which are already designated for this intensity and use. The small portions of residential uses proposed within Business Park designations are in conflict with the proposed Residential Estate land use. However, after the NCSP is adopted, the General Plan Amendment would result in compatibility with the Cathedral City General Plan.

Open Space Residential (OS-R) – Approximately 832 acres of land in the NCSP are proposed for development as residential estate/open space residential. The majority of this land (716 acres) is within the MSHCP Conservation Area. By the horizon year, it is anticipated that 23.2 acres of open space residential uses (two du/acre) would be developed within the eastern portion of the NCSP, providing approximately 46 dwelling units. It should be noted that a smaller proportion of available residential

estate acres in the Eastern Area would be developed by the horizon year due to likely restrictions and regulations in the hillside overlay area (see Hillside Overlay information below).

The current General Plan designations for the proposed Open Space-Residential areas are Hillside Reserve (HR) and Open Space-Public (OS-P). The parcels proposed for designation as Open Space-Residential are located entirely within the MSHCP Conservation Area. The proposed land uses are consistent with the Cathedral City General Plan.

Open Space (OS) – The General Plan designations for the NCSP proposed Open Space areas are Open Space-Other (OS-O), Open Space-Public (OS-P), and Open Space-Water (OS-W), Residential Estate (RE), Industrial (I), and Business Park (BP). The proposed Open Space land use is in conflict with the Business Park and Residential Estate land uses of the Cathedral City General Plan. However, after the NCSP is adopted, the General Plan Amendment would result in compatibility with the Cathedral City General Plan.

Hillside Overlay – This overlay is proposed in steep areas of the Hillside Reserve (HR) land use designation. The proposed overlay area is consistent with the Cathedral City General Plan.

Cathedral City Zoning Ordinance

The Cathedral City Zoning Ordinance has seven (7) zoning districts within the project area. These districts include Commercial Tourist and Recreation (CTR), Light Industrial (LI), Neighborhood Business Park (NBP), Open Space (OS), Open Space Residential (OS-R), Planned Community Commercial (PCC), and Residential Estate (RE). Implementation of the NCSP would require a zone change to designate the site with the following zones and overlay districts:

- Mixed Use – ~~Commercial-Urban~~ (MU-~~UC~~)
- Mixed Use – ~~Residential-Neighborhood~~ (MU-~~NR~~)
- Business Park (BP)
- Light Industrial (LI)
- Residential Estate (RE)
- Open Space Residential (OS-R)
- Open Space (OS)
- Development Overlay – Mixed Use Commercial
- Development Overlay – Light Industrial
- Hillside Overlay

After the NCSP is adopted, the zone change would result in compliance with the Cathedral City Zoning Ordinance.

Regional Comprehensive Plan and Guide (RCPG)

The RCPG contains a “Preliminary Land Use Action Matrix” that guides decisions made by local agencies. The relevant characteristics and subsequent recommended actions are detailed in Table 4.6-4. Additionally, specific policies from the RCPG are analyzed in Table 4.6-5 (Regulations and Potential Conflicts).

Table 4.6-4. Preliminary Land Use Action Matrix

Characteristic	Recommended Action	Implemented in North City SP?
New Neighborhood Areas	Utilize flatter, lower elevation areas to accommodate new housing – decreasing pressure for developing hillsides.	Yes, the project would cluster development along the flatter areas, while preserving hillsides
New Neighborhood Areas	Keep development close to major roads and existing towns to preserve rural areas and in flat areas to preserve hills.	Yes, regarding preservation of rural areas; no, regarding preservation of hills.
New neighborhood areas	Focus infill and high-density residential in undeveloped areas.	Yes, high density residential uses are proposed in the NCSP
Town Center	Focus mixed use and other denser development in the Town Center.	Yes, focus on I-10 corridor
Urban Neighborhood	Medium Residential with multi-family is acceptable in Urban Neighborhoods.	Yes, densities proposed up to 25 du/acre

As detailed in the NCSP, the proposed project implements the recommendations of the RCPG and is not in conflict with this plan.

Destination 2030: 2004 Regional Transportation Plan

The 2004 RTP details six goals and two policies with which projects in the SCAG area should promote. These are discussed in Table 4.6-5 (Regulations and Potential Conflicts).

The existing roadways (Varner Road, Date Palm Drive, and Palm Drive) serving the northern portion of the NCSP area and the proposed project frontage road are anticipated to provide a circulation network that supports and complies with the goals of the 2004 RTP.

Compass Growth Vision

The Compass Growth Vision encourages municipalities to consider the following principles when implementing development:

- Focusing growth in existing and emerging centers and along major transportation corridors;
- Creating significant areas of mixed-use development and walkable communities;
- Targeting growth around existing and planned transit stations; and
- Preserving existing open space and stable residential areas.

Because the NCSP area is located adjacent to I-10, the proposed project complies with the first principle. Additionally, the proposed project is designed to incorporate a mixed-use, walkable community, with plazas and common gathering places. Therefore, the NCSP complies with the second principle. Currently, there are no transit centers in the NCSP area because it is undeveloped. Over the course of development of the NCSP and as population growth occurs, bus routes and planned transit stations would be extended into the area. Therefore, the NCSP would comply with the third principle. Finally, the proposed project complies with the last principle by providing Residential Estate and Open Space Residential land use designations that are intended to preserve existing open space. The project is in compliance with all principles of the Compass Growth Vision.

Table 4.6-5. Regulations and Potential Conflicts

Applicable Plan	Regulation	Regulation Description	Proposed Project Conflict?
Cathedral City General Plan Land Use Element	Residential Estate	The Residential Estate land use designation contains 1,227 acres located in the north and western portions of the NCSP area. A residential land use at a maximum density of two dwelling units per acre (du/ac) would be accommodated for large lot subdivisions with single-family residential development. In preparing the NCSP, the issues to be addressed should include the visual impact on hillside grading and the preservation of open space; and the impact to threatened or endangered species within the MSHCP and THCP. This designation is envisioned for rural areas, as well as lands which may also be constrained by topography or other natural restrictions.	The proposed project would result in Mixed-Use Residential Neighborhood and Commercial-Urban uses, Open Space, and Business Park uses on the project site, currently designated as Residential Estate land use. After the NCSP is adopted, the General Plan Amendment would result in compliance with the Cathedral City General Plan.
Cathedral City General Plan Land Use Element	Hillside Reserve	The Hillside Reserve Land Use designation contains 727 acres and provides for development densities of one dwelling unit per 20 acres. Development could be precluded on these lands due to topographic, hydrologic, aesthetic or other constraints. In such cases, development rights could be preserved by density transfer or similar mechanism.	The proposed project would result in a mix of business park and residential uses with varying densities in a portion of the project site, currently designated as Hillside Reserve land use. After the NCSP is adopted, the General Plan Amendment would result in compliance with the Cathedral City General Plan.
Cathedral City General Plan Land Use Element	General Commercial	The General Commercial land use designation contains 331 acres within the NCSP. These lands include a wide variety of commercial centers, ranging from general merchandising and strip commercial centers, to community and regional scale centers. Office development is also appropriate in areas with this designation. Development may range from free-standing retail buildings and restaurants to planned commercial centers. Hotels and motels may also be appropriate on these lands, which are located primarily along major corridors and take advantage of convenient access and tourist and business amenities. The General Commercial designation includes neighborhood shopping centers and small convenience centers which provide for the day-to-day retail goods and services required by residents in the immediate vicinity.	The proposed project would result in residential uses on the project site, currently designated as General Commercial land use. After the NCSP is adopted, the General Plan Amendment would result in compliance with the Cathedral City General Plan.
Cathedral City General Plan Land Use Element	Business Park	The Business Park land use designation contains 227 acres within the NCSP. This designation is intended for light industrial and related uses which are compatible with one another, as well as with neighboring residential and commercial uses. Other potentially appropriate uses include professional offices, including administrative, corporate, institutional, legal, medical, financial, insurance, real estate, and government offices.	The proposed project would result in Residential Estate, Mixed Use Commercial-Urban and Residential-Neighborhood and Open Space uses on the project site, currently designated as Business Park land use. After the NCSP is adopted, the General Plan Amendment would result in compliance with the Cathedral City General Plan.

4.6 Land Use and Planning

Applicable Plan	Regulation	Regulation Description	Proposed Project Conflict?
Cathedral City General Plan Land Use Element	Industrial	<p>The Industrial land use designation contains 684 acres of the NCSP. This designation provides for the development of any and all industrial uses operating entirely in enclosed buildings, and those requiring limited and screenable outdoor storage. Examples include clean manufacturing operations, warehousing and distribution facilities, mini-warehouse storage, and a variety of light manufacturing businesses. Siting industrial lands in close proximity to major regional highway and railroad facilities is desirable.</p> <p>Preferred development includes master planned industrial parks with integrated access and internal circulation. Business parks may also be permitted, provided their compatibility with other industrial uses is assured.</p>	<p>The proposed project would result in Business Park, Mixed Use-Commercial, Urban, Residential Neighborhood, and Open Space uses on the project site, currently designated as Industrial land use. After the NCSP is adopted, the General Plan Amendment would result in compliance with the Cathedral City General Plan.</p>
Cathedral City General Plan Land Use Element	Open Space-Public/Private	<p>These Open Space designations contain 798 acres of the NCSP. These lands include public parks and open space lands determined to be special, important or valuable natural resources which warrant protection. They also include private golf courses, lakes, tennis facilities, pools and other open space/recreation facilities, which are typically located within planned residential communities.</p>	<p>Open Space areas within the project site would be preserved. The proposed land uses within these areas are consistent with the General Plan and implementation would not result in significant impacts.</p>
Cathedral City General Plan Land Use Element	Open Space-Other	<p>This designation contains 260 acres and may be used to define a variety of open spaces and special resource areas, or those that may pose threats or hazards to development. Examples include large habitat areas preserved for biological purposes, as well as geologic hazard areas, detention or retention basins, trails, etc.</p>	<p>Open Space areas within the project site would be preserved. The proposed land uses within these areas preserve the SCE easement and are consistent with the General Plan, thus implementation would not result in significant impacts.</p>
Cathedral City General Plan Land Use Element	Land Use Policy 1	<p>Land use categories and zoning districts shall reflect the Ahwahnee (neo-traditional or new urbanism) Principles by providing land planning and development standards that encourage the creation of integrated neighborhoods, districts and corridors.</p>	<p>The NCSP proposes a mixed use concept with shopping, services, and restaurants in a walkable "town center" to encourage smart growth principles and new urbanism theory. The project provides housing opportunities in close proximity to commercial land uses, thereby reducing the distance residents would be required to travel to areas of shopping, dining, entertainment, and employment. Therefore, the project supports this policy and implementation would not result in a significant impact.</p>

4.6 Land Use and Planning

Applicable Plan	Regulation	Regulation Description	Proposed Project Conflict?
Cathedral City General Plan Land Use Element	Land Use 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 provides integrated neighborhoods in close proximity to everyday activities through the proposed development overlays and mixed use districts. This would reduce the distance residents would be required to travel to areas of shopping, dining, entertainment, and employment. Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Land Use Policy 3	The City shall adopt, implement and maintain an area-specific Downtown Plan, which shall integrate a mix of civic, tourist and recreational commercial, educational and residential uses around the East Palm Canyon development corridor.	The proposed project would not be in the vicinity of downtown Cathedral City. The NCSP does however integrate a mix of civic, commercial, and residential uses around the Palm Drive and Date Palm Drive corridor. Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Land Use 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.	The NCSP does not propose any infill development, but would optimize the use of existing roadway infrastructure (Edom Hill Rd, Date Palm Dr, Palm Drive, and Varner Rd). Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Land Use Policy 5	Land use planning and development proposals north of Interstate-10 shall take into consideration physical constraints and limited infrastructure of the area, and shall be planned through the development and implementation of Specific Plans when applicable.	The Preferred Land Use Map in accordance with the proposed NCSP displays the future growth and development of the northern portion of Cathedral City and preserves the majority of this area in open space. Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Land Use Policy 6	Land use planning and development in the vicinity of the City's mountains and hillsides shall be consistent with the City's Hillside Protection Program and inherent physical constraints, and shall be applied to City lands as well as those located in adjoining jurisdictions.	Open space areas within the project site would be preserved. The proposed land uses and zoning incorporate a Water Course Overlay, a Hillside Overlay, and an Open Space Residential zone within the NCSP. These designations are consistent with the City's Open Space zone and implementation would not result in significant impacts
Cathedral City General Plan Land Use Element	Land Use Policy 7	The goals, policies and programs of the Land Use Element and other relevant elements shall be periodically reviewed in the context of land development activities.	After the NCSP is adopted, the land development activities that are permitted on the site would require a General Plan Amendment to result in compliance with the Cathedral City General Plan. Therefore, the project supports this policy and implementation would not result in a significant impact.

4.6 Land Use and Planning

Applicable Plan	Regulation	Regulation Description	Proposed Project Conflict?
Cathedral City General Plan Land Use Element	Land Use Policy 8	The development districts and standards of the City Zoning Ordinance/Development Code shall correspond to the goals, policies and programs of the General Plan and the guidance provided by the Plan Program Environmental Impact Report.	After the NCSP is adopted, the General Plan Amendment would result in compliance with the Cathedral City General Plan. The land use designations in accordance with the approved NCSP would become the zoning for the project site. Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Land Use Policy 9	The consideration of major development proposals shall include an assessment of their economic viability, and fiscal costs and benefits associated with such proposals.	A market study provided by KMA and an Opportunities and Constraints Memorandum provided by the Arroyo Group has analyzed the economic feasibility and viability for the NCSP. Therefore, the project supports this policy, and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Residential Policy 1	Existing residential neighborhoods and vacant residential lands shall be managed and regulated to enhance the distinct character of each, while assuring compatibility between existing and future development	The NCSP provides a mix of residential opportunities that are strategically located to establish compatibility between uses. A discussion of compatibility between uses is provided in this section of the PEIR. Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Residential Policy 2	Infill development shall be encouraged on partially built-out subdivided lands, where major investments in streets and infrastructure have already been made, while ensuring the maintenance of the integrity of the neighborhood.	The development of the NCSP is oriented towards the existing street infrastructure which already exists. However, additional infrastructure would be necessary for the build out of the NCSP to maintain the integrity of the neighborhood. Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Residential Policy 3	Development proposals on non-contiguous or isolated lands shall be discouraged to avoid the creation of irregular, disruptive and inefficient development patterns, by requiring that such development provide the full range of urban services and facilities found in the urban core areas of the community.	The development of the NCSP would create an organized an efficient development pattern of the project site. The residential uses within the NCSP are located to reduce environmental effects on air quality and hillside preservation, in addition to reducing the distance residents would be required to travel to urban services and facilities found in the core of the NCSP. Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Residential Policy 4	Prioritize efforts to arrest the deterioration of residential neighborhoods by actively addressing the root causes, including absentee and frequently negligent ownership of small and inefficient rental properties, the lack of home ownership and vesting in residential neighborhoods, and through effective code enforcement.	All residential programs and goals of the Cathedral City Housing Element and Community Development Department shall be implemented in the NCSP area, as it has been recently annexed into the City of Cathedral City. Therefore, the project supports this policy, and implementation would not result in a significant impact.

4.6 Land Use and Planning

Applicable Plan	Regulation	Regulation Description	Proposed Project Conflict?
Cathedral City General Plan Land Use Element	Residential Policy 5	The General Plan shall provide a more balanced mix of moderate and high income housing that addresses the City's potential to meet the needs of high-end residents within the corporate limits.	The project proposes 370.6 acres of residential uses, including Residential Estate (2-du/acre), Resort Villas (7-du/acre), Mixed-Use Neighborhood Residential (25-du/acre), and Mixed-Use Commercial Urban (450-du/acre). The project would include a variety of housing types and styles, and would be consistent with this policy. Therefore, project implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Residential Policy 6	In redevelopment areas and other locations where integrated planning is possible the City shall encourage the thoughtful integration of high density residential development that can take advantage of close and pedestrian-accessible employment and commercial centers.	The southeast portion of the site is in the Redevelopment area and would be proposed as a mixed-use area of the NCSP with densities ranging from 25-du/acre in the Mixed-Use Neighborhood Residential designation, and 450-du/acre in the Mixed-Use Commercial Urban designation. The mixed-use concept includes shopping, services, and restaurants in a walkable "town center" to encourage smart growth principles and new urbanism theory. Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Residential Policy 7	Development densities set forth in the General Plan represent a range of development densities that may be approved by the City, based upon the carrying capacity of lands, the availability of services and infrastructure, and the compatibility of proposed development with existing land use.	The development of the NCSP would preserve the majority of the site in existing open space while concentrating the development of the site in areas where existing infrastructure already exists. The NCSP provides a mix of residential opportunities that are strategically located to establish compatibility between uses and optimize existing roads. A discussion of compatibility between uses is provided in this section of the PEIR. Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Residential Policy 8	The City shall encourage the use of Specific Plans to master plan complex mixes of land uses, to assure the appropriate mix and distribution of uses, support facilities and open space areas, and for projects which have environmental or geophysical issues associated with them.	The NCSP would guide the future development of the site in an organized and efficient manner for future growth. This PEIR is for the implementation of the NCSP in the undeveloped and environmentally sensitive area north of I-10.
Cathedral City General Plan Land Use Element	Residential Policy 9	All residential development shall be subject to review by the City Architectural Review Committee and/or the City Planning staff for compliance with City architectural standards and guidelines.	The NCSP would be compliant with all applicable residential review procedures, standards, and guidelines. After the NCSP is adopted, the General Plan Amendment would result in compliance with the Cathedral City General Plan. Therefore, the project supports this policy and implementation would not result in a significant impact.

4.6 Land Use and Planning

Applicable Plan	Regulation	Regulation Description	Proposed Project Conflict?
Cathedral City General Plan Land Use Element	Commercial Policy 1	Assure that neighborhood-serving commercial development is strategically sited to maximize pedestrian access and minimize the need for vehicle travel to meet the daily shopping needs of the City's residents.	The NCSP proposes a mixed use concept with shopping, services, and restaurants in a walkable "town center" to encourage smart growth principles and new urbanism theory. The project provides housing opportunities in close proximity to commercial land uses, thereby reducing vehicle travel distances that residents would be required to travel to areas of shopping, dining, entertainment, and employment. Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Commercial Policy 2	Major community and regional commercial development shall be located where it can take advantage of major roadways and highways, such as Interstate-10 and East Palm Canyon Drive, maximizing the drive-by market along such arterials and minimizing impacts on residential neighborhoods.	The NCSP creates great commercial visibility from the I-10 corridor and the surrounding communities of Cathedral City by locating commercial and business park land use designations along the I-10 corridor, therefore maximizing the drive by market of the region. In addition, the construction of a frontage road along the I-10 corridor would provide future access and connectivity to residential and commercial uses in the major commercial areas. The project supports this policy and implementation would not result in a significant impact
Cathedral City General Plan Land Use Element	Commercial Policy 3	Through implementation of the General Plan and by other means, the City shall enhance opportunities for the development of additional tourist/visitor-oriented commercial development, including business and resort hotels, theaters, golf courses and other recreational facilities.	The market study provided by KMA calls out for the development of a tourist/visitor oriented development for the site to attract the market of commuters passing through to neighboring communities. The land use designations proposed in the NCSP would create opportunities for the types of uses listed in this policy. Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Commercial Policy 4	Planning and capital improvement projects shall be developed to improve and enhance access, safety and appearance of Ramon Road and other commercial corridors, as a major service and neighborhood commercial area of the City serving a wide range of consumers.	The circulation on site would provide adequate access through different forms of connectivity including pedestrian and bicycle access throughout the site. A road is proposed along the I-10 corridor to serve the consumers and residents in those areas. Existing roads would serve the areas in the central and northern areas of the NCSP. Therefore, the project supports this policy and implementation would not result in a significant impact.

4.6 Land Use and Planning

Applicable Plan	Regulation	Regulation Description	Proposed Project Conflict?
Cathedral City General Plan Land Use Element	Commercial Policy 5	The City General Plan and Zoning Ordinance/Development Code shall establish policies, programs and development standards that limit future strip commercial development and enhance the function and appearance of existing strip centers.	After the NCSP is adopted, the land development activities that are permitted on the site would require a General Plan Amendment to result in compliance with the Cathedral City General Plan. The updated General Plan would reflect the land uses and policies for the NCSP area. Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Commercial Policy 6	The City shall encourage lot consolidation and the submission and processing of integrated development plans along major arterials and other roadways where strip commercial will be developed, including the Golden Mile (Date Palm Drive) and other locations.	The NCSP provides an integrated development plan along the 1-10, Date Palm Drive, and Palm Drive. The majority of commercial activity within the NCSP would occur along these major arterials, and within the Development Overlay areas. Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Industrial Policy 1	Protect and enhance the broadly-based business park nature of industrial development in the Perez Road corridor and other industrial areas of the City by preventing the development of particularly sensitive or otherwise incompatible land uses in the vicinity.	The Business Park (BP) land use is proposed in two areas directly adjacent to the I-10 corridor to establish compatibility with freeway traffic noise and commercial uses serving the region. The proposed Light Industrial (LI) land use designation is secluded from the rest of the NCSP in the northeast corner of the project site. The surrounding open space land use designations in the area would establish compatibility with the proposed location of the Light Industrial (LI) designation. Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Industrial Policy 2	Recognize and preserve appropriate lands north of Interstate-10 for future business park and industrial development by precluding land uses that are inconsistent or incompatible with physical constraints of the area, and which may create land use compatibility issues with business park/industrial development.	The NCSP proposes Business Park and Light Industrial land use designations in the area north of I-10. These areas would provide environmentally friendly industrial and business park uses while preserving the hillsides and open space designations within the site to minimize compatibility issues between uses. A discussion of compatibility between uses is provided in this section of the PEIR. Therefore, the project supports this policy and implementation would not result in a significant impact.

4.6 Land Use and Planning

Applicable Plan	Regulation	Regulation Description	Proposed Project Conflict?
Cathedral City General Plan Land Use Element	Industrial Policy 3	Limit business park and industrial development to those uses which complement the overall economic development goals of the community by enhancing the type and value of new jobs for the community, while assuring that the City's high environmental quality standards are not compromised.	The Business Park and Industrial uses would provide new employment opportunities to the area while maintaining environmental quality standards through hillside and open space preservation, the encouraged smart growth and new urbanism principles, establishment of "green" wind farms, and the strategic location of these uses that establish compatibility within the NCSP. Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Industrial Policy 4	The City shall encourage the preparation of Specific/Precise Plans for major business park and industrial developments on 10 acres or more, to assure the efficient use of these lands and the roadways and rail service, drainage facilities and utilities to serve these developments.	The Business Park land use designation contains 227 acres within the NCSP. The Industrial land use designation contains 684 acres of the NCSP. The NCSP would require adequate infrastructure to serve the build out of the project site. Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Industrial Policy 5	All proposals for development of business and/or industrial parks shall be considered within the context of the City's aesthetic and health and safety concerns and goals.	This PEIR has assessed all environmental impacts associated with the implementation of the NCSP. The City of Cathedral City's aesthetic and health and safety goals have been analyzed for purposes of this report and would not result in significant impacts. Therefore, the project supports this policy.
Cathedral City General Plan Land Use Element	Municipal Facilities Policy 1	Assure the planning, development and provision of public facilities and services through City programs and requirements placed on development, which results in adequate levels of service and staffing requirements, while continuing to be compatible with surrounding land uses.	The use of existing infrastructure was optimized throughout the NCSP. The NCSP would require adequate infrastructure to serve the build out of the project site. Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Municipal Facilities Policy 2	All proposals and plans for development of public buildings shall be assessed and approved through the same review process established for private sector development. The review process shall assure project compliance with City land use regulatory documents, compatibility with surrounding land use, and adherence to applicable design standards and guidelines.	The NCSP shall develop in accordance with the approved site plan and comply with all applicable review processes, design standards, guidelines, and requirements of the City of Cathedral City. Therefore, the project supports this policy and implementation would not result in a significant impact.

4.6 Land Use and Planning

Applicable Plan	Regulation	Regulation Description	Proposed Project Conflict?
Cathedral City General Plan Land Use Element	Municipal Facilities Policy 3	The City shall pro-actively cooperate and coordinate with all providers of utility and public safety services in the community.	All utility and public safety service providers have received the Notice of Preparation filed on behalf of the City. The City would cooperate and coordinate with these agencies to provide adequate service to all residents and businesses within the NCSP. Further discussion regarding public services and utilities can be found in Sections 4.9 and 4.11 of this document. Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Open Space Policy 1	The General Plan and supporting documents shall provide comprehensive descriptions and mapping of open space and conservation areas that are valued for their community- wide asset value, and/or are identified as areas constituting environmental hazards such as flood plains, high voltage electric transmission corridors, earthquake fault zones and blowsand hazard areas.	After the NCSP is adopted, the General Plan Amendment would result in compliance with the Cathedral City General Plan. The NCSP Preferred Land Use Map provides a comprehensive description of all open space and conservation areas within the NCSP including the MSHCP Conservation Area, Open Space, Open Space Residential, Water Course Overlay, and a Hillside Overlay area where open space shall be preserved. Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Open Space Policy 2	All development proposals shall be reviewed for the degree or extent to which they encroach upon sensitive resource areas or may subject people and/or improvements to damage from environmental hazards. Mitigation measures shall be promulgated, to the extent practical, to avoid significant impacts and determine the feasibility of development proposals.	This PEIR will determine any impacts that may effect any conservation or resource areas, or may subject people and/or improvements to damage from environmental hazards. Attempts to preserve open space within the MSHCP and hillside development throughout the site have been proposed for the NCSP. Mitigation measures recommended in this PEIR can be found in Section 1.0 of this document. Therefore, the project supports this policy and implementation would not result in a significant impact.
Cathedral City General Plan Land Use Element	Open Space Policy 3	The City shall explore and exploit all legitimate and appropriate opportunities to secure and protect valuable open space and conservation lands for the benefit of the entire community.	The majority of the NCSP site would be preserved as open space. Approximately 64% of the site is under the MSHCP and is required to preserve 90 percent of this area as open space. The proposed land uses and zoning incorporate a Water Course Overlay, a Hillside Overlay, and an Open Space Residential zone, which are consistent with the current Open Space designations on the land. Therefore, the project supports this policy, and implementation would not result in a significant impact.

4.6 Land Use and Planning

Applicable Plan	Regulation	Regulation Description	Proposed Project Conflict?
Cathedral City Zoning Ordinance	RE-Residential Estate District	This zoning district contains 1,227 acres and provides for appropriately located high quality family residential areas with very low densities, retention of open and natural areas and reduction of grading.	The proposed project would result in Mixed-Use Commercial-Urban <u>Neighborhood Residential</u> and Commercial-Urban <u>Residential</u> uses, Open Space, and Business Park uses on the project site, currently zoned as Residential Estate. After the NCSP is adopted, the zone change would result in compliance with the Cathedral City Zoning Ordinance.
Cathedral City Zoning Ordinance	OS-R – Open Space Residential	This zoning district contains 727 acres and preserves sensitive environmental areas while allowing high quality family residential areas with very low densities	The proposed project would result in a mix of Business Park, Open Space Residential, and Mixed-Use <u>Neighborhood Residential</u> uses with varying densities in a portion of the project site, currently zoned as Open Space-Residential. After the NCSP is adopted, the zone change would result in compliance with the Cathedral City Zoning Ordinance.
Cathedral City Zoning Ordinance	CTR – Commercial Tourist & Recreation	This zoning district contains 26 acres and accommodates commercial uses which serve the tourist trade. Uses can include a combination of retail and service commercial as well as hotel, motel and other transient use facilities. So long as a majority of the site is not devoted to this use, limited residential use may be accommodated.	The proposed project would result in Mixed-Use Commercial-Urban <u>Commercial</u> zoning in a portion of the project site that is currently zoned as Commercial Tourist & Recreation. The proposed land uses within this area are consistent with the zoning designation; thus, implementation would not result in significant impacts.
Cathedral City Zoning Ordinance	PCC – Planned Community Commercial	This zoning district contains 306 acres and provides for retail and service commercial uses which are of a relatively high intensity and are necessary to provide a wide range of shopping facilities and goods, professional and administrative offices and entertainment.	The proposed project would result in Mixed-Use Commercial-Urban <u>Commercial</u> and Neighborhood Residential <u>Residential</u> uses on the project site in an area currently zoned as Planned Community Commercial. However, after the NCSP is adopted, the zone change would result in compliance with the Cathedral City Zoning Ordinance.
Cathedral City Zoning Ordinance	I-1 – Light Industrial	This zoning district contains 683 acres and provides a wide diversity of industrial uses in areas where such uses are not likely to have adverse effects upon each other or upon neighboring residential or commercial areas. Uses permitted are those generally regarded as “light industry”, conducted primarily indoors, but which may require limited outdoor storage or assembly areas.	The proposed project would result in Business Park, Mixed-Use Commercial-Urban <u>Commercial</u> and Neighborhood Residential <u>Residential</u>, and Open Space uses in an area of the project site currently zoned as Light Industrial. However, after the NCSP is adopted, the zone change would result in compliance with the Cathedral City Zoning Ordinance.
Cathedral City Zoning Ordinance	NBP – Neighborhood Business Park	This zoning district contains 226 acres and provides a land use area which creates a transition between residential, office, and commercial uses.	The proposed project would result in Residential Estate, Mixed-Use Commercial-Urban <u>Commercial</u> and Neighborhood Residential <u>Residential</u> and Open Space uses in an area of the project site that is currently zoned as Neighborhood Business Park. However, after the NCSP is adopted, the zone change would result in compliance with the Cathedral City Zoning Ordinance.

4.6 Land Use and Planning

Applicable Plan	Regulation	Regulation Description	Proposed Project Conflict?
Cathedral City Zoning Ordinance	OS – Open Space	<p>The open space zoning designation is to be placed on property under the following circumstances:</p> <ul style="list-style-type: none"> • When by the nature of its use, such as regional transmission or electricity, or its natural limitation, such as being subject to flooding or faulting, make the property inappropriate for habitation or intensive development. • When the property is under public control and is intended for development of public uses. Under this circumstance, buildings may be permitted. 	<p>Open Space areas within the project site would be preserved. The proposed land uses and zoning incorporate a Water Course Overlay, a Hillside Overlay, and an Open Space Residential zone within these areas which are consistent with the Open Space zone. Implementation would not result in significant impacts.</p>
SCAG Regional Comprehensive Plan and Guide (RCPG)	Policy 3.01	<p>The population, housing, and jobs forecasts, which are adopted by SCAG’s Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.</p>	<p>The City of Cathedral City and this PEIR incorporate the most updated forecasts from SCAG and CVAG for population, housing, and employment. Therefore, the project is consistent with RCPG policy 3.01, and would not result in a significant impact.</p>
SCAG Regional Comprehensive Plan and Guide (RCPG)	Policy 3.03	<p>The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region’s growth policies.</p>	<p>Section 4.9 of this document contains discussion of public facilities. Since build-out of the NCSP is proposed through 2030, the project would be developed in accordance with the appropriate public facilities and infrastructure provided in the NCSP area. The provision of these facilities would result in consistency with this policy; therefore, the project would not result in a significant impact.</p>
SCAG Regional Comprehensive Plan and Guide (RCPG)	Policy 3.04	<p>Encourage local jurisdictions’ efforts to achieve a balance between the types of jobs they seek to attract and housing prices.</p>	<p>A market feasibility study provided by KMA Inc. for the NCSP showed that the site would be suitable for mixed use “town-center” development and provide for a balance of mid-level housing opportunities and new regional retail uses such as big box and medium box retail stores. Therefore, project implementation would not result in a significant impact.</p>
SCAG Regional Comprehensive Plan and Guide (RCPG)	Policy 3.05	<p>Encourage patterns of urban development and land use that reduce costs of infrastructure construction and make better use of existing facilities.</p>	<p>The NCSP proposes a mix of uses ranging from residential to light industrial uses. The concentration of development would occur near the I-10 corridor, closest to the urban development of Cathedral City. The project would provide water, wastewater, electricity, roads, and other necessary utilities. The urban development pattern of the NCSP represented by the Preferred Land Use Plan aims to ensure that all residents would be efficiently served by existing infrastructure, or minimizes the cost of necessary infrastructure in the future. Therefore, project implementation would not result in a significant impact.</p>

4.6 Land Use and Planning

Applicable Plan	Regulation	Regulation Description	Proposed Project Conflict?
SCAG Regional Comprehensive Plan and Guide (RCPG)	Policy 3.09	Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.	The NCSP identifies private source funding for the on-site public and private improvements, as well as the vertical construction. Additionally, it identifies public financing sources for the off-site public improvements and Development Impact Fees. The NCSP demonstrates that the project seeks to minimize the cost of resource outlays and public services delivery. Therefore, project implementation would not result in a significant impact.
SCAG Regional Comprehensive Plan and Guide (RCPG)	Policy 3.10	Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	The project includes several discretionary review procedures that have been evaluated under this PEIR. As such, future development may be able to proceed with their projects with reduced environmental review.
SCAG Regional Comprehensive Plan and Guide (RCPG)	Policy 3.11	Support provisions and incentives by local jurisdictions to attract housing growth in job rich sub-regions and job growth in housing rich sub-regions.	Cathedral City is experiencing a growth in commuters, retirees, and second home buyers. A market feasibility study provided by KMA Inc. for the NCSP showed there is a market demand for increased job base and commercial activity in the region. Cathedral City needs to attract jobs to this housing-rich region. Based on this market study, the provision of additional commercial and business land uses would contribute to improving the balance between jobs and housing, and would comply with this policy. Project implementation would not result in a significant impact.
SCAG Regional Comprehensive Plan and Guide (RCPG)	Policy 3.12	Encourage existing or proposed local jurisdictions programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.	The NCSP proposes a mixed use concept with shopping, services, and restaurants in a walkable "town center" to encourage smart growth principles and new urbanism theory. The project provides housing opportunities in close proximity to commercial land uses, thereby reducing the distance residents would be required to travel to areas of shopping, dining, entertainment, and employment. Therefore, the project supports this policy, and implementation would not result in a significant impact.
SCAG Regional Comprehensive Plan and Guide (RCPG)	Policy 3.14	Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.	The NCSP project site runs along the I-10, the Southern Pacific Railroad, and Palm Drive. The project would increase the density along the I-10 corridor and Palm Drive. Therefore, the project is consistent with Policy 3.14, and would not result in a significant impact.

4.6 Land Use and Planning

Applicable Plan	Regulation	Regulation Description	Proposed Project Conflict?
SCAG Regional Comprehensive Plan and Guide (RCPG)	Policy 3.15	Support local jurisdictions' strategies to establish mixed-use clusters and other transit -oriented developments around transit stations and along transit corridors.	As stated in Section 4.6.2 of this section, there are three mixed-use clusters proposed within the NCSP. The mixed-use areas are located along heavy traffic corridors in the project, thus providing compliance with this policy. Therefore, project implementation would not result in a significant impact.
SCAG Regional Comprehensive Plan and Guide (RCPG)	Policy 3.17	Support and encourage settlement patterns with a range of urban densities.	The project proposes 370.6 acres of residential uses, including Residential Estate (2-du/acre), Resort Villas (7-du/acre), Mixed Use-Residential-Neighborhood (25-du/acre), and Mixed Use-Commercial-Urban (450-du/acre). The project would include a variety of housing types and styles, and would be consistent with Policy 3.17. Therefore, project implementation would not result in a significant impact.
SCAG Regional Comprehensive Plan and Guide (RCPG)	Policy 3.18	Encourage planned development in locations least likely to cause adverse environmental impact.	<p>The NCSP area is currently undeveloped land. The majority of the project site would be preserved under the MSHCP.</p> <p>Although resources are located nearby across the freeway, roads, electricity, water, and sewer must be extended onto the site. However, it is not necessary to extend infrastructure beyond the City boundary. With no existing development to retrofit, there is an opportunity to create sustainable development. The NCSP proposes to use environmentally sensitive materials, incorporating renewable energy sources, using groundwater recharge, using low water landscaping, and designing projects in environmentally sensitive ways within the NCSP.</p> <p>The PEIR has addressed all environmental impacts as required by CEQA, and concluded that all impacts can be mitigated to a level of less than significant, with the exception of program-level and cumulative impacts to air quality and global climate change and cumulative-level impacts to population and housing.</p> <p>These impacts would occur as a result of the project regardless of the project's location. Therefore, the development is in a location that is least likely to cause environmental impact and complies with Policy 3.18, and would not result in significant environmental impacts.</p>

4.6 Land Use and Planning

Applicable Plan	Regulation	Regulation Description	Proposed Project Conflict?
SCAG Regional Comprehensive Plan and Guide (RCPG)	Policy 3.19	Support policies and actions that preserve open space areas identified in local, state, and federal plans.	<p>A portion of the Coachella Valley MSHCP lies within the NCSP area. The MSHCP applies to most of the open space within the NCSP area. Development within the MSHCP's jurisdiction is limited in order to preserve large areas of land as natural and undisturbed, and maintain their function as prime habitat for several species. In addition to the requirements of the MSHCP, the proposed land uses also comply with open space overlays within the designated watercourse and hillside areas of the Cathedral City General Plan.</p> <p>As discussed in more detail in the Biological Technical Report and Section 4.3, Biological Resources, the proposed project would be consistent with the MSHCP guidelines and policies. The project would be consistent with Policy 3.19 and therefore would not result in a significant impact.</p>
SCAG Regional Comprehensive Plan and Guide (RCPG)	Policy 3.21	Encourage the implementation of measures aimed at the preservation and protection of the recorded and unrecorded cultural resources and archaeological sites.	<p>The NCSP area is associated with historical Native American usage. Therefore, there is a high probability for the occurrence of previously undiscovered cultural resources on the proposed project site. However, with implementation of mitigation measures CR 4.4-1 through 4.4-3, impacts to undiscovered cultural resources located on-site would be less than significant. Therefore, the project is consistent with policy 3.21, and would not result in a significant impact.</p>
SCAG Regional Comprehensive Plan and Guide (RCPG)	Policy 3.22	Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.	<p>Section 3.2 of this document discusses seismicity, liquefaction, wildfires, and landslides. Section 4.5 discusses hydrology, flooding, and inundation. All of these discussions reached a less than significant impact.</p> <p>The proposed Hillside Overlay and Water Course Overlay land use designations would be implemented to preserve these areas and minimize development potential. Therefore, the project is consistent with Policy 3.22, and would not result in a significant impact.</p>
SCAG Regional Comprehensive Plan and Guide (RCPG)	Policy 3.23	Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	<p>Section 1.7 of this document provides a summary of project-level impacts, mitigation measures, and levels of significance after mitigation for the project. No mitigation measures are required for impacts to land use and planning. The project is consistent with Policy 3.23 and therefore would not result in a significant impact.</p>

4.6 Land Use and Planning

Applicable Plan	Regulation	Regulation Description	Proposed Project Conflict?
SCAG Regional Comprehensive Plan and Guide (RCPG)	Policy 3.24	Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.	The Cathedral City RHNA indicates that 2,498 new residential units will be needed to accommodate the anticipated population growth in the City over the current planning period (2006-2014). By 2030, the build-out of the NCSP area would provide approximately 9,618 new housing units in the City of Cathedral City (Table 4.8-4). Section 4.8, Population and Housing, concludes that over 90 percent of the housing provided in the NCSP would be developed at maximum densities between 25-45 0 du/acre, thus increasing the supply of affordable housing in the City. The project is consistent with Policy 3.24 and therefore would not result in a significant impact.
SCAG Regional Comprehensive Plan and Guide (RCPG)	Policy 3.27	Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.	<p>Section 4.9 of this document provides an evaluation of the project's impacts to fire protection, police/emergency services, schools, and libraries. The project includes open space and recreation areas, and Cathedral City complies with the Quimby Act requiring developers to pay in-lieu fees or dedicate land toward the provision of park and recreation areas. All projects would be required to pay development impact fees into the Fire and Police Facilities and Equipment Fund, as established by Chapter 3.17 of the Cathedral City Municipal Code. Through payment into this fund, projects would fund new equipment and resources required for the provision of adequate police protection services within the City. Additionally, the project would result in additional tax revenue for Cathedral City, which would help counter-balance the provision of services such as public education, housing, health care, social services, and recreational facilities.</p> <p>The project supports sustainable development within the NCSP by creating mixed-use land use designations that promote a walkable community through clustering retail and commercial uses in close proximity to residential uses. The NCSP also proposes sustainable development practices through the urban design of the NCSP and the "green" uses permitted on the Edom Hill site. Additionally, all the criteria for ADA compliance are being met in the project. Therefore, the project is consistent with Policy 3.27, and would not result in a significant impact.</p>

4.6 Land Use and Planning

Applicable Plan	Regulation	Regulation Description	Proposed Project Conflict?
SCAG Regional Comprehensive Plan and Guide (RCPG)	Policy 5.07	Determine specific programs and associated actions needed (e.g. indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.	Riverside County is the regional agency that determines specific programs and actions needed to control and command regulations on a regional basis in Riverside County. However, the project does provide pedestrian facilities and is proposing smart growth development principles to aid in the reduction of air emissions. Therefore, the project is consistent with Policy 5.07, and would not result in a significant impact.
SCAG Regional Comprehensive Plan and Guide (RCPG)	Policy 5.11	Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.	The City of Cathedral City has distributed this document to all levels of government for review. Section 1.0 of this PEIR includes comments in response to the Notice of Preparation which details the major issues identified. Through the PEIR review process, air quality, land use, transportation, and economic relationships concerning this project are considered. Therefore, the project is consistent with policy 5.11, and would not result in a significant impact.
SCAG Destination 2030: 2004 Regional Transportation Plan	RTP	<p>Destination 2030 is the 2004 RTP for the six county region in Southern California. The RTP focuses on improving the balance between land use and the current as well as future transportation systems. Destination 2030 is a multi-modal plan (Plan) representing the vision for a better transportation system, integrated with the best possible growth pattern for the region over the Plan horizon of 2030. The Plan provides the basic policy and program framework for long term investment in the regional transportation system in a coordinated, cooperative and continuous manner. Transportation investments in the SCAG region that receive state or federal transportation funds must be consistent with the RTP and must be included in the RTIP when ready for funding. RTP goals are as follows:</p> <ul style="list-style-type: none"> • Maximize mobility and accessibility for all people and goods in the region. • Preserve and ensure a sustainable regional transportation system. • Maximize the productivity of our transportation system. • Protect the environment, improve air quality, and promote energy efficiency. • Encourage land use and growth patterns that complement our transportation investments. 	The existing infrastructure (Varner Road, Date Palm Drive, and Palm Drive) serving the northern portion of the project site and the construction of a project frontage road toward I-10 would develop the circulation network within the project. The circulation network would support and comply with the following goals: maximize mobility and accessibility for all people and goods in the region; ensure travel safety and reliability for all people and goods in the region; preserve and ensure a sustainable regional transportation system; maximize the productivity of our transportation system; protect the environment, improve air quality and promote energy efficiency; encourage land use and growth patterns that complement our transportation investments. Additionally, the project is not receiving any state or federal transportation funds. The proposed project is consistent with the goals and policies of the RTP. Therefore, the proposed project is in compliance with the RTP requirements and implementation would not result in significant impacts.

Applicable Plan	Regulation	Regulation Description	Proposed Project Conflict?
		<p>RTP Policies are as follows:</p> <ul style="list-style-type: none"> • Transportation investments shall be based on SCAG's adopted Regional Performance Indicators. • Ensuring safety, adequate maintenance, and efficiency of operation on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments. <p>RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.</p>	

Land Use Compatibility Within Proposed Development

The Preferred Land Use Plan proposed land uses for the NCSP that relate to the topography, the preservation of open space, and spatial distance to the I-10 corridor. The Mixed-Use ~~UrbanCommercial~~ (MU-UC) land use is proposed in areas that experience higher traffic counts and are oriented towards commercial and Mixed-Use ~~Residential-Neighborhood~~ (MU-NR) areas. The MU-NR land use is proposed to serve as a buffer between commercial and business related activities and Open Space (OS) areas. The Business Park (BP) land use is proposed in two areas directly adjacent to the I-10 corridor to establish compatibility with freeway traffic noise and commercial uses serving the region. The proposed Light Industrial (LI) land use designation is secluded from the rest of the NCSP in the northeast corner of the project site. The surrounding open space land use designations in the area would establish compatibility with the proposed location of the Light Industrial (LI) designation. The proposed Residential Estate (RE) land use is dispersed throughout the Specific Plan and would be compatible in areas that would be preserved with open space and hillsides. The Open Space Residential (OS-R) land use is proposed in areas that would have lower densities and a rural atmosphere to establish compatibility within this land use. The majority of the OS-R land uses are proposed toward the northern half of the project site within the MSHCP Conservation Areas. The location of designated land uses are proposed to establish compatibility with each other and adjacent land uses.

Conflict with Applicable Habitat Conservation Plan

Coachella Valley Multiple Species and Habitat Conservation Plan

Nearly two-thirds (approximately 3,000 acres) of the NCSP area is designated as a conservation area by the MSHCP. Limited development is permitted per the MSHCP, reducing the amount of buildable land in the NCSP. However, there are allowable developments in certain sections of the MSHCP area, such as single-family homes and the construction of a frontage road north of and parallel to I-10. This is allowed with conditions in the Willow Hole Conservation Area, according to the Draft MSHCP.

The MSHCP applies to most of the open space within the NCSP area. The NCSP land use plan is consistent with the MSHCP because development would be limited in order to preserve large areas of land as natural and undeveloped, and maintain their function as prime habitat for several species. The NCSP recognizes and capitalizes on open space by:

- Maintaining existing General Plan open space designations
- Recognizing and enhancing natural drainage channels and existing utility right-of way
- Enhancing open space connections and views from the freeway
- Capturing the potential for major water features in the Specific Plan area
- Planning for development adjacent to the MSHCP
- Minimizing impacts upon the MSHCP

The NCSP proposes a transfer of development rights program to encourage conservation of appropriate areas. Residentially-zoned property would be able to transfer development rights to sites within the MSHCP boundary, or to other sites outside the boundary, in exchange for conservation of qualifying lands. In addition, a major portion of the NCSP area would be maintained as open space.

Agua Caliente Tribal Habitat Conservation Plan

A portion of the NCSP, north of I-10, is located within the Valley Floor Conservation Area (VFCA) of the Agua Caliente THCP. This area is considered a Priority 1 Target Acquisition Area. The Target Acquisition Areas, both within and outside the reservation, have been identified by the tribe, in consultation with USFWS and CVAG, as core habitat for the Valley Floor Covered Species. Development projects may occur within the VFCA at the Tribe's discretion.

The THCP covers an area of the NCSP that contains four (4) proposed land uses: residential, commercial, industrial, and open space. The land use designations provided in the THCP are identical to the land use designations of the Cathedral City General Plan. All land use decisions for tribal lands within Cathedral City shall be at the discretion of the City of Cathedral City. Project implementation would result in a General Plan Amendment, which would designate the project area with the seven land uses proposed in the NCSP. The proposed project would be in compliance with the THCP.

4.6.5 Mitigation Measures

The proposed project does not result in significant impacts; therefore no mitigation measures are required.

4.6.6 Conclusion

Upon adoption of the NCSP, a General Plan Amendment and zone change would establish new land use designations for the NCSP area. Implementation of the NCSP would not result in significant impacts.

This page intentionally left blank.

4.7 NOISE

This section evaluates long-term noise impacts associated with the North City Specific Plan (NCSP). An Acoustical Site Assessment for the NCSP was prepared by Investigative Science and Engineering, Inc., June 2, 2008. The report is included as Appendix E of this document.

4.7.1 Environmental Setting

Sound levels are expressed on a logarithmic scale of decibels (abbreviated as dB), in which a change of 10 units on the decibel scale reflects a 10-fold increase in sound energy. A 10-fold increase in sound energy roughly translates to a doubling of perceived loudness.

In evaluating human response to noise, acousticians compensate for people's response to varying frequency or pitch components of sound. The human ear is most sensitive to sounds in the middle frequency range used for human speech, and is less sensitive to lower and higher-pitched sounds. The "A" weighting scale is used to account for this sensitivity. Thus, most community noise standards are expressed in decibels on the "A"-weighted scale, abbreviated dB(A). Zero on the decibel scale is set roughly at the threshold of human hearing. Common sounds in the environment include office background noise at about 50 dB(A); human speech at 10 feet at about 60 to 70 dB(A); cars driving by at 50 feet at 65 to 70 dB(A); trucks at 50 feet at 75 to 80 dB(A); and aircraft overflights directly overhead one mile from the runway at about 95 to 100 dB(A).

4.7.1.1 Existing Traffic Noise Levels

The noise environment can have a significant influence on the health and comfort of the community. In general, the noise levels in Cathedral City's residential neighborhoods are average, typical of quiet rural areas. Motor vehicles are the major source of continuous, excessive noise in the City. Primary noise generators include traffic on Interstate 10 (I-10), East Palm Canyon Drive, Date Palm Drive, Vista Chino, and Ramon Road. Freight rail service along the Southern Pacific Railroad, parallel to I-10, is also responsible for generating excessive noise. High noise levels resulting from commercial aviation at the Palm Springs Regional Airport also occasionally have an intrusive impact on the community's noise environment. However, recently completed expansion of airport runways to the northwest is expected to reduce airport noise exposure in Cathedral City to acceptable levels. Other noise generators include construction activities, industrial operations, lawnmowers, and home appliances. Sensitive receptors within the City planning area include schools, a library, and a medical facility.

Vehicular traffic, including automobiles, trucks, buses, and motorcycles, is the major noise source within the City. Cars generate noise from engine vibration, the interaction of tires and the roadway, and the exhaust system. Noise produced by traffic fluctuates in relation to its volume, the percentage of trucks, and the average speed.

Ambient Sound Measurement Results

Testing conditions during the monitoring period were sunny with an average barometric pressure reading of 29.76 in-Hg, an average westerly wind speed of one to three miles per hour and an approximate mean temperature of 71 degrees Fahrenheit. The results of one-hour sound level monitoring are shown in Table 4.7-1. The values for the energy equivalent sound level (Leq), the maximum and minimum measured sound levels (L_{max} and L_{min}), and the statistical indicators L10, L50, and L90, are given for each monitoring location.

Measurements collected at the monitoring locations ML 1 and ML 2 reflect the typical sound levels associated with the community setting with existing adjacent roadway activities. The hourly average sound levels (or L_{eq-h}) recorded over the monitoring period ranged between 60.5 dBA at ML 1 and 61.5 dBA at ML 2. The dominant noise source was peak hour traffic along I-10.

Table 4.7-1. Measured Ambient Sound Levels – North City Specific Plan

Site	Start Time	1-Hour Noise Level Descriptors in dBA					
		L_{eq}	L_{max}	L_{min}	L10	L50	L90
ML 1	1:30 p.m.	60.5	71.7	49.9	63.7	57.7	54.4
ML 2	2:15 p.m.	61.5	68.3	55.1	63.9	60.9	57.4

Monitoring Locations: ML 1: Southeastern portion of project site facing Interstate 10 (I-10).
GPS: 33°51.082'N x 116°27.575'W, EPE 13 ft.
ML 2: Southwestern portion of project site facing Interstate 10 (I-10).
GPS: 33°52.724'N x 116°30.094'W, EPE 13 ft.

Measurements performed by ISE on May 16, 2008. EPE = Estimated Position Error.

As indicated by the monitoring equipment, at least 90 percent of the time (L90) the onsite sound levels at ML 1 and ML 2 were 54.4 dBA and 57.4 dBA, respectively.

The acoustic floor for the site, as seen by the L_{min} indicator was found to be 49.9 dBA at ML 1 and 55.1 dBA at ML 2. This would be considered the lowest attainable sound levels for the project area near I-10 and Date Palm Drive during peak hour traffic times. Currently, the proposed project site would be deemed acoustically compatible with the City's noise abatement policies.

Table 4.7-2 presents the existing site conditions within the NCSP. For each roadway segment examined, the worst case average daily traffic volume (ADT) and observed/predicted speeds are shown along with the corresponding reference noise level at 50-feet (in dBA). Additionally, the line-of-sight distance to the 60 and 65 dBA CNEL contours from the roadway centerline are provided as an indication of the worst-case unobstructed theoretical traffic noise contour placement.

Table 4.7-2. Existing Project Traffic Conditions

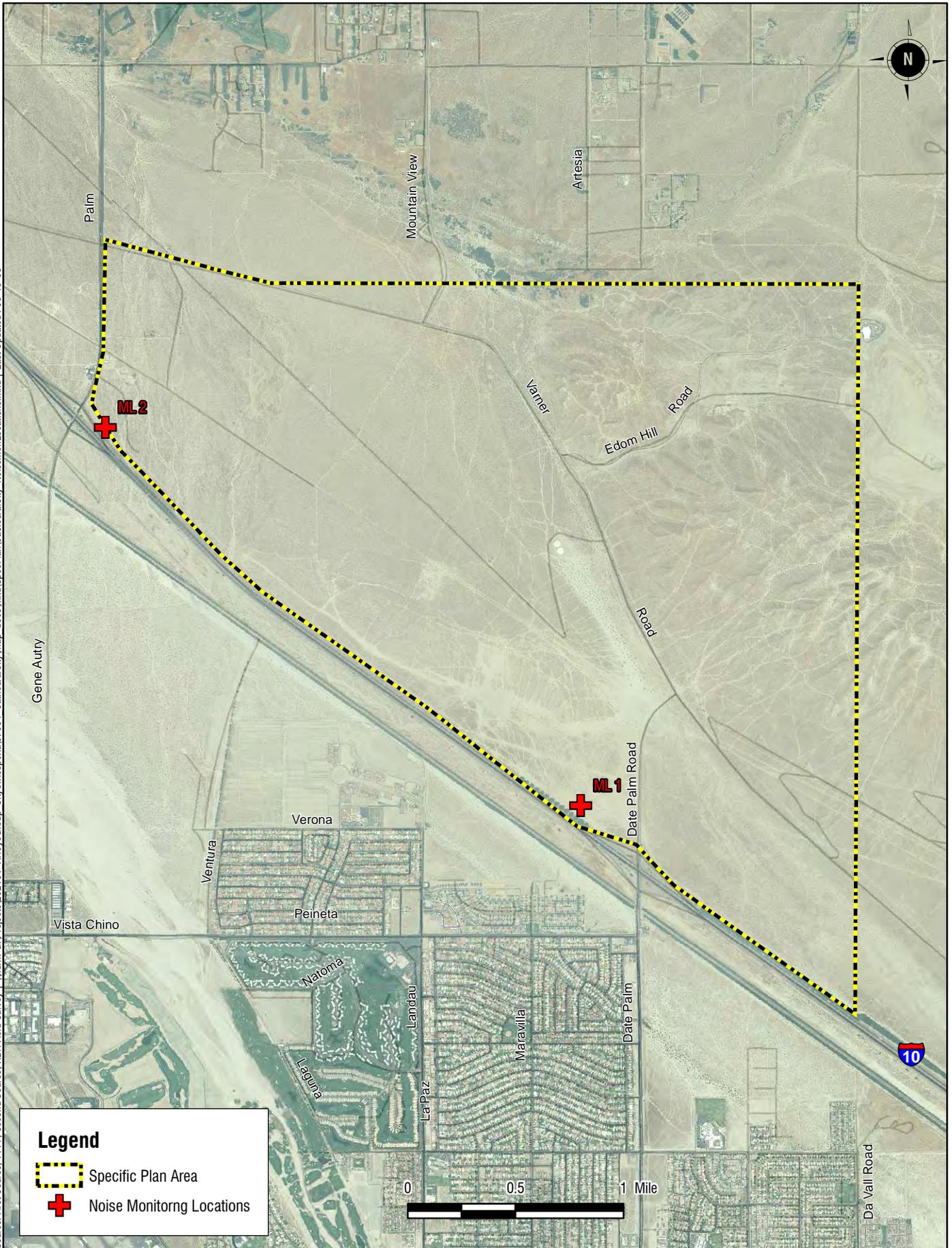
Roadway Segment	ADT	Speed (MPH)	SPL	CNEL Contour Distance (feet)	
				65 dBA Contour	60 dBA Contour
<i>Palm Drive</i>					
I-10 Ramps to Paul Road	23,135	55	74.9	489	1,548
Paul road to Varner Road	23,135	55	74.9	489	1,548
<i>Varner Road</i>					
Palm Drive to Mountain View Road	2,148	55	64.6	45	144
Mountain View Road to Date Palm Drive	11,433	55	71.8	242	765
East of Date Palm Drive	5,215	50	68.4	110	349
<i>Date Palm</i>					
I-10 Ramps to Varner Road	8,733	50	69.7	147	466

Notes: ADT = Average Daily Trips – Source: Iteris Inc. 7/07.

SPL = Sound Pressure Level in dBA at 50-feet from the road edge. CNEL = Community Noise Equivalent Level.

All values given in dBA CNEL. Contours assumed to be line-of-sight perpendicular (\perp) distance.

Source: First Source: YYYY, Second Source: HDR Field Survey | \\\hdrrm-g:\Projects\2021\81 ArroyoGroup_City of Hesperia\67064 CathedralCity\map_docs\mxd\SpecPlan\CathedralCity_NoiseMonLocations.mxd | Last Updated: 06-16-08



Legend

-  Specific Plan Area
-  Noise Monitoring Locations

Noise Monitoring Locations
FIGURE 4.7-1

4.7.1.2 Noise-Sensitive Uses

Some land uses are considered more sensitive to noise than others. Noise-sensitive land uses include residential, schools, day care facilities, hospitals, and similar uses. Commercial and industrial uses generally are not considered noise sensitive because people do not rest or sleep there.

4.7.1.3 Railroad Noise

The NCSP area is impacted by rail and vehicular traffic associated with the Southern Pacific Railroad line. The passage of trains, although an intrusive noise event, occurs only periodically and with limited duration. According to the City of Cathedral City General Plan, train traffic as of 2001 results in 40 trains per day through the City, with an average of 80 cars per train, and a train length of 5,200 feet. According to the City, a second set of train tracks are being constructed south of I-10 to carry cargo east from Los Angeles.

4.7.1.4 Aircraft Noise

Aircraft noises impacting the community come from commercial and general aviation operations at the Palm Springs Regional Airport, located approximately five miles southwest of NCSP. The updated Airport Master Plan and Part 150 Noise Compatibility Study evaluated airport operations, monitored portions of the noise environment, and projected future noise impacts from planned expansions and increased operations. The flight tracks, or patterns, that aircraft are assumed to follow in the abovementioned noise study indicate limited overflights in Cathedral City.

The Palm Springs Regional Airport noise contours to the south will decrease substantially with the recently completed runway 13R-31L extension being 1,500 feet to the northwest. The runway extension to the north will move the average location of the take-off and landing operations northerly, away from Cathedral City. According to the Noise Element of the City of Cathedral City General Plan, the peak season 65 CNEL noise contours for 2005 and 2025 are projected to remain entirely within Palm Springs.

4.7.1.5 Specific Site Activity Noise

There are other noise generators within the City, in addition to noise generated by automobile traffic and aircraft, which could create significant noise related dissonance. Activities such as construction and automotive repair and other related industrial operations can result in unacceptable noise levels. Loading and materials transfers and other acoustically unscreened operations will also raise issues of impact and compatibility.

4.7.1.6 Regulatory Framework

City of Cathedral General Plan - Noise Element

The purpose of the Noise Element of the City of Cathedral City General Plan is to coordinate the community's land uses with the existing and future noise environment, and to design measures intended to minimize or avoid community exposure to excessive noise levels. As the City grows, so does the potential for land use conflicts that can result in an unacceptable noise environment. Through the implementation of the policies and programs in the Noise Element, current and future noise impacts can be greatly reduced or avoided entirely.

Goal, Policies and Programs

Goal

A noise environment that complements the City's low density residential character and its various land uses.

Policy 1

Protect noise sensitive land uses, including residential neighborhoods, schools, hospitals, libraries, churches, resorts and community open space, as well as land uses proposed in the vicinity of the railway, I-10, the Mid-Valley Parkway, and Da Vall Drive from high noise levels generated by existing and future noise sources.

Program 1.A

Develop and maintain an inventory of existing noise sources and areas of incompatibility and establish procedures to reduce the noise levels in these areas, where economically and aesthetically feasible.

Program 1.B

Require building setbacks, the installation of wall and window insulation, soundwalls, earthen berms, and/or other mitigation measures in areas exceeding the City's noise limit standards for private development projects as they occur.

Program 1.C

Maintain and enforce a Noise Control Ordinance that establishes community-wide noise standards and identifies measures designed to resolve noise complaints.

Program 1.D

Use Specific Plans and the development review process to encourage the use of buffers between noise sensitive land uses and incompatible land uses.

Program 1.E

Parking lots, loading zones, and large trash bins shall be located at a sufficient distance from adjacent residential properties to reduce associated noise impacts.

Policy 2

The relationship between land use designations in the Land Use Element and changes in the circulation pattern of the City, as well as individual developments shall be monitored and mitigated.

Program 2.A

The City zoning ordinance and development review standards shall be used to limit land use patterns and project designs to those that are noise compatible.

Program 2.B

Develop guidelines and minimal criteria requirements for noise analyses for future development projects. Studies shall evaluate project impacts and the effectiveness of proposed mitigation measures.

Program 2.C

Periodically review and amend the Land Use map as appropriate to assure reasonable land use/noise level compatibility.

Policy 3

Private sector project proposals shall include measures that assure that noise exposures levels comply with State of California noise insulation standards as defined in Title 25 (California Noise Insulation Standards).

Policy 4

Maintain a circulation map which maintains low levels of traffic within neighborhoods, and assigns truck routes to major roadways only.

Program 4.A

Designate primary truck routes and ensure that they are clearly marked throughout the community. Except for traffic providing location-specific services and deliveries, construction trucks and delivery trucks shall be limited to East Palm Canyon Drive, I-10, Date Palm Drive, Dinah Shore Drive, Ramon Road, and Vista Chino.

Program 4.B

Development projects which result in through-traffic in residential neighborhoods shall be discouraged through the development review process.

Policy 5

Maintain an on-going contact with the Palm Springs Airport to ensure that flight paths and airport improvements do not impact or extend noise contours into the City.

Policy 6

Coordinate with adjoining municipalities to assure noise-compatible land uses across jurisdictional boundaries.

Policy 7

The City shall restrict grading and construction activities that may impact residential neighborhoods to specified days of the week and times of day.

Cathedral City Noise Ordinance

The City has established noise standards by adopting an amendment to its Municipal Code. Chapter 11.96 of the Cathedral City Municipal Code establishes community-wide noise standards and emphasizes the value of an acceptable noise environment. It provides regulations for noise measurement and monitoring and cites special provisions of, and exemptions to, the ordinance. It is intended to regulate excessive noise from existing uses and activities, and to serve as a references guide for identifying other pertinent noise regulations. The Cathedral City Noise Ordinance provides definitions of key terms and establishes exterior noise level standards on a time-of-day basis along with adjustments for intensity and duration. It also provides regulations for noise measurement/monitoring. Violations of the Noise Ordinance are defined as a nuisance and subject to the procedures, remedies and penalties for such nuisances. The Noise Ordinance regulates existing uses and activities, while the noise standards in the General Plan are intended to guide the location of future noise generators and sensitive land uses.

4.7.2 Thresholds of Significance

As identified in Appendix G of *CEQA Guidelines*, impacts related to noise would be significant if the proposed project is determined to result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- 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, would the project expose people residing or working in the project area to excessive noise levels; or
- 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.

City of Cathedral City General Plan Noise Thresholds

Transportation noise levels in the City of Cathedral City are governed under the Noise Element of the City's General Plan. Exterior noise standards are typically applied to areas within a proposed development that would be classified as "usable exterior space", such as rear and some side yards. Based upon these guidelines, residential and other sensitive areas (such as parks and schools) are considered compatible with maximum exterior noise levels of up to 65 dBA CNEL.

4.7.3 Environmental Impacts

Implementation of the NCSP would result in development of vacant land and infill development within a rapidly urbanizing area. These areas are already planned for urban development, but the NCSP would work to better guide this growth. New development would result in transportation-related noise and a

general increase in ambient noise. Additionally, new land uses would include mixed-use development, thereby integrating noise-sensitive land uses with noise sources.

4.7.3.1 Traffic Noise

Expose people to or generate noise levels in excess of standards established in any applicable plan or noise ordinance, or applicable standards of other agency?

2030 Site Conditions With Project

Build-out of the proposed NCSP would generate vehicular trips by residents, employees and patrons to and from the area. Noise from motor vehicles is generated by engine vibrations, the interaction between tires and the road, and the exhaust system. Currently, quantification of the operational vehicle miles traveled for build-out of the NCSP is not available. The Riverside County General Plan Environmental Impact Report produced typical noise contour diagrams for representative portions of the freeways, arterials, major and secondary roads in the unincorporated Riverside County area for year 2030. The FHWA highway traffic noise prediction model (FHWA RD-77-108), currently used throughout the United States was used to estimate freeway and highway traffic-related noise levels in the unincorporated Riverside County area. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The ADT volumes in the area are taken from the County's traffic counts. The resultant noise levels are weighed and summed over 24-hour periods to determine the Ldn value. Ldn contours are derived through a series of computerized iterations to isolate the 60, 65, and 70 dBA Ldn contours for traffic noise levels.

These noise contour diagrams are used to present the distances at which residential and other sensitive areas (such as parks and schools) are considered compatible with maximum exterior noise levels of up to 65 dBA CNEL for the roadways within the NCSP.

Table 4.7-3. 2030 Site Conditions With Project

Roadway	Classification	CNEL Contour Distance (feet)		
		70 dBA Contour	65 dBA Contour	60 dBA Contour
Palm Drive	Arterial	106	227	487
Vарner Road	Collector	27	59	126
Date Palm Drive	Collector	27	59	126
Interstate 10	Freeway	267	571	1,228
Da Vall Drive	Arterial	106	227	487
Valley Center Boulevard	Arterial	106	227	487
Landau Boulevard	Arterial	106	227	487

As can be inferred from Table 4.7-3, the proposed NCSP may potentially locate residential and other sensitive developments within 65dBA contour distance. However, because individual site plans are unknown at this time, the extent of impacts related to noise can not be adequately quantified. Therefore, impacts would be potentially significant and mitigation is required.

Expose people to or generate excessive ground-borne vibration or ground-borne noise levels?

The NCSP proposes a range of land uses that include open space, commercial, residential, and mixed-use, the majority of which is open space. The development pursuant to NCSP would not result in large scale earth-disturbing activities. Therefore, the NCSP is not expected to expose people or generate excessive ground-borne vibrations and ground-borne noise levels. Impacts are expected to be less than significant.

Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Future development and build-out of the proposed NCSP would result in a permanent increase in ambient noise because substantial amounts of development would be constructed. However, because plans for individual projects have not yet been proposed, quantification of the increase in noise has not been prepared. Therefore, impacts resulting from a permanent increase in ambient noise are considered potentially significant and mitigation is required.

Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Construction activities related to build-out of the NCSP is anticipated to result in a substantial temporary or periodic increase in ambient noise. However, because plans for individual projects have not yet been proposed, quantification of the increase in noise has not been prepared. Therefore, impacts resulting from a temporary increase in ambient noise are considered potentially significant and mitigation is required.

Result in exposure of people residing or working in the project area to excessive noise levels if the project is located within an area covered by 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?

The airport closest to the NCSP area is Palm Springs International Airport, located approximately 5 miles from the project site. Build-out of the NCSP is not anticipated to expose people working or residing in the area to substantial airport noise. Therefore, a less than significant impact is identified for this issue.

Result in exposure of people residing or working in the project area to excessive noise levels if the project is located in the vicinity of a private airstrip?

A private airstrip is not located in the vicinity of the project site. No impacts are anticipated for the NCSP with regard to noise generated by private airstrips.

4.7.4 Mitigation Measures

To reduce potentially significant impacts related to operational vehicular noise and permanent and temporary increases in ambient noise, the following mitigation measure shall be implemented:

Noise-1 As each new phase or individual project is proposed under the NCSP, the project applicant shall demonstrate to the satisfaction of the Chief Building Officer that design plans for all structures ensure that interior noise levels do not exceed 45 dBA, in accordance with the California Noise Insulation Standards. This shall apply to all noise sensitive residential land uses as well as non-residential noise generating uses.
~~Residential and other sensitive development projects in areas having noise levels which exceed the noise standards for the proposed land use shall add noise attenuation measures~~

~~during the development review process to meet the City's CNEL noise abatement threshold. These attenuation measures may include: landscaped sound buffers, berms, setbacks or open space, building design or orientation, or other measures.~~

~~To reduce potentially significant impacts related to permanent and temporary increases in ambient noise, the following mitigation measure shall be implemented:~~

~~**Noise 2** — As each new phase or individual project is proposed under the NCSP, a site-specific acoustical analysis shall be prepared to quantify the increase in ambient noise. If the increase in ambient noise is determined to be significant per Cathedral City thresholds, mitigation shall be implemented to reduce impacts to below a level of significance. This shall apply to all noise sensitive residential uses as well as non-residential noise generating uses.~~

4.7.5 Conclusion

Build-out of the NCSP would potentially expose sensitive receptors to substantial levels of noise. However, implementation of mitigation measure Noise-1 would ensure that interior noise levels do not exceed California Noise Insulation Standards. ~~noise attenuation measures are appropriately utilized. Additionally, implementation of mitigation measure Noise 2 would quantify the increase in ambient noise to ensure that City thresholds are not exceeded. Through implementation of these mitigation measures, impacts related to noise would be reduced to below a level of significance.~~

This page intentionally left blank.

4.8 POPULATION AND HOUSING

4.8.1 Environmental Setting

4.8.1.1 Regulatory Context

City of Cathedral City General Plan – Housing Element

The Housing Element of the City of Cathedral City General Plan addresses the housing characteristics and needs of the City, including but not limited to, a description of existing housing types, condition of existing units, overcrowding, overpayment, homelessness, and the demand for affordable housing in the area. The Housing Element contains goals, policies, and programs that encourage a balanced range of housing, available to all income levels and housing compositions. The Housing Element also contains a review of previous housing programs from the previously adopted housing element. The review of previous programs helps the City identify which policies and programs best achieve established goals for the provision of housing in the City. It is recommended that housing plans included in the North City Specific Plan (NCSP) comply with the goals, policies, and programs established in the Housing Element of the City of Cathedral City General Plan to provide a sense of cohesion between the northern and southern areas of the City.

4.8.1.2 Existing Conditions

According to the City of Cathedral City General Plan, the 1990 U.S. Census estimated the City's population to be 30,085. By the year 2000, the U.S. Census estimated the population to be 42,647. This represents an annual growth rate of more than three percent from 1990 to 2000 for the City of Cathedral City. According to the California Department of Finance, as of January 1, 2008, the City of Cathedral City had a population of 52,465 persons (2008). This represents an annual growth rate of approximately 2.8 percent from 2000 to 2008 for the City.

The Coachella Valley Association of Governments (CVAG) subregion, which includes the City of Cathedral City, has been identified as one of the fastest growing subregions in the Southern California Association of Governments (SCAG) region. According to the 2004 Regional Transportation Plan (RTP), the population of the CVAG subregion is projected to be 730,000 in 2030, a 106 percent increase from its 2000 population. Based upon this population growth projection, the population of the CVAG subregion is anticipated to grow at an annual rate of 3.9 percent. This is greater than the anticipated SCAG regional annual growth rate of 1.25 percent.

As part of the 2004 RTP, SCAG produced population, household, and employment growth projections for all the municipalities within its six-county region. Future population, housing, and employment growth projections for the entire SCAG region are shown in Table 4.8-1.

Table 4.8-1. Adopted SCAG Region Population, Household and Employment Forecasts

	2010	2015	2020	2025	2030
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,865,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

Source: SCAG, adopted by the Regional Council in April 2004.

4.8 Population and Housing

Growth projection forecasts for population, housing, and employment for the CVAG region are shown in Table 4.8-2. Additionally, growth projection forecasts for the unincorporated areas of CVAG are included in Table 4.8-3.

Table 4.8-2. Adopted CVAG Population, Household, and Employment Forecasts

	2010	2015	2020	2025	2030
Population	470,827	540,105	607,149	670,378	730,001
Households	164,169	190,221	216,311	242,071	267,612
Employment	186,124	206,537	227,494	248,730	270,336

Source: SCAG, adopted by the Regional Council in April 2004.

Table 4.8-3. Adopted CVAG Unincorporated Areas Population, Household, and Employment Forecasts

	2010	2015	2020	2025	2030
Population	103,079	126,925	149,159	169,437	187,870
Households	31,367	39,785	48,269	56,666	65,006
Employment	12,063	14,432	16,844	19,273	21,731

Source: SCAG, adopted by the Regional Council in April 2004.

The City's population forecast was developed based on the local input, historical growth trends, household size trends, projected natural increases, projected migration, and projected jobs. Growth projection forecasts for population, housing, and employment growth projections for the City of Cathedral City are shown in Table 4.8-4.

Table 4.8-4. Adopted City of Cathedral City Population, Household, and Employment Forecasts

	2010	2015	2020	2025	2030
Population	59,707	69,007	78,177	86,970	95,397
Households	19,718	22,977	26,276	29,529	32,754
Employment	22,547	26,615	30,799	35,047	39,371

Source: Letter from SCAG to City of Cathedral City (May 2008)

Note(s): The 2004 RTP growth forecast at regional, county, and subregional level was adopted by Riverside County in April 2004. City totals are the sum of small area data and should be used for advisory purposes only.

Additionally, on November 1, 2007, the Draft 2008 RTP Baseline Growth Forecast (built upon subregional/local jurisdiction input) was released by the Community, Economic, and Human Development Committee of SCAG for public review and comment. As shown in Table 4.8-5, growth projection forecasts for 2035 included in the Draft 2008 RTP Baseline Growth Forecast are more conservative than growth projection forecasts included in the 2004 RTP. It is not anticipated that significant changes to growth projection forecasts would occur between the Draft 2008 RTP Baseline Growth Forecast and the Final 2008 RTP Baseline Growth Forecast. Therefore for the purposes of this document, growth projection forecasts for the SCAG region, the incorporated and unincorporated CVAG region, and the City of Cathedral City included in Table 4.8-5 are considered updated from 2004.

Table 4.8-5. 2035 Population, Household, and Employment Forecasts

	Population	Households	Employees
SCAG Region	24,056,000	7,710,000	10,287,000
CVAG	1,045,814	354,552	315,289
CVAG – Unincorporated Area	398,157	127,949	49,046
City of Cathedral City	76,838	26,132	29,349

Source: SCAG, Draft 2008 RTP Baseline Growth Forecast

The City’s 2000 population was estimated to be 42,647 and is projected to increase to 76,838 by the year 2035. This represents a total population increase of 34,191 persons over 35 years and an annual growth rate of approximately 977 persons per year. The City household forecast was developed by SCAG based on local input, historical growth trends, and projected household size trends. In 2000, the U.S. Census estimated that the City had 17,893 housing units. According to SCAG, the number of housing units is anticipated to increase to 26,132 by the year 2035, representing a total housing unit increase of 8,239 households over 35 years and an annual growth rate of approximately 235 households per year. In order to develop future employment growth trends, SCAG conducted a detailed analysis of past historical employment trends and the potential for future employment growth. City employment projections were developed by SCAG based on a two-step procedure. First, the City's share of Riverside County employment was calculated based on data provided by the local agency. Second, the City's employment was calculated for the City share by taking into account the fluctuation in employment in the City and local trends. According to the 2000 U.S. Census, the City had an estimated 18,640 employees in the labor force. By 2035, SCAG anticipates that the City will have approximately 29,349 employees in the labor force. This represents a total labor force increase of 10,709 employees and an annual growth rate of approximately 306 employees per year.

The Regional Housing Needs of the City of Cathedral City were determined by SCAG. While the process of determining each locality's share of regional housing needs has evolved over the years, the most recent estimates are contained in the Regional Housing Needs Assessment (RHNA) that was adopted in July 2007. The RHNA has two primary purposes:

- Identification of housing needs; and
- Allocation of fair share of need to every community.

The RHNA indicates that 2,498 new units will be needed to accommodate anticipated population growth in the City of Cathedral City over the current planning period (2006-2014).

4.8.2 Thresholds of Significance

As defined in Appendix G of the *CEQA Guidelines*, project impacts to population and housing would be considered significant if the project would:

- 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);
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or

- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

4.8.3 Environmental Impacts

4.8.3.1 Program-Level Impacts

Population Growth

By 2030, the build-out of the NCSP area would provide approximately 9,618 new housing units in the City of Cathedral City (Table 4.8-6).

Table 4.8-6. NCSP Proposed Housing Units

Land Use	Proposed Maximum Density	Proposed Number of Housing Units
Mixed-Use Commercial Neighborhood	45 0 du/ac ¹	4,584
Mixed-Use ResidentialNeighborhood	25 du/ac	4,665
Resort Villas	7 du/ac	323
Residential Estate	2 du/ac	46
Total	--	9,618

Note: du/ac = density per acre

Using the City’s average household size of 3.08 persons per household and the City’s vacancy rate of 21.6 percent (Riverside County Center for Demographic Research 2007), it is anticipated that build-out of the NCSP area would generate approximately 23,225 new residents within the City by the year 2030. According to growth projections released in the Draft 2008 RTP Baseline Growth Forecast, the population of the City is anticipated to be 76,838 persons in 2035. This represents a growth of approximately 24,373 persons from the City’s 2008 population. Therefore, the population growth induced by the NCSP would not exceed the draft growth projections released by SCAG. Because the anticipated population growth generated by the NCSP is within the growth projections for the City, the population growth induced by the NCSP is considered less than significant.

Displacement of Housing

The NCSP area is currently vacant and undeveloped. Therefore, build-out of the NCSP would not result in displacement of housing and construction of replacement housing would not be necessary. No impact is identified.

Displacement of People

The NCSP area is currently vacant and undeveloped. Therefore, build-out of the NCSP would not result in displacement of substantial numbers of people and construction of replacement housing would not be necessary. No impact is identified.

4.8.4 Mitigation Measures

The proposed project does not result in significant impacts; therefore, no mitigation measures are required. Although the NCSP would not result in significant program-level impacts, cumulative impacts would be significant and unmitigable (see Section 4.12).

4.8.5 Conclusion

Because the NCSP would result in unavoidable impacts that have no recourse for mitigation, adoption of a Statement of Findings and Overriding Considerations pursuant to CEQA Guidelines Section 15091 and 15093 is required for impacts to population and housing. The NCSP is anticipated to generate approximate 23,225 new residents in the City by the year 2030. This is within the draft growth projects released by SCAG (24,373 residents by 2030). Therefore, the proposed NCSP would not exceed anticipated growth projections and would not induce substantial population growth above what is already expected. Additionally, because the NCSP area currently does not support any residential structures, implementation of the NCSP would not displace any existing housing or people. Impacts to housing and population resulting from implementation of the NCSP would be less than significant.

This page intentionally left blank.

4.9 PUBLIC SERVICES

This section of the Draft Program EIR (PEIR) determines whether implementation of the North City Specific Plan (NCSP) would alter existing public services and facilities and cause an adverse impact on the environment. This section examines fire protection, police/emergency services, schools, libraries, and hospitals/medical facilities and analyzes how they would be affected by the NCSP. Service provider letters are included in Appendix F of this document.

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Context*

Uniform Fire Code and the Uniform Building Code

These codes prescribe performance characteristics and materials to be used to achieve acceptable levels of fire protection. Development under the NCSP is required to adhere to the Uniform Fire Code (UFC) and Uniform Building Code (UBC).

City of Cathedral City General Plan – Fire and Police Protection Element

The Fire and Police Protection Element of the City of Cathedral City General Plan coordinates the planning of the community with the demand for and availability of fire and police services. Additionally, the Fire and Police Protection Element provides policies and programs that, through their implementation, are essential to the continued provision of adequate long-term public safety services for the entire community. The Fire and Police Protection Element is directly related to several other General Plan elements, including the Land Use, Circulation, Emergency Preparedness, Water Resources, Health Services, and Community Design Elements. The distribution and intensity of land uses, accessibility, coordination of emergency responses, the availability of water to fight fires and health services to treat the injured, and the provision of “defensible space” in urban development are all tied to the effective provision of fire and police services. To ensure consistency with development plans included in the City of Cathedral City General Plan, it is recommended that the NCSP comply with the goals, policies, and programs of the Fire and Police Protection Element.

City of Cathedral City General Plan – Schools and Libraries Element

The Schools and Libraries Element of the City of Cathedral City General Plan describes the City’s educational facilities, services, resources, and the opportunities made available through the local school and library systems. The Schools and Libraries Element is also utilized to anticipate and plan for future needs, and directs decision-makers to assure that adequate and accessible educational facilities are provided to the community. Additionally, the Schools and Libraries Element establishes goals, policies, and programs which are designed to enhance the educational experience of the City’s residents. To ensure consistency with development plans included in the City of Cathedral City General Plan, it is recommended that the NCSP comply with the goals, policies, and programs of the Schools and Libraries Element.

School Facilities Act (SB 50, Stats. 1998, c.407)

In 1998, the state legislature adopted Senate Bill (SB) 50, the historic school facility financing and reform legislation, which became operative with the passage of Proposition 1A by the state electorate on

November 3, 1998. SB 50 provides limitations on development fee exactions for school mitigation purposes. SB 50 substantially revamped the method of providing state monies for school construction by establishing a system by which the state would provide 50 percent of the cost of new school facilities from school bond proceeds, with school districts providing the other 50 percent matching share from development fees and other local funding sources such as local school bonds. SB 50 specifically provides that it is the exclusive method for financing school facilities and provides the exclusive method for mitigating environmental effects related to the adequacy of school facilities. Compliance with SB 50 is also to be full and complete mitigation for impacts to school facilities.

SB 50 establishes tiers or levels of development fees that can be imposed upon new development. School districts must meet a list of specific criteria, including the completion and annual update of School Facility Needs Analysis, in order to be legally able to impose additional fees. The Palm Springs Unified School District (PSUSD) is qualified to impose a fee of \$3.20 (Level II Fee) per square foot of new residential units constructed and \$0.47 per square foot of commercial/industrial development. The NCSP would be required to adhere to SB 50 through the payment of school fees with the final amount to be determined at the time of plan approval.

City of Cathedral City General Plan – Health Services Element

The Health Services Element of the City of Cathedral City General Plan has been prepared to identify existing healthcare facilities and services available to the citizens of Cathedral City. The Health Services Element is directly related to other City of Cathedral City General Plan elements, including the Public Buildings and Facilities, Land Use, Fire and Police Protection, Circulation, and Emergency Preparedness Elements. The Health Services Element addresses issues associated with the location of new development and its proximity to community healthcare facilities. Similar to other elements of the General Plan, the Health Services Element includes policies and programs established to maintain a quality level of service for anticipated needs in the City. Policies and programs included in the Health Services Element have been established to provide a variety of high quality healthcare facilities for accessible and affordable healthcare services within the City. To ensure consistency with development plans included in the City's General Plan, it is recommended that the NCSP comply with the goals, policies, and programs of the Health Services Element.

4.9.1.2 Existing Conditions

Police Protection Services

According to the Cathedral City Police Department (CCPD), the CCPD currently has 62 sworn police officers, a police reserves program, and a Citizens on Patrol program, which is comprised of volunteer residents. Police services are localized at the CCPD station, located in the City's Civic Center.

Currently, staffing levels at the CCPD are not adequate to meet Policy 12 of the Fire and Police Protection Element of the City of Cathedral City General Plan, which requires 1.5 police officers per 1,000 residents. As of January 1, 2008, the City was estimated to have a population of 52,465 persons (California Department of Finance 2008). Therefore, the current ratio for police officers to residents is approximately 1.2 officers per 1,000 residents. This is below the City standard, as set by Policy 12 of the Fire and Police Protection Element. To achieve a ratio of 1.5 police officers per 1,000 residents, the CCPD would require 17 additional police officers.

The current approximate response times for the CCPD are seven minutes for emergency calls and 14 minutes for non-emergency calls. These response times pertain to calls that come from the existing developed areas of the City; response times for the NCSP area are anticipated to be slightly longer.

Fire Protection Services

According to the Cathedral City Fire Department (CCFD), the CCFD currently has 42 sworn firefighters and 10 non-sworn personnel, with at least 13 firefighters on duty every hour of every day. The 42 sworn firefighters includes 39 sworn firefighters and three chief officers spread over three stations throughout the City of Cathedral City: Fire Station 411 (located downtown), Fire Station 412 (located mid-town), and Fire Station 413 (located uptown). According to written communication with the CCFD, Fire Station 413 would serve the NCSP area until a station is constructed north of I-10. According to the CCFD, Fire Station 413 currently houses four personnel at all times, two on an engine company and two on a medical ambulance, with an average response time of approximately 6.3 minutes within the existing developed areas within the City. Response times for the CCFD to the NCSP area are estimated at six minutes to reach the southernmost boundary at I-10 and Date Palm Drive and approximately 18 to 20 minutes to reach the intersection of Palm Drive and Varner Road. According to the Fire and Police Protection Element of the City of Cathedral City General Plan, department-wide equipment includes three front-line fire engines, two reserve engines, one state Office of Emergency Services vehicle, one water tender, four ambulances, and one hazardous materials vehicle. Additionally, the CCFD maintains an automatic mutual aid agreement with the City of Palm Springs and a county-wide agreement with the Riverside County Fire Department for additional fire support, as necessary.

Currently the CCFD is understaffed at all three stations within the City. The General Plan recommends a ratio of 1.0 firefighter per every 1,000 residents, with a goal of staffing 1.5 firefighters per every 1,000 residents within the next five to ten years. Under current staffing levels, the CCFD has 0.80 firefighters per every 1,000 residents, which is below the ratios recommended in the General Plan. To achieve a ratio of 1.0 firefighters per every 1,000 residents, the CCFD would require 11 additional firefighters. To achieve a ratio of 1.5 firefighters per 1,000 residents, the CCFD would require 37 additional firefighters.

Efforts are being made increase staffing to a minimum of five personnel (three on an engine and two on the medic ambulance) in order to meet minimum standards. The CCFD has proposed that the NCSP area have at least one fire station located near Date Palm and Valley Center Boulevard; however, final plans for the station have not yet been established.

Schools

The NCSP area is within the boundaries of the PSUSD. The PSUSD has 15 elementary schools, four middle schools, three comprehensive high schools, one continuation high school, alternative education programs, and 11 head start programs for children who have not yet entered kindergarten. These schools provide services to students in the cities of Cathedral City, Desert Hot Springs, Palm Desert, Palm Springs, Rancho Mirage, Sky Valley, and Thousand Palms.

According to written communication with the PSUSD, the NSCP area is currently within the attendance boundaries of the following schools: Bubbling Wells Elementary, James Workman Middle, Desert Springs Middle, Desert Hot Springs High, and Cathedral City High. However, the PSUSD has identified that due to the size of the NCSP area, the number of new students generated would affect all schools within the PSUSD and not only the schools within the existing attendance boundaries. Therefore, the

district-wide facilities need to be considered in the analysis of impacts to schools related to the NCSP. Table 4.9-1 gives the current facilities capacities for the PSUSD. As shown, existing facilities capacity in the PSUSD is not adequate to accommodate the current student enrollment and there is a shortage of seats at all school levels. The PSUSD currently utilizes a total of 338 portables across all school levels to accommodate overcrowding.

Table 4.9-1. Existing PSUSD Facilities Capacity

School Levels	2007/2008 Facilities Capacity	2007/2008 Student Enrollment	Remaining School Capacity
Elementary School (Grades K-6)	11,379	13,103	-1,724
Middle School (Grades 7 & 8)	2,296	3,704	-1,408
High School (Grades 9-12)	6,020	7,599	-1,579
Total	19,695	24,406	-4,711

Source: PSUSD 2008

Libraries

The Cathedral City Library is a branch of the Riverside County Library System (RCLS). According to the RCLS website, the RCLS serves library users with 33 libraries and two bookmobiles throughout Riverside County (2007). Additionally, the RCLS is a member of the Inland Library Network. The Inland Library Network includes libraries in San Bernardino County, Murrieta, Moreno Valley, and the College of the Desert Libraries. As of February 3, 2008, the Cathedral City Library has been closed for repairs due to fire (Bjelland 2008). Therefore, library services within the City of Cathedral City are currently provided by the other branches of the RCLS, with the Thousand Palms Library and the Palm Desert Library being nearest to Cathedral City. Additionally, as of June 2008, a temporary library is located in Cathedral City where residents can apply for a library card, use the internet, and check-out a limited number of items (Pers. Comm. Debreczeni 2008). It is anticipated that the Cathedral City Library branch will re-open in the Fall of 2008. According to the Cathedral City Library, the library currently has not established performance or service standards.

Hospitals and Medical Facilities

According to the Health Services Element of the City of Cathedral City General Plan, hospital services for Cathedral City are provided by Desert Regional Medical Center in Palm Springs and Eisenhower Medical Center in Rancho Mirage.

The Desert Regional Medical Center is located approximately 4.0 miles southwest of the southwestern boundary of the NCSP area which runs along I-10. It is a 388-bed acute care hospital, with a 24-hour emergency room, and is the only designated trauma center serving the Coachella Valley with a staff of specially trained trauma surgeons. The Desert Regional Medical Center also offers in-home nursing, household maintenance services, and specialized treatment and counseling for the terminally ill.

The Eisenhower Medical Center is located approximately 5.6 miles south-southeast of the most southeastern corner of the NCSP area. The Eisenhower Medical Center is composed of a 261-bed general acute care hospital, the Barbara Sinatra Children's Center, the Betty Ford Center, and the Annenberg Center for Health Services, a conference and communications center. Twenty-four hour emergency care is also offered with at least one full-time physician on-duty at all times. The Eisenhower Medical Center

has a master planned campus with long-term plans including expansion of the emergency room facilities and seismic retrofitting of the main wing.

Two urgent care facilities are located within the City of Cathedral City: Cathedral City Family Medical Clinic and Eisenhower Immediate Care Center. These urgent care facilities offer immediate treatment for illnesses or injuries. Additionally, Centro Medico de Valle, also in Cathedral City, offers the Healthy Beginnings Program for infants and new parents. It provides free physicals for children up to the age of 18 and free breast exams and mammograms for income-qualified patients. The urgent care facilities have relationships with Eisenhower Medical Center through provision of a rotating staff of physicians at Centro Medico de Valle and ownership at Eisenhower Immediate Care Center.

4.9.2 Thresholds of Significance

Police Protection Services

According to *CEQA Guidelines* Appendix G (XIII), a significant impact to police protection services would be identified if the proposed project was determined to result in:

- Substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives.

Fire Protection Services

According to *CEQA Guidelines* Appendix G (XIII), a significant impact to fire protection services would result if project implementation results in:

- Substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives.

Schools

According to *CEQA Guidelines* Appendix G (XIII), a significant impact to schools would be identified if the proposed project was determined to result in the following:

- Substantial adverse physical impacts associated with provision of new or physically altered school facilities, or the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives.

Libraries

According to *CEQA Guidelines* Appendix G (XIII), a significant impact to libraries would be identified if the proposed project was determined to result in the following:

- Substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or the need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives.

Hospitals/Medical Facilities

A significant impact to hospitals/medical facilities would be identified if the proposed project was determined to result in the following:

- Substantial adverse physical impacts associated with the provision of new or physically altered hospital/medical facilities, or the need for new or physically altered hospital/medical facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives.

4.9.3 Environmental Impacts

4.9.3.1 Program-Level Impacts

Police Protection Services

Build-out of the NCSP to 2030 projections would generate approximately 23,225 new residents in the City of Cathedral City¹. This population increase would increase existing response times and would require the CCPD to hire additional police officers to provide an adequate level of police protection services. In order to maintain the City's standard of 1.5 police officers per 1,000 residents, the CCPD would be required to hire 35 new police officers to serve the NCSP area. This does not include the City's existing need for 17 additional police officers, as identified above. Additional resources, such as patrol vehicles and police equipment would also be required and may include a new police station north of I-10. The need and provision of addition resources has the potential to result in significant environmental impacts, particularly if a new police station would be constructed north of I-10. Therefore, the NCSP would result in potentially significant impacts to police protection services and mitigation is required.

In addition, development within the NCSP would be required to pay development impact fees into the Fire and Police Facilities and Equipment Fund, as established by Chapter 3.17 of the Cathedral City Municipal Code, to help offset impacts resulting from the increased need for police services. Payment of development impact fees is required as a condition of project approval and is not considered mitigation. Current fees are based upon the square footage of new structures and are established pursuant to Chapter 3.17 of the Cathedral City Municipal Code. The final amount to be paid into the Fire and Police Facilities and Equipment fund shall be determined as individual projects are proposed, prior to issuance of a building permit.

Fire Protection Services

The anticipated population growth generated by the NCSP (23,225 persons) would increase the need for fire protection services within the City. Upon build-out of the NCSP area to 2030 projections, the CCFD would require 24 or 35 new firefighters to serve the NCSP area alone. The required number of

¹ The number of new residents generated is based upon the average household size (3.08 persons) and the occupancy rate (78.4%) in the City according to the Riverside County Center for Demographic Research (2007) and the proposed number of new housing units to be constructed under the NCSP (9,618 units). The product of these three numbers is 23,225.

firefighters would depend on the service standard ratio established by the City (either 1.0 or 1.5 firefighters per 1,000 residents). As identified above, the CCFD has proposed that the NCSP area have at least one fire station located near Date Palm Drive and Valley Center Boulevard. The increased need for fire protection services and construction of a fire station has the potential to result in significant environmental impacts. Therefore, mitigation is required.

Additionally, as identified above, individual projects developed under the NCSP would be required to pay development impact fees into the Fire and Police Facilities and Equipment Fund, as established by Chapter 3.17 of the Cathedral City Municipal Code. The final amount to be paid into the Fund shall be determined as individual projects are proposed, prior to issuance of a building permit.

Schools

Build-out of the NCSP area to 2030 projections would result in increased demand for school services from PSUSD. Table 4.9-2 shows student generation rates for new development which would add students to the PSUSD. Residential units classified as single-family detached (SFD) are defined as housing units with no common walls on a single assessor’s parcel. This would pertain to the low density residential land uses proposed under the NCSP (i.e., residential estate). The category of single-family attached (SFA) consists of housing units with common walls, each assigned a unique assessor’s parcel number. This would pertain to the medium density residential land uses proposed under the NCSP (i.e., resort villas). The third type of residential unit, multi-family (MF), is defined as a unit with common walls on an assessor’s parcel on which other units are located. This would pertain to the high density residential uses proposed under the NCSP (i.e., residential components of mixed-use ~~commercial-urban~~ and mixed-use ~~residential-neighborhood~~). Using generation rates provided in Table 4.9-2, Table 4.9-3 shows the number of students anticipated for the NCSP area by 2030.

Table 4.9-2. Student Generation Rates

School Levels	Land Use Types		
	SFD	SFA	MF
Elementary School	0.2199	0.1186	0.1186
Middle School	0.1086	0.0808	0.0808
High School	0.1283	0.0917	0.0917
Total	0.4568	0.2911	0.2911

Source: PSUSD (2008)

Table 4.9-3. Students Generated by NCSP by 2030

Proposed Land Use	Land Use Type	Proposed Number of Housing Units	Students Generated		
			Elementary School	Middle School	High School
Mixed-Use Commercial Urban	MF	4,584	544	371	421
Mixed-Use Residential Neighborhood	MF	4,665	554	377	428
Resort Villas	SFA	323	39	26	30
Residential Estate	SFD	46	10	5	6
Total	--	9,618	1,147	779	885

As shown in Table 4.9-3, build-out of the NCSP would generate an additional 1,147 elementary school students, 779 middle school students, and 885 high school students by 2030. These additional students would exacerbate the existing overcrowding conditions at schools within the PSUSD. Therefore, because the NCSP currently does not include plans to construct schools, build-out of the NCSP would result in a significant impact to schools and mitigation is required.

Additionally, individual projects developed under the NCSP would be required to pay impact fees levied by PSUSD pursuant to SB 50. Current fees for residential and commercial/industrial development are \$3.20 and \$0.47 per square foot, respectively. Payment of impact fees is a condition of project approval and is not considered mitigation. The final impact fee amount shall be determined at the time of plan approval.

Libraries

Build-out of the NCSP to 2030 projections would increase the demand for libraries services within the City of Cathedral City. However, because the Cathedral City Library is a branch of the RCLS, the increased demand on library services is not anticipated to require a new library within the City of Cathedral City. The increased demand can be met by existing branches, including the Thousand Palms, Palm Springs, and Desert Hot Springs branches, which are also associated with the RCLS. Additionally, because the Cathedral City Library is part of the RCLS, individual projects developed under the NCSP would be required to participate in the Riverside County Uniform Mitigation Fee program that collects fees on new residential housing developments to support future facility development and library material purchases. Payment of fees is a condition of project approval and is not considered mitigation. Therefore, through participation in the Riverside County Uniform Mitigation Fee program, build-out of the NCSP would result in a less than significant impact.

Hospitals and Medical Facilities

Build-out of the NCSP to 2030 projections would result in an increased demand for hospitals and medical facilities. Hospital and medical services would be provided by the Desert Regional Medical Center in the City of Palm Springs, Eisenhower Medical Center in the City of Rancho Mirage, as well as urgent care facilities in the City of Cathedral City and the surrounding Coachella Valley. Additionally, through Programs 1.A, 1.B, 1.C, and 2.A of the Health Services Element of the City of Cathedral City General Plan, the City is pursuing the opportunity to place at least one medical clinic or group within a self-contained setting in more accessible areas within the City, including in the northern areas of the City. Therefore, new medical facilities would likely be constructed in the northern areas of the City prior to 2030. Additionally, because the Desert Regional Medical Center and the Eisenhower Medical Center are privately-owned facilities, the facilities will plan to accommodate anticipated growth at their discretion. The increased demand for medical facilities resulting from the NCSP would be met by the new and existing medical facilities in the City. The NCSP would not require new medical facilities in excess of facilities already planned. A less than significant impact is identified.

4.9.4 Mitigation Measures

To mitigate for program-level impacts to police protection services, the following mitigation measure shall be implemented:

- PS-1** As specific projects are proposed for development within the NCSP area, the respective project proponent(s) shall consult with the CCPD to ensure that adequate police protection

resources are available to serve the area. Individual projects shall mitigate impacts to achieve a performance standard of at least 1.5 police officers per 1,000 residents. When construction of a new police station is required, environmental review for the new police station shall occur at that time.

To mitigate for program-level impacts to fire protection services, the following mitigation measure shall be implemented:

PS-2 As specific projects are proposed for development within the NCSP area, the respective project proponent(s) shall consult with the CCFD to ensure that adequate fire protection resources are available to serve the area. Individual projects shall mitigate impacts to achieve a performance standard of at least 1.0 firefighter per 1,000 residents. When construction of a new fire station is required, environmental review for the new fire station shall occur at that time. ~~The NCSP shall provide adequate acreage for construction of a fire station in proximity to Date Palm Drive and Valley Center Boulevard. At a minimum, the fire station site shall include an apparatus bay for a fire engine and medic ambulance and a back up fire engine and medic ambulance. Final plans for the fire station shall be determined by the CCFD, in conjunction with the City and applicable project proponent.~~

Although implementation of the NCSP would result in program-level and cumulative impacts to schools, development impacts fees pursuant to SB 50 provide the exclusive method for mitigating environmental impacts related to the adequacy of school facilities. Therefore, additional fees and/or mitigation measures can not be required to offset cumulative impacts.

4.9.5 Conclusion

Through the payment of development impact fees into the Fire and Police Facilities and Equipment Fund, future consultation, and acreage for a fire station, program-level and cumulative impacts to police and fire protection services would be reduced to below a level of significance. Additionally, as identified above, SB 50 specifically provides that it is the exclusive method for financing school facilities and provides the exclusive method for mitigating environmental effects related to the adequacy of school facilities. Therefore, payment of fees would offset program- and cumulative level impacts to schools. Similarly, payment into the Riverside County Uniform Mitigation Fee program would avoid impacts to libraries. Impacts to hospitals and medical facilities would be less than significant and, therefore, mitigation is not required. Through payment of applicable fees, impacts to public services resulting from build-out of the NCSP would be less than significant.

This page intentionally left blank.

4.10 TRAFFIC AND TRANSPORTATION

This section discusses traffic and circulation issues associated with the North City Specific Plan (NCSP). A traffic study was prepared for the project by Iteris, Inc. in May 2008. The findings of the study are summarized below. The traffic study is included as Appendix G of this document.

4.10.1 Environmental Setting

4.10.1.1 Regional Access

The City of Cathedral City is located in Riverside County in the Coachella Valley. Cathedral City is situated south and north of Interstate 10 (I-10) between the cities of Palm Springs and Rancho Mirage. Two major regional routes provide primary access to the City, East Palm Canyon Drive and I-10.

I-10 connects the Los Angeles region with Arizona and other cities and states to the east. East Palm Canyon Drive is designated as State Route 111 (SR-111) at its junction with I-10 several miles west of Palm Springs. The Mid-Valley Parkway is an additional intra-regional arterial that extends from the Palm Springs International Airport entrance on Ramon Road, southeast to Cook Street.

Major Regional Roadways

Interstate 10

I-10 provides essential inter-city and inter-regional access and is a critical part of the local road network, moving people and goods into and out of Coachella Valley. Where it passes through Cathedral City, I-10 is built as an eight-lane divided freeway, which is accessed from a single diamond-shaped interchange at Date Palm Drive. Additional City access to I-10 is available through the Gene Autry Trail and Ramon Road interchanges to the west and east.

East Palm Canyon Drive

East Palm Canyon Drive runs along the toe of the Santa Rosa Mountains and the Whitewater River. East Palm Canyon Drive is an important intra-regional connector serving local cities. East Palm Canyon Drive is the corridor for the City's historic downtown area and is an important part of the Downtown Redevelopment Project.

Mid-Valley Parkway

The Mid-Valley Parkway is an arterial with four lanes divided that serves as the linkage between Palm Springs and ~~Rancho Mirage~~ Palm Desert. The Mid-Valley Parkway's westerly terminus is SR-111 in the San Geronio Pass, and its easterly terminus is Cook Street in Palm Desert. In Cathedral City, the Mid-Valley Parkway extends east-west along Dinah Shore Drive.

Major Local Roadways

Other major roadways of local importance include Gerald Ford Drive, Ramon Road, Vista Chino, Date Palm Drive and Cathedral Canyon Drive. These roadways have been built along a north-south grid that interconnects with major arterials passing through adjacent jurisdictions, which provide residents and visitors routes to traverse through the City.

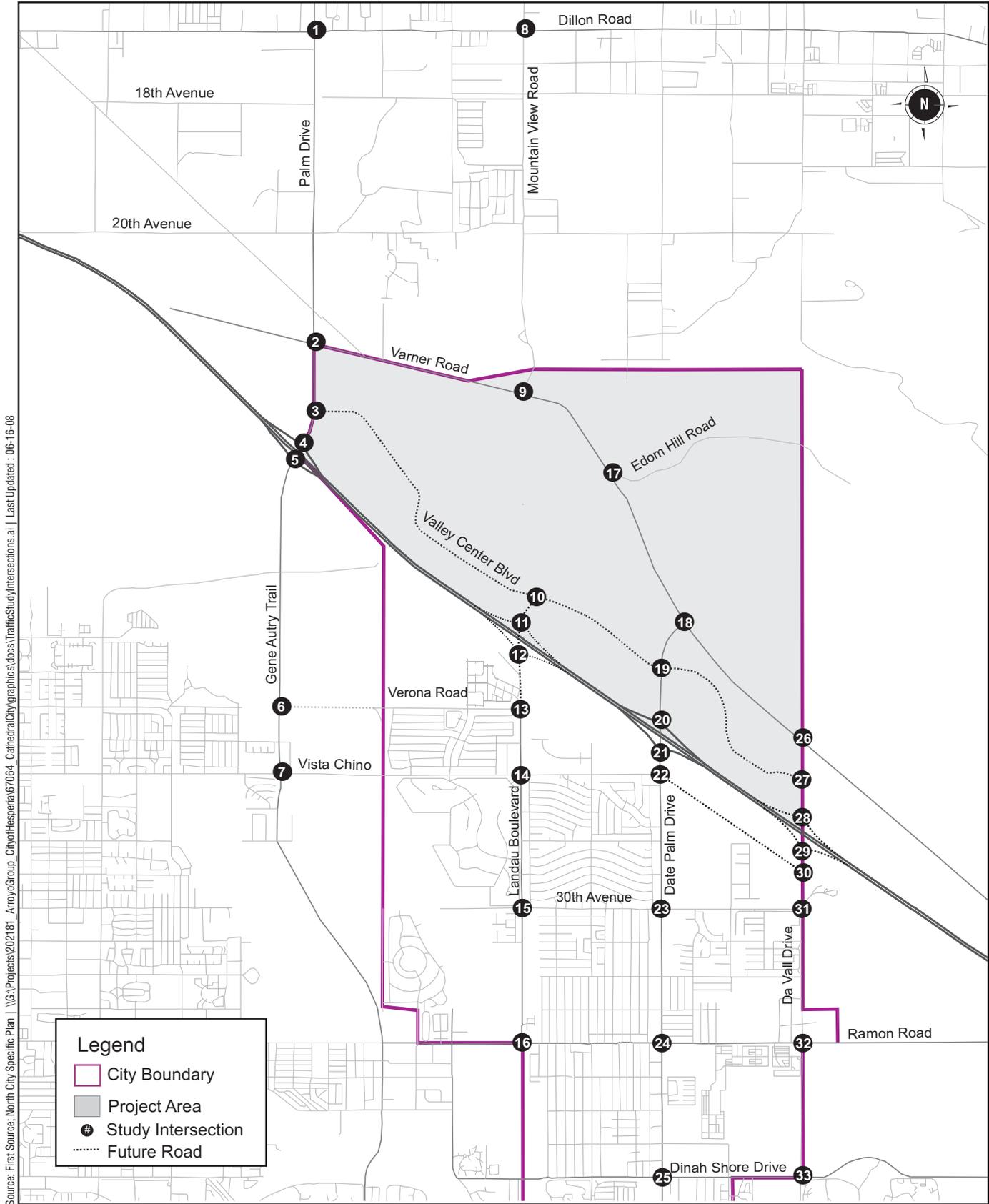
4.10.1.2 Existing Traffic Conditions at Study Intersections

Study Area

The study area was determined based on methodology provided in the Riverside County Traffic Study guidelines. The methodology states that key intersections (collector street or greater) within a 5-mile radius of the project where peak-hour project trips amount to 50 or more must be studied.

The number of project trips assigned to each intersection was determined using the latest version of the Coachella Valley Area Transportation Study (CVATS) model, which was developed by the Southern California Association of Governments, in conjunction with the Coachella Valley Association of Governments (CVAG) and the Riverside County Transportation Commission (RCTC). Twenty-three existing intersections were identified that meet the 50-trip threshold. In addition to the twenty-three existing intersections, ten future intersections are also included in the study area. The future intersections are located at proposed new interchanges on I-10 at Da Vall Drive and Landau Boulevard, as well as intersections created with the construction of Valley Center Boulevard. The following intersections are included in the study area. Figure 4.10-1 illustrates the locations of the study intersections.

1. Palm Dr/Dillon Rd
2. Palm Dr/Varner Rd
3. Palm Dr/Paul Rd-Valley Center Blvd
4. Palm Dr-Gene Autry Tr/I-10 Westbound Ramps
5. Palm Dr-Gene Autry Tr/I-10 Eastbound Ramps
6. Gene Autry Tr/Verona Rd (future intersection)
7. Gene Autry Tr/Vista Chino
8. Mountain View Rd/Dillon Rd
9. Mountain View Rd/Varner Rd
10. Landau Blvd/Valley Center Blvd (future intersection)
11. Landau Blvd/I-10 Westbound Ramps (future intersection)
12. Landau Blvd/I-10 Eastbound Ramps (future intersection)
13. Landau Blvd/Verona Rd
14. Landau Blvd/Vista Chino
15. Landau Blvd/30th Ave
16. Landau Blvd/Ramon Rd
17. Edom Hill Rd/Varner Rd
18. Date Palm Dr/Varner Rd
19. Date Palm Dr/Valley Center Blvd (future intersection)
20. Date Palm Dr/I-10 Westbound Ramps
21. Date Palm Dr/I-10 Eastbound Ramps
22. Date Palm Dr/Vista Chino
23. Date Palm Dr/30th Ave
24. Date Palm Dr/Ramon Rd
25. Date Palm Dr/Dinah Shore Dr
26. Da Vall Dr/Varner Rd (future intersection)
27. Da Vall Dr/Valley Center Blvd (future intersection)
28. Da Vall Dr/I-10 Westbound Ramps (future intersection)
29. Da Vall Dr/I-10 Eastbound Ramps (future intersection)
30. Da Vall Dr/Vista Chino (future intersection)
31. Da Vall Dr/30th Ave
32. Da Vall Dr/Ramon Rd
33. Da Vall Dr/Dinah Shore Dr



Source: First Source: North City Specific Plan | \G:\Projects\2021\81_ArroyoGroup_CityofHesperia\67064_CathedralCity\graphics\docs\TrafficStudy\Intersections.ai | Last Updated: 06-16-08

Study Area Intersections
FIGURE 4.10-1

4.10.1.3 Level of Service

Level of Service (LOS) is a measure of transportation system performance based upon the ratio of traffic volume relative to the capacity of the roadway or intersection. Roadway capacity is a factor of the number of travel lanes, the presence of left-turn pockets, parking, and other specific attributes. The volume-to-capacity ratio (V/C) indicates the overall performance of the roadway or intersection and corresponds to a rating of A through F identifying its level of capacity utilization and relative level of congestion. LOS A represents free-flow traffic with little or no delay whereas LOS F represents a breakdown of traffic flow and a high incidence of delay. The City of Cathedral City has adopted an LOS standard of “D” for its roadways and intersections.

Roadways are generally classified in a hierarchical manner, according to the number of vehicle lanes provided. Table 4.10-1 below lists the various roadway types identified in the General Plan Circulation Element and the maximum daily traffic volumes each type of roadway can accommodate at various levels of service. This table has been adapted from Table III-5 in the General Plan Circulation Element.

Table 4.10-1. Level of Service Daily Volume Thresholds

Classification	Lane Configuration	Average Daily Traffic (Veh/Day) Level of Service (Upper Limit)				
		A	B	C	D	E
Collector	2-Lane Undivided	6,000	9,000	12,000	15,000	18,000
Secondary Highway	4-Lane Undivided	10,000	15,000	20,000	25,000	30,000
Major Highway	4-Lane Divided	10,000	17,000	24,000	31,000	38,000
Arterial Highway	6-Lane Divided	17,000	27,500	38,000	48,500	59,000

Source: Adapted from the City of Cathedral City General Plan Circulation Element, Table III-5 (July 2002)

The analysis of traffic operations at intersections was conducted using the Traffix 7.9 software, according to the Highway Capacity Manual (HCM) delay methodology, which is described in the Highway Capacity Manual, Special Report 209 (Transportation Research Board, Washington, DC, 2000). Under the HCM methodology, LOS is based on the average delay experienced by vehicles traveling through an intersection. The analysis incorporates the effects of the lane geometry and signal phasing (e.g., protected or permitted left turns) at the intersection. Table 4.10-2 presents a brief description of each level of service letter grade, as well as the range of delays associated with each grade.

Of the thirty-three study area intersections, eight intersections fall under the jurisdiction of Caltrans, two intersections fall under the jurisdiction of the City of Palm Springs, two intersections fall under the jurisdiction of the City of Desert Hot Springs and twenty-one intersections fall under the jurisdiction of Cathedral City. All four jurisdictions have a level of service standard of “D”. Therefore, any intersection or roadway segment operating at “E” or “F” will be considered deficient requiring mitigation.

Table 4.10-2. Intersection Level of Service Definitions

Level of Service	Description	Signalized Intersection Delay (seconds per vehicle)	Unsignalized Intersection Delay (seconds per vehicle)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10	≤ 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles, This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	> 10 and ≤ 20	> 10 and ≤ 15
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	> 20 and ≤ 35	> 15 and ≤ 25
D	Fair operation. Vehicles are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues	> 35 and ≤ 55	> 25 and ≤ 35
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	> 55 and ≤ 80	> 35 and ≤ 50
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable, Potential for stop and go type traffic flow.	> 80	> 50

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington, D.C., 2000.

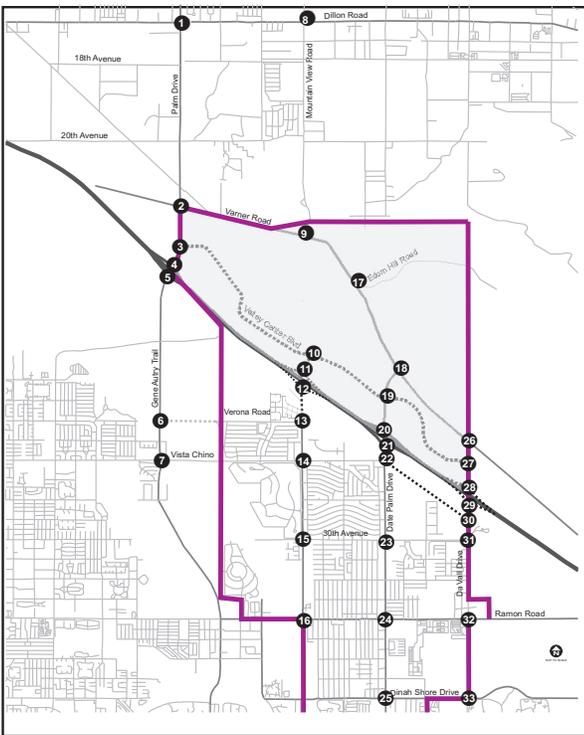
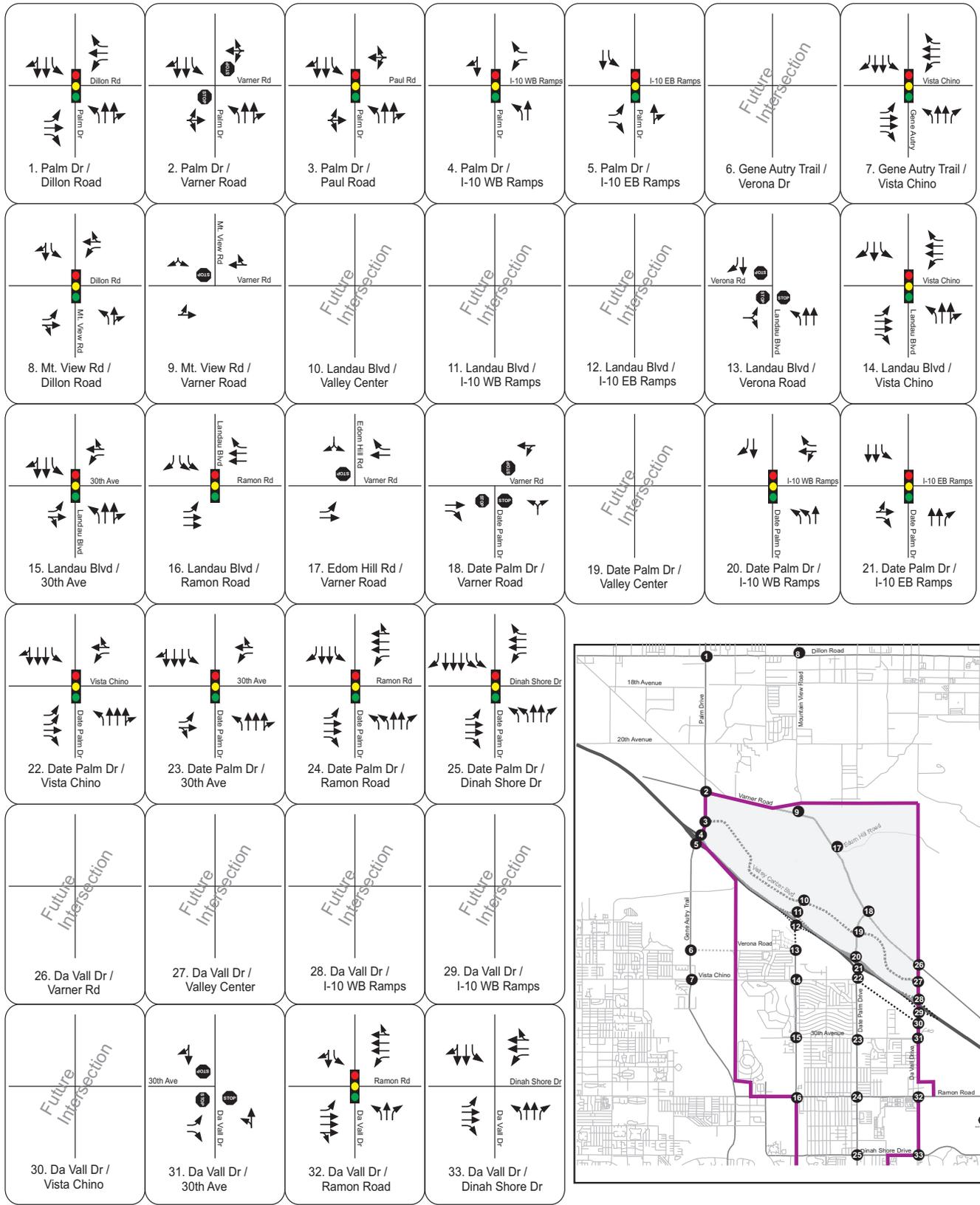
Existing Traffic Conditions

Development of Traffic Volumes

Existing peak hour traffic volumes at the study intersections are based on peak period turning movement counts conducted in July 2007 and March 2008. Traffic volumes at these intersections were converted to passenger car equivalent (PCE) volumes to represent the greater impact that trucks have on traffic operations because of their greater size and generally slower acceleration than passenger vehicles. A PCE factor of 1.5 was used for 2-axle trucks, 2.0 for buses and 3-axle trucks, and 3.0 for trucks with four or more axles. The overall truck percentages at all other intersections were developed from the adjacent intersection with classification counts. Since the traffic counts conducted in July were for the summer months (which are generally lower than winter counts in the Coachella Valley), a seasonal adjustment factor of 19 percent has been applied to all the counts to develop winter counts. The factor has been developed from the average daily traffic (ADT) counts conducted in July 2007 as compared to the latest winter 2007 ADT counts available from CVAG. To be conservative, the same seasonal factor was applied to March 2008 counts. Existing traffic volumes are illustrated in Figure 4.10-2.

An LOS analysis using the previously described methodologies was conducted to evaluate existing traffic conditions in the study area. The results of the intersection LOS analysis are summarized in Table 4.10-3.

Source: First Source; North City Specific Plan | \G:\Projects\2021\81_ArroyoGroup_CityofHesperia\67064_CathedralCity\graphics\docs\Traffic\ExistingConditions.ai | Last Updated: 06-16-08



Existing Conditions
FIGURE 4.10-2

4.10 Traffic and Transportation

Table 4.10-3. Existing Intersection Levels of Service

Intersection	Control	AM Peak Hour			PM Peak Hour		
		LOS	Delay (Sec)	V/C	LOS	Delay (Sec)	V/C
1. Palm Dr/Dillon Rd D	Signal	D	37.5	0.873	C	28.5	0.725
2. Palm Dr/Varner Rd	TWSC	E	46.4	N/A	F	>500	N/A
3. Palm Dr/Paul Rd-Valley Center Blvd	Signal	B	10.2	0.421	B	10.3	0.495
4. Palm Dr/I-10 Westbound Ramps	Signal	F	56.0	1.015	F	124.8	1.288
5. Palm Dr/I-10 Eastbound Ramps	Signal	F	59.3	1.034	D	43.3	0.987
6. Gene Autry Tr/Verona Rd	Future Intersection						
7. Gene Autry Tr/Vista Chino	Signal	E	60.4	0.998	E	56.0	0.979
8. Mountain View Rd./Dillon Rd	Signal	C	32.8	0.564	D	35.1	0.679
9. Mountain View Rd./Varner Rd	TWSC	F	248.6	N/A	E	44.3	N/A
10. Landau Blvd/Valley Center Blvd	Future Intersection						
11. Landau Blvd/I-10 Westbound Ramps	Future Intersection						
12. Landau Blvd/I-10 Eastbound Ramps	Future Intersection						
13. Landau Blvd/Verona Rd	AWSC	E	37.0	0.980	A	7.8	0.142
14. Landau Blvd/Vista Chino	Signal	D	39.8	0.783	C	31.1	0.662
15. Landau Blvd/30th Ave	Signal	C	29.0	0.693	C	20.5	0.457
16. Landau Blvd/Ramon Rd	Signal	F	166.8	1.470	F	77.9	1.168
17. Edom Hill Rd/Varner Rd	TWSC	D	32.5	N/A	E	45.7	N/A
18. Date Palm Dr/Varner Rd	AWSC	F	53.5	1.134	E	36.4	0.969
19. Date Palm Dr/Valley Center Blvd	Future Intersection 0.934						
20. Date Palm Dr/I-10 Westbound Ramps	Signal	D	48.7	0.934	D	53.3	0.985
21. Date Palm Dr/I-10 Eastbound Ramps	Signal	F	379.2	0.682	F	33.4	1.012
22. Date Palm Dr/Vista Chino	Signal	F	100.0	1.230	F	75.5	1.126
23. Date Palm Dr/30th Ave	Signal	F	417.8	2.316	C	35.0	0.833
24. Date Palm Dr/Ramon Rd	Signal	D	40.8	0.853	D	47.2	0.908
25. Date Palm Dr/Dinah Shore Dr	Signal	D	35.1	0.770	C	34.6	0.756
26. Da Vall Dr/Varner Rd	Future Intersection						
27. Da Vall Dr/Valley Center Blvd	Future Intersection						
28. Da Vall Dr/I-10 Westbound Ramps	Future Intersection						
29. Da Vall Dr/I-10 Eastbound Ramps	Future Intersection						
30. Da Vall Dr/Vista Chino	Future Intersection						
31. Da Vall Dr/30th Ave	AWSC	A	9.9	0.403	B	11.1	0.571
32. Da Vall Dr/Ramon Rd	Signal	D	40.4	0.847	C	33.4	0.686
33. Da Vall Dr/Dinah Shore	Signal	D	39.5	0.804	C	33.7	0.739

Notes: LOS = Level of Service, Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio
 AWSC - All-Way Stop Control
 TWSC - Two-Way Stop Control
 Bold indicates unsatisfactory level of service

An examination of the data in Table 4.10-3 indicates all study intersections are currently operating at satisfactory levels of service, with the following exceptions:

- Palm Dr/Varner Rd (a.m. and p.m. peak hours)
- Palm Dr-Gene Autry Tr/I-10 Westbound Ramps (a.m. and p.m. peak hours)
- Palm Dr-Gene Autry Tr/I-10 Eastbound Ramps (a.m. peak hour)
- Gene Autry Tr/Vista Chino (a.m. and p.m. peak hours)
- Mountain View Rd./Varner Rd (a.m. and p.m. peak hours)
- Landau Blvd/Verona Rd (a.m. peak hour)
- Landau Blvd/Ramon Rd (a.m. and p.m. peak hours)
- Edom Hill Rd/Varner Rd (p.m. peak hour)
- Date Palm Dr/Varner Rd (a.m. and p.m. peak hours)
- Date Palm Dr/I-10 Eastbound Ramps (a.m. and p.m. peak hours)
- Date Palm Dr/Vista Chino (a.m. and p.m. peak hours)
- Date Palm Dr/30th Ave (a.m. peak hour)

4.10.2 Thresholds of Significance

As identified in Appendix G of *CEQA Guidelines*, impacts to traffic and transportation would be considered significant if the project would:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;
- 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;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access;
- Result in inadequate parking capacity; or
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Level of Service Standard - City of Cathedral: For General Plan purposes, the upper level of LOS D is assumed to be the “acceptable” LOS for a given roadway in the City. The City of Cathedral City has adopted an LOS standard of “D” for its roadways and intersections. Therefore, any intersection operating at LOS E or F resulting from the proposed project is considered an impact requiring mitigation.

4.10.3 Environmental Impacts

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

Future Conditions Without Project

Traffic forecasts for the future baseline conditions have been developed using the latest version of the Coachella Valley Area Transportation Study (CVATS) model, which was developed by the Southern California Association of Governments, in conjunction with the CVAG and the RCTC.

Within the NCSP area, a detailed review of the CVATS model network and Traffic Analysis Zone (TAZ) structure was conducted to verify its adequacy for use in this project. The TAZ structure was refined by the addition of ten zones within the study area to develop more refined forecasts for the NCSP area. The socioeconomic and land use data from the CVATS model were allocated across the additional TAZs in proportion of their areas. The redistribution of the land use acreage was done based on the General Plan land use designations.

The following methodology was used to develop peak hour intersection turning movement volumes for the year 2030 baseline conditions. The base year of the CVATS model is 2000, and the forecast condition is General Plan build out. It has been assumed that build out conditions will not occur until year 2035 or beyond. For the purposes of volume development, year 2030 link volumes have been assumed to be 80 percent of modeled build out link volumes. It should be noted that the modeled link volumes for both base year (2000) and year 2030 are “raw” modeled volumes and hence were post-processed to develop refined modeled link volumes. The following describes in detail the methodology employed to determine the a.m. and p.m. peak hour intersection turn movements for year 2030 baseline conditions:

1. Year 2000 and build out link volumes were obtained from the CVATS model. Year 2030 link volumes were calculated as 80 percent of build out link volumes. The change in directional, peak hour vehicles on each intersection approach and departure was calculated by subtracting year 2000 modeled link volumes from year 2030 modeled link volumes.
2. The changes in peak hour vehicle volumes represent growth in traffic over the 30-year period from 2000 to 2030. Therefore, the 30-year growth was multiplied by 0.76 (i.e., 23/30) to represent the growth that would be expected in the 23-year span between the existing counts (2007) and 2030. This factored growth was then added to the existing volumes on each roadway segment to develop post-processed year 2030 approach and departure volumes at each intersection. It should be noted that the existing volumes used for post-processing includes a seasonal adjustment factor of 19 percent and hence reflects conditions during peak season (winter).
3. Year 2030 turning movement volumes at the study intersections were developed from existing turning movement volumes and year 2030 approach and departure volumes using the methodology described in National Cooperative Highway Research Program Report (NCHRP) 255, Highway Traffic Data for Urbanized Area Project Planning and Design (Transportation Research Board 1982).

4. Many of the study intersections do not currently exist, so the post-processing methodology could not be applied directly to those intersections. For these intersections, a “model error factor” representing the amount by which the CVATS model over- or under-predicts existing traffic volumes at similar intersections was calculated and applied to the modeled future volumes. The NCHRP 255 procedure was then applied to the adjusted future
5. Traffic volumes at all intersections were converted to PCE volumes to represent the greater impact that trucks have on traffic operations because of their greater size and generally slower acceleration than passenger vehicles. An average PCE factor of 2.5 was used for all trucks. The overall truck percentage at the intersection of Date Palm Drive and Varner Road was used to develop PCE volumes at all other study intersections.

An LOS analysis was conducted to evaluate projected intersection operations year 2030 no project traffic conditions. The results of the intersection LOS analysis are summarized in Table 4.10-4.

An examination of the data in Table 4.10-4 indicates all study intersections are projected to operate at satisfactory LOS, with the following exceptions:

- Palm Dr/Varner Rd (a.m. and p.m. peak hours)
- Gene Autry Tr/Vista Chino (a.m. and p.m. peak hours)
- Mountain View Rd./Varner Rd (a.m. and p.m. peak hours)
- Landau Blvd/Vista Chino (p.m. peak hour)
- Landau Blvd/Ramon Rd (a.m. and p.m. peak hours)
- Edom Hill Rd/Varner Rd (a.m. and p.m. peak hours)
- Date Palm Dr/Varner Rd (a.m. and p.m. peak hours)
- Date Palm Dr/Valley Center Blvd (p.m. peak hour)
- Date Palm Dr/Vista Chino (a.m. and p.m. peak hours)
- Date Palm Dr/30th Ave (a.m. and p.m. peak hours)
- Da Vall Dr/Varner Rd (a.m. and p.m. peak hours)
- Da Vall Dr/I-10 Westbound Ramps (a.m. and p.m. peak hours)
- Da Vall Dr/I-10 Eastbound Ramps (p.m. peak hour)
- Da Vall Dr/Vista Chino (a.m. and p.m. peak hours)
- Da Vall Dr/30th Ave (a.m. and p.m. peak hours)
- Da Vall Dr/Ramon Rd (a.m. and p.m. peak hours)
- Da Vall Dr/Dinah Shore Dr (a.m. and p.m. peak hours)

Future Conditions With Project

Year 2030 “With Project” Traffic Volumes

Year 2030 with project traffic volumes were developed in a similar way as the no project traffic volumes (Table 4.10-5). As discussed above, the TAZ structure was refined by the addition of ten new TAZs to the 2030 base network. The land use acreages and residential units for the NCSP were developed by the Arroyo Group with the assumption that the NCSP will reach 60 percent of its ultimate build out by year 2030. The residential units and non-residential acreages were split across the project TAZs after careful consideration of the land use distribution. These were then used to run the 2030 with project model.

4.10 Traffic and Transportation

Table 4.10-4. Year 2030 No Project Intersection Levels of Service

Intersection	Control	AM Peak Hour			PM Peak Hour		
		LOS	Delay (Sec)	V/C	LOS	Delay (Sec)	V/C
1. Palm Dr/Dillon Rd D	Signal	C	34.9	0.766	C	32.7	0.620
2. Palm Dr/Varner Rd	TWSC	F	>500	N/A	F	>500	N/A
3. Palm Dr/Paul Rd-Valley Center Blvd	Signal	B	10.3	0.390	B	10.8	0.555
4. Palm Dr/I-10 Westbound Ramps	Signal	B	19.5	0.514	C	21.9	0.586
5. Palm Dr/I-10 Eastbound Ramps	Signal	B	16.6	0.411	B	10.7	0.389
6. Gene Autry Tr/Verona Rd	Signal	B	15.6	0.115	C	22.1	0.332
7. Gene Autry Tr/Vista Chino	Signal	F	59.0	1.028	F	82.2	1.145
8. Mountain View Rd./Dillon Rd	Signal	B	19.3	0.632	C	25.2	0.746
9. Mountain View Rd./Varner Rd	TWSC	F	>500	N/A	F	>500	N/A
10. Landau Blvd/Valley Center Blvd	Future Intersection						
11. Landau Blvd/I-10 Westbound Ramps	Future Intersection						
12. Landau Blvd/I-10 Eastbound Ramps	Future Intersection						
13. Landau Blvd/Verona Rd	AWSC	C	16.2	0.704	B	10.0	0.391
14. Landau Blvd/Vista Chino	Signal	D	42.0	0.885	F	53.0	1.045
15. Landau Blvd/30th Ave	Signal	C	32.6	0.740	C	31.9	0.823
16. Landau Blvd/Ramon Rd	Signal	F	199.3	1.555	F	201.1	1.601
17. Edom Hill Rd/Varner Rd	TWSC	F	>500	N/A	F	>500	N/A
18. Date Palm Dr/Varner Rd	AWSC	F	300.2	1.973	F	371.6	2.095
19. Date Palm Dr/Valley Center Blvd	TWSC	D	26.7	N/A	E	45.7	N/A
20. Date Palm Dr/I-10 Westbound Ramps	Signal	B	18.7	0.480	C	20.2	0.465
21. Date Palm Dr/I-10 Eastbound Ramps	Signal	C	22.1	0.535	C	20.2	0.448
22. Date Palm Dr/Vista Chino	Signal	F	217.8	1.694	F	133.7	1.398
23. Date Palm Dr/30th Ave	Signal	F	154.0	1.474	F	99.7	1.321
24. Date Palm Dr/Ramon Rd	Signal	D	42.2	0.869	F	71.0	1.109
25. Date Palm Dr/Dinah Shore Dr	Signal	D	41.9	0.910	F	51.6	1.007
26. Da Vall Dr/Varner Rd	Signal	F	92.0	1.129	F	91.0	1.137
27. Da Vall Dr/Valley Center Blvd	Signal	A	6.6	0.433	B	18.3	0.508
28. Da Vall Dr/I-10 Westbound Ramps	Signal	F	68.2	1.059	F	168.8	1.359
29. Da Vall Dr/I-10 Eastbound Ramps	Signal	D	40.2	0.961	F	194.5	0.810
30. Da Vall Dr/Vista Chino	Signal	C	28.5	0.858	F	60.0	1.100
31. Da Vall Dr/30th Ave	AWSC	F	186.5	1.493	F	401.7	2.365
32. Da Vall Dr/Ramon Rd	Signal	F	126.1	1.236	F	224.7	1.683
33. Da Vall Dr/Dinah Shore	Signal	F	108.2	1.235	F	127.2	1.323

Notes: LOS = Level of Service, Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio
 AWSC - All-Way Stop Control
 TWSC - Two-Way Stop Control
 Bold indicates unsatisfactory level of service

4.10 Traffic and Transportation

Table 4.10-5. Year 2030 With Project (Preferred Plan) Intersection Levels of Service

Intersection	Control	AM Peak Hour			PM Peak Hour		
		LOS	Delay (Sec)	V/C	LOS	Delay (Sec)	V/C
1. Palm Dr/Dillon Rd D	Signal	D	42.5	0.861	D	35.1	0.739
2. Palm Dr/Varner Rd	TWSC	F	>500	N/A	F	>500	0.000
3. Palm Dr/Paul Rd-Valley Center Blvd	Signal	F	106.6	1.108	F	174.0	1.311
4. Palm Dr/I-10 Westbound Ramps	Signal	C	20.5	0.598	C	22.2	0.654
5. Palm Dr/I-10 Eastbound Ramps	Signal	B	17.5	0.435	B	12.0	0.452
6. Gene Autry Tr/Verona Rd	Signal	C	25.0	0.232	C	25.4	0.546
7. Gene Autry Tr/Vista Chino	Signal	E	64.8	1.039	F	88.7	1.167
8. Mountain View Rd./Dillon Rd	Signal	C	23.3	0.719	C	33.5	0.861
9. Mountain View Rd./Varner Rd	TWSC	F	>500	N/A	F	>500	0.000
10. Landau Blvd/Valley Center Blvd	Signal	C	25.1	0.576	D	46.9	0.963
11. Landau Blvd/I-10 Westbound Ramps	Only in Landau Interchange Alternative						
12. Landau Blvd/I-10 Eastbound Ramps	Only in Landau Interchange Alternative						
13. Landau Blvd/Verona Rd	AWSC	D	32.6	0.913	E	44.2	0.992
14. Landau Blvd/Vista Chino	Signal	F	73.0	1.157	F	61.6	1.088
15. Landau Blvd/30th Ave	Signal	D	38.4	0.830	D	49.6	0.963
16. Landau Blvd/Ramon Rd	Signal	F	256.6	1.736	F	255.9	1.775
17. Edom Hill Rd/Varner Rd	TWSC	F	273.2	1.330	F	162.4	1.373
18. Date Palm Dr/Varner Rd	AWSC	F	442.4	2.400	F	497.7	2.323
20. Date Palm Dr/I-10 Westbound Ramps	Signal	C	20.4	0.631	C	21.0	0.609
21. Date Palm Dr/I-10 Eastbound Ramps	Signal	B	15.8	0.562	B	14.8	0.417
22. Date Palm Dr/Vista Chino	Signal	F	252.7	1.830	F	139.5	1.429
23. Date Palm Dr/30th Ave	Signal	F	120.2	1.211	F	101.2	1.190
24. Date Palm Dr/Ramon Rd	Signal	D	42.3	0.857	F	75.8	1.135
25. Date Palm Dr/Dinah Shore Dr	Signal	D	44.4	0.935	F	58.5	1.037
26. Da Vall Dr/Varner Rd	Signal	F	134.3	1.263	F	137.4	1.286
27. Da Vall Dr/Valley Center Blvd	Signal	C	32.8	0.690	F	67.8	1.043
28. Da Vall Dr/I-10 Westbound Ramps	Signal	F	107.9	1.205	F	226.6	1.555
29. Da Vall Dr/I-10 Eastbound Ramps	Signal	F	66.9	1.143	F	85.8	1.313
30. Da Vall Dr/Vista Chino	Signal	C	24.4	0.716	C	30.1	0.847
31. Da Vall Dr/30th Ave	AWSC	F	216.9	1.555	F	497.6	2.670
32. Da Vall Dr/Ramon Rd	Signal	F	157.1	1.306	F	268.5	1.857
33. Da Vall Dr/Dinah Shore	Signal	F	116.7	1.265	F	138.4	1.371

Notes: LOS = Level of Service, Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio
 AWSC - All-Way Stop Control
 TWSC - Two-Way Stop Control

Similar model runs, TAZ allocations, and post-processing methodologies have been applied to develop traffic volumes for three project alternatives.

As shown, all study intersections are projected to operate at satisfactory levels of service, with the following exceptions:

- Palm Dr/Varner Rd (a.m. and p.m. peak hours)
- Palm Dr/Paul Rd-Valley Center Blvd (a.m. and p.m. peak hours)
- Gene Autry Tr/Vista Chino (a.m. and p.m. peak hours)
- Mountain View Rd/Varner Rd (a.m. and p.m. peak hours)
- Landau Blvd/Verona Rd (p.m. peak hour)
- Landau Blvd/Vista Chino (a.m. and p.m. peak hours)
- Landau Blvd/Ramon Rd (a.m. and p.m. peak hours)
- Edom Hill Rd/Varner Rd (a.m. and p.m. peak hours)
- Date Palm Dr/Varner Rd (a.m. and p.m. peak hours)
- Date Palm Dr/Vista Chino (a.m. and p.m. peak hours)
- Date Palm Dr/30th Ave (a.m. and p.m. peak hours)
- Date Palm Dr/Ramon Rd (p.m. peak hour)
- Date Palm Dr/Dinah Shore Dr (p.m. peak hour)
- Da Vall Dr/Varner Rd (a.m. and p.m. peak hours)
- Da Vall Dr/Valley Center Blvd (p.m. peak hour)
- Da Vall Dr/I-10 Westbound Ramps (a.m. and p.m. peak hours)
- Da Vall Dr/I-10 Eastbound Ramps (p.m. peak hour)
- Da Vall Dr/30th Ave (a.m. and p.m. peak hours)
- Da Vall Dr/Ramon Rd (a.m. and p.m. peak hours)
- Da Vall Dr/Dinah Shore Dr (a.m. and p.m. peak hours)

Because the NCSP would contribute to a degradation of LOS at the above-listed intersections, a significant impact is identified and mitigation is required.

Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

See above.

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?

The airport closest to the NCSP is Palm Springs International Airport located approximately 5 miles from the project site. The proposed project does not propose any land uses which would result in an increase in air traffic or a change in air traffic patterns. No impact is identified for this issue area.

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

All existing roadways are constructed in accordance with existing standards. The proposed NCSP does include traffic improvements and mitigation measures that would comply with existing roadway

standards. The NCSP does not propose any design features that would result in hazards or incompatible uses. Impact is less than significant.

Result in inadequate emergency access?

The existing emergency access in the City of Cathedral City include East Palm Canyon Drive, Dinah Shore Drive (Mid-Valley Parkway), Ramon Road and I-10. Currently, the proposed NCSP is undeveloped and proposed traffic improvements and mitigation measures would improve access into the NCSP site. The NCSP project implementation is not anticipated to result in inadequate emergency access to the project site. Therefore, impact is less than significant impact with mitigation measures.

Result in inadequate parking capacity?

Parking for the NCSP would be provided per City standards for associated land uses. Therefore, it is not anticipated that implementation of the NCSP would result in inadequate parking and a less than significant impact is identified.

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

The Sunline Transit Agency currently provides public transit service for the City of Cathedral City. Because the NCSP site is currently undeveloped, existing public transit service is not provided for the project area. In addition, the City's General Plan does not include an adopted master plan for trails and bike paths. Therefore, the proposed NCSP does not propose any uses or design features that would conflict with the use of alternative transportation. Therefore, a less than significant impact is identified.

4.10.4 Mitigation Measures

To mitigate for impacts to level of service at twenty intersections under year 2030 with project conditions, the following mitigation measure shall be implemented:

TT-1 As development under the NCSP moves forward, individual projects shall pay fair-share of the cost of the following improvements:

- Palm Dr/Varner Rd – Install a traffic signal. Add an exclusive westbound left turn lane and an exclusive eastbound left turn lane.
- Palm Dr/Paul Rd-Valley Center Blvd – Add a dedicated northbound right turn lane. Add a second southbound left turn lane. Restripe westbound shared through-right turn lane as a dedicated right turn lane. Since Valley Center Boulevard will be designed as four lane roadway as part of the project, the configuration of the westbound approach lanes can be part of the intersection design.
- Gene Autry Tr/Vista Chino – Add an eastbound through lane and a westbound through lane. Add a second exclusive westbound left turn lane. Modify signal phasing to provide northbound right turn overlap phasing.

4.10 Traffic and Transportation

- Mountain View Rd/Varner Rd – Install a traffic signal. Add two southbound left turn lanes and restripe southbound shared left/right turn lane as a dedicated right turn lane. Add two dedicated westbound right turn lanes and restripe westbound shared through/right turn lane as a through lane.
- Landau Blvd/Verona Rd – Install a traffic signal. Add a southbound through lane.
- Landau Blvd/Vista Chino – Add a second exclusive northbound left turn lane. Restripe the southbound dedicated right turn lane as a shared through/right turn lane. Modify signal phasing to provide eastbound right turn overlap phasing.
- Landau Blvd/Ramon Rd – Add a second exclusive eastbound left turn lane. Add a second dedicated southbound right turn lane. Add a third westbound through lane.
- Edom Hill Rd/Varner Rd – Add an eastbound through lane and a westbound through lane. This intersection will be signalized as part of the project.
- Date Palm Dr/Varner Rd – Install a traffic signal. Add two exclusive northbound left turn lanes and restripe northbound shared left/right turn lane as a dedicated right turn lane. Add a dedicated eastbound right turn lane and an eastbound through lane. Add an exclusive westbound left turn lane.
- Date Palm Dr/Vista Chino – Add a second exclusive northbound left turn lane. Restripe southbound shared through-right lane as a dedicated right turn lane and add a second dedicated southbound right turn lane with overlap phasing. Add an additional eastbound and westbound through lane.
- Date Palm Dr/30th Ave – Add dedicated eastbound and westbound right turn lanes. Restripe the shared through-right lanes as through lanes in both eastbound and westbound direction.
- Date Palm Dr/Ramon Rd – Add a second exclusive southbound left turn lane. Add an eastbound through lane.
- Date Palm Dr/Dinah Shore Dr - Add an eastbound through lane and a westbound through lane.
- Da Vall Dr/Varner Rd – This is a future intersection with Varner Road having the existing configuration of one lane in each direction. This intersection should be designed to have two through lanes in each direction with an exclusive westbound left turn lane. The northbound approach should have one exclusive left turn lane, a shared left-right lane and a dedicated right turn lane.
- Da Vall Dr/Valley Center Blvd – This is a future intersection with Valley Center Boulevard and Da Vall Drive as four-lane roadways. This intersection should be designed to accommodate dual northbound left turn lanes and a dedicated eastbound right turn lane.
- Da Vall Dr/I-10 Westbound Ramps – This is a future ramp intersection with the assumption that Da Vall Drive will be a four lane roadway with shared approach lanes from the ramp. This intersection should be designed to accommodate dual northbound left turn lanes, dual westbound left turn lanes, a dedicated westbound right turn lane and a dedicated southbound right turn lane.

4.10 Traffic and Transportation

- Da Vall Dr/I-10 Eastbound Ramps - This is a future ramp intersection with the assumption that Da Vall Drive will be a four lane roadway with shared approach lanes from the ramp. This intersection should be designed to accommodate dual northbound right turn lanes, a southbound exclusive left turn lane with a dedicated eastbound right turn lane.
- Da Vall Dr/30th Ave – Install a traffic signal. Add a northbound through lane and a southbound through lane. Add an exclusive northbound left turn lane and restripe northbound shared through/left turn lane as a through lane.
- Da Vall Dr/Ramon Rd – Add additional through lanes in each direction. Add dedicated westbound and eastbound right turn lanes. Add an additional southbound left turn lane and a dedicated southbound right turn lane.
- Da Vall Dr/Dinah Shore Dr – Add a second exclusive northbound left turn lane. Add a dedicated southbound right turn lane and restripe southbound shared through-right lane as a through lane. Add an additional eastbound and westbound through lane.

It should be noted that all of the improvements mentioned above are consistent with the General Plan designation for these roadways.

4.10.5 Conclusion

Implementation of the identified circulation improvements would reduce the impact associated with NCSP-related traffic at some of the affected intersections. Table 4.10-6 shows the peak hour LOS with the implementation of these improvements.

As shown in Table 4.10-6, with the implementation of circulations improvements, impacts at intersections and freeway segments within the study area would be reduced to a level below significance.

Table 4.10-6. Year 2030 With Project Intersection Levels of Service – With Mitigation

Intersection	Control	AM Peak Hour			PM Peak Hour		
		LOS	Delay (Sec)	V/C	LOS	Delay (Sec)	V/C
1. Palm Dr/Dillon Rd D	Signal	D	42.5	0.861	D	35.1	0.739
2. Palm Dr/Varner Rd	Signal	C	20.8	0.626	C	32.9	0.732
3. Palm Dr/Paul Rd-Valley Center Blvd	Signal	C	32.1	0.661	D	52.4	0.917
4. Palm Dr/I-10 Westbound Ramps	Signal	C	20.5	0.598	C	22.2	0.654
5. Palm Dr/I-10 Eastbound Ramps	Signal	B	17.5	0.435	B	12.012.0	0.452
6. Gene Autry Tr/Verona Rd	Signal	C	25.0	0.232	C	25.25.44	0.546
7. Gene Autry Tr/Vista Chino	Signal	D	38.0	0.792	D	46.9	0.917
8. Mountain View Rd./Dillon Rd	Signal	C	23.3	0.719	C	33.533.5	0.861
9. Mountain View Rd./Varner Rd		B	17.0	0.777	B	14.6	0.78
10. Landau Blvd/Valley Center Blvd	Signal	C	25.1	0.576	D	46.9	0.963
11. Landau Blvd/I-10 Westbound Ramps	Only in Landau Interchange Alternative						
12. Landau Blvd/I-10 Eastbound Ramps	Only in Landau Interchange Alternative						

4.10 Traffic and Transportation

Intersection	Control	AM Peak Hour			PM Peak Hour		
		LOS	Delay (Sec)	V/C	LOS	Delay (Sec)	V/C
13. Landau Blvd/Verona Rd	Signal	D	38.0	0.799	C	31.2	0.790
14. Landau Blvd/Vista Chino	Signal	D	42.8	0.916	D	37.6	0.848
15. Landau Blvd/30th Ave	Signal	D	38.4	0.830	D	49.6	0.963
16. Landau Blvd/Ramon Rd	Signal	D	48.9	0.972	D	47.7	0.981
17. Edom Hill Rd/Varner Rd	Signal	B	10.6	0.715	B	12.5	0.764
18. Date Palm Dr/Varner Rd	Signal	C	22.3	0.768	D	44.1	0.939
19. Date Palm Dr/Valley Center Blvd	Signal	C	29.1	0.675	D	44.9	0.907
20. Date Palm Dr/I-10 Westbound Ramps	Signal	C	20.4	0.631	C	21.0	0.609
21. Date Palm Dr/I-10 Eastbound Ramps	Signal	B	15.8	0.562	B	14.8	0.417
22. Date Palm Dr/Vista Chino	Signal	D	42.3	0.965	C	33.5	0.748
23. Date Palm Dr/30th Ave	Signal	D	43.8	0.876	D	46.0	0.897
24. Date Palm Dr/Ramon Rd	Signal	D	38.1	0.789	D	45.3	0.918
25. Date Palm Dr/Dinah Shore Dr	Signal	D	37.0	0.809	D	41.7	0.902
26. Da Vall Dr/Varner Rd	Signal	C	29.5	0.735	D	38.1	0.900
27. Da Vall Dr/Valley Center Blvd	Signal	C	30.8	0.682	D	45.2	0.893
28. Da Vall Dr/I-10 Westbound Ramps	Signal	C	28.8	0.705	D	43.9	0.98
29. Da Vall Dr/I-10 Eastbound Ramps	Signal	C	28.2	0.853	D	27.3	0.861
30. Da Vall Dr/Vista Chino	Signal	C	24.4	0.716	C	29.8	0.847
31. Da Vall Dr/30th Ave	Signal	C	30.1	0.719	C	42.4	0.939
32. Da Vall Dr/Ramon Rd	Signal	D	41.9	0.875	D	54.2	0.987
33. Da Vall Dr/Dinah Shore	Signal	D	36.1	0.791	D	39.8	0.877

Notes: LOS = Level of Service
 Delay = Average Vehicle Delay (Seconds)
 V/C = Volume-to-Capacity Ratio
 AWSC = All-W

This page intentionally left blank.

4.11 UTILITIES AND SERVICE SYSTEMS

The following section describes existing water, wastewater, solid waste, and electric and gas service systems and potential impacts of the North City Specific Plan (NCSP) on the availability of facilities and services. Service letters are included in Appendix F. In addition, the following document was used and is included in its entirety in Appendix H of this document:

North City Water Supply Information prepared by HDR Engineering, Inc. June 2008.

4.11.1 Environmental Setting

4.11.1.1 Regulatory Context

Senate Bill 221

Signed into law on October 8, 2001, California Senate Bill (SB) 221 establishes a process whereby sufficient water supply must be identified and available for any new residential development where the development proposes 500 homes or more; or, a water supplier has fewer than 5,000 service connections; or, the proposed development would increase the number of connections by at least 10 percent. A water supply must be identified and available unless there is proof of adequate water over at least the next 20 years, including during long periods of drought. Due to the size of the NCSP, a water supply assessment would be required pursuant to SB 221.

Senate Bill 901

Signed into law on October 16, 1995, SB 901 requires every urban water supplier to identify as part of its Urban Water Management Plan (UWMP), the existing and planned sources of water available to the supplier over a prescribed 5-year period. The UWMP must include a description of all water supply projects and programs that may be undertaken to meet total project water use. A city or county, at the time it submits a Notice of Preparation (NOP) or an Environmental Impact Report (EIR) for a project, shall request a letter from the urban water supplier stating whether the projected water demand was included as part of the most recent UWMP, and whether the project water demand would be met by the supplier. After receiving such information, cities and counties shall retain the authority to approve a project when water availability is not firmly established.

Senate Bill 610

Signed into law October 9, 2001, SB 610 resulted in amendments to the Public Resources Code and the Water Code. Revising provisions established by SB 901, SB 610 requires that the planning agency determine whether a proposed project, subject to the California Environmental Quality Act (CEQA), meets any of the thresholds for requiring preparation of a water supply assessment. Specifically, if the proposed project is a development of more than 500 dwelling units, the planning agency must then request that the urban water supplier prepare a water supply assessment. The assessment would include the identification of existing water entitlements, water rights, or water service contracts relevant to the water supply identified for the proposed project, and the amount of water received pursuant to such entitlements, rights, or contracts. Due to the size of the NCSP, a water supply assessment would be required pursuant to SB 610.

Urban Water Management Planning Act

Since 1984, the Urban Water Management Planning Act has required urban water suppliers to develop written UWMPs. While generally aimed at encouraging water suppliers to implement water conservation measures, it also created long-term planning obligations. In preparing UWMPs, urban water suppliers must describe the following:

- Existing and planned water supply and demand;
- Water conservation measures and a schedule for implementing and evaluating such measures; and
- Water shortage contingency measures.

Urban water suppliers are required to use a 20-year planning horizon and to update the data in the UWMPs every 5 years. Future population growth and the existing and planned sources of water available to the supplier must be addressed. Pursuant to the Urban Water Management Planning Act, the Coachella Valley Water District (CVWD) has prepared a UWMP, last updated in 2005.

California Integrated Waste Management Board Model Ordinance

California Integrated Waste Management Board (CIWMB) Model Ordinance (per Assembly Bill [AB] 939) redefined solid waste management practices by: (1) requiring each California city and county to divert 50 percent of the solid waste that is disposed, (2) requiring local governments to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan that identifies how to improve waste resource management by integrating solid waste management principals including source reduction, reuse, recycling, and composting before landfill disposal or regulated incineration, and (3) implementing programs that adhere to the goals, policies, and objectives outlined in the County's Household Hazardous Waste Element (HHWE) for reducing household hazardous waste. This ordinance requires recycling conditions on new developments and adequate areas for collecting and loading recyclable materials in development projects. CIWMB also requires that all counties have an approved County-wide Integrated Waste Management Plan (CIWMP). To be approved, the CIWMP must demonstrate sufficient solid waste disposal capacity for at least fifteen years, or identify additional available capacity outside of the County's jurisdiction. The individual cities within the County, including the City of Cathedral City, are independently responsible for implementation of the CIWMP goals and objectives to comply with AB 939.

City of Cathedral City General Plan – Water Resources Element

The Water Resources Element of the City of Cathedral City General Plan addresses issues pertaining to water quantity, quality, and availability for current and future City needs. The Water Resources Element depends on the coordination and cooperation between the City, CVWD, Desert Water Agency, and other agencies responsible for supplying water to the area. The element discusses water consumption trends in the Coachella Valley, groundwater recharge, recycled water and wastewater treatment, and their increasingly important roles in groundwater management. It is recommended that the NCSP be consistent with the goals, policies, and programs established by the Water Resources Element of the City of Cathedral City General Plan to appropriately manage water resources.

City of Cathedral City General Plan – Water, Sewer, and Utilities Element

The Water, Sewer, and Utilities Element of the City of Cathedral General Plan establishes policies and programs pertaining to domestic water, sewage treatment, and utility services. This includes policies and programs pertaining to natural gas, electricity, telephone, cable, and solid waste management. The Water, Sewer, and Utilities Element intends to provide a coordinated system of services to the City of Cathedral City at full build-out of the General Plan. The Element is directly related to the Land Use, Water Resources, Energy and Mineral Resources, and Flooding and Hydrology Elements. It is recommended that the NCSP be consistent with the goals, policies, and programs established by the Water Resources Element of the City of Cathedral City General Plan to appropriately manage water resources.

Cathedral City Municipal Code

Chapter 8.30, Underground Wires, of the Cathedral City Municipal Code establishes that, wherever feasible, utility structures shall be constructed underground. The term “utility structures” pertains to all poles, wires, and associated structures that provide electric, telephone, communication, and cable television service to users, customers, and subscribers. According to Section 8.30.030, the owner or developer proposing a construction project has the obligation to comply with all the requirements of Chapter 8.30, and in performance of said obligation shall make the necessary arrangements with the appropriate utilities for the installation and construction of utility facilities so that they will be in compliance with the provisions of Chapter 8.30. Compliance shall be demonstrated prior to issuance of building permits.

4.11.1.2 Existing Conditions

Water Supply

Water service to the NCSP area would be provided by the CVWD. According to the CVWD UWMP, the Coachella Valley currently receives water from three sources: groundwater, the Colorado River, and State Water Project (SWP) water. Additionally, the CVWD uses recycled water for irrigation of golf courses and other municipal greenbelt areas. The CVWD is also actively researching opportunities in desalination, which is anticipated to be used as a water source as early as 2008. Table 4.11-1, taken from the UWMP, shows the historical and project water supply for the CVWD. As shown, the projected water supply available in 2030 is 658,000 acre-feet (ac-ft) per year.

Because of the desert climate of the Coachella Valley, the CVWD has a variety of water conservation strategies and information available. Strategies include the use of drought tolerant plants in landscaping, use of smart controllers for residential irrigation, and information for children and educators about how to reduce water consumption (CVWD 2008). Additionally, according to the CVWD UWMP, sources of groundwater, canal water, and recycled water in the Coachella Valley are considered 100 percent reliable, and are not anticipated to be affected by one, two, or three consecutive dry years. The reliability of SWP water is currently being re-evaluated due to new restrictions on pumping from the Sacramento-San Joaquin Delta. Table 4.11-2 shows the reliability of water by source in 2030 according to the CVWD UWMP.

Table 4.11-1. Historical and Projected Water Supply by Source for CVWD

	Year	Ground-Water	Canal Water	SWP Exchange	Recycled Water	Desalinated Drain Water	Total Supply
Historical Values	1995	66,600	285,929	45,214	11,100	0	408,843
	1996	50,700	289,726	100,376	11,520	0	452,322
	1997	52,400	281,179	83,407	12,550	0	429,536
	1998	71,100	281,714	99,729	13,657	0	466,200
	1999	53,800	282,021	70,446	13,397	0	419,664
	2000	71,100	282,781	56,161	13,289	0	423,331
	2001	73,000	272,741	3,242	12,923	0	361,905
	2002	76,500	280,845	26,912	13,289	0	397,546
	2003	78,600	245,069	3,177	13,903	0	340,749
	2004	73,400	238,456	16,167	14,831	0	342,854
Projected Values	2005	85,100	282,000	46,000	15,300	0	428,400
	2010	106,700	318,000	62,000	23,100	4,000	513,800
	2015	123,100	342,000	70,600	25,100	8,000	568,800
	2020	123,700	379,000	70,100	26,500	8,000	607,300
	2025	124,200	404,000	68,100	27,600	11,000	634,900
	2030	123,200	429,000	66,500	28,300	11,000	658,000

Source: Coachella Valley Water District Urban Water Management Plan (2005)

Table 4.11-2. Water Supply Reliability by Source in 2030

Supply Source	Average/ Normal Water Year	Single Dry Year	Multiple Dry Years		
			Year 1	Year 2	Year 3
Groundwater	100%	100%	100%	100%	100%
Canal Water	100%	100%	100%	100%	100%
Recycled Water	100%	100%	100%	100%	100%
SWP Water	77%	0%	0%	0%	0%
Desalinated Drain Water	100%	100%	100%	100%	100%

Source: Coachella Valley Water District Urban Water Management Plan (2005)

Wastewater

Currently there is no sewer system within the NCSP area and connection points to existing infrastructure are located south of Interstate 10 (I-10). According to the *Infrastructure Analysis and Hydrology Study* (2007), prepared for the NCSP, there is a proposed sewer line that is in the planning stage which would extend from south of Desert Hot Springs through the NCSP area, and connect to the City of Thousand Palms. This pipeline would likely serve the NCSP area. However, as of the release of this document, final plans for the sewer line have not been available to the public. Therefore, it is unclear how plans for the sewer line are moving forward.

Wastewater collection and treatment services in the developed portions of City of Cathedral City (south of I-10) are provided by the CVWD. It is anticipated that the CVWD would provide wastewater services

4.11 Utilities and Service Systems

to the NCSP area. According to the 2006-07 Annual Review and Water Quality Report prepared by the CVWD, the CVWD is currently expanding three of its six wastewater reclamation plants with more modern equipment for increased efficiency (2007). Facility expansion is required to accommodate anticipated growth in the Coachella Valley, including the NCSP area. According to the CVWD, water reclamation plants in the CVWD have the capacity to treat more than 31 million gallons of sewage a day and currently handle, on average, slightly more than 18 million gallons daily.

According to the Water Resources Element of the City of Cathedral City General Plan, the Cook Street Wastewater Reclamation Plant in Palm Desert serves development in the City and is capable of generating tertiary treated water. Tertiary treated water undergoes three levels of treatment which make it useable for irrigation of landscaping and golf courses. The Cook Street Wastewater Reclamation Plant has the capacity to treat 18 million gallons of wastewater daily and currently treats approximately 12 million gallons a day.

Solid Waste

Solid waste services in the NCSP area would be provided by Burrtec Waste and Recycling Services. Solid waste collected in the City is taken to Edom Hill Transfer Station for processing and then ultimately to either Lamb Canyon or Badlands Landfill. Both Lamb Canyon Landfill and Badlands Landfill are owned and operated by the Riverside County Waste Management Department.

The Lamb Canyon Landfill is located at 16411 Lamb Canyon Road. The Class III permitted landfill is currently active and accepts agricultural, construction/demolition, dead animal, green material, industrial, inert, metal, mixed municipal, and tire waste. It has a total acreage of 353 acres and disposal acreage of 144.6 acres. Permitted capacity of the landfill is 34,292,000 cubic yards (yd³). The remaining capacity (as of July 2005) is approximately 20,908,171 yd³. Total daily permitted capacity is 3,000 tons. The 2006 average volume disposed was 2,030 tons. This represents approximately 68 percent of the maximum daily capacity. According to the CIWMB, the projected closure date of the Lamb Canyon Landfill is January 1, 2023.

The Badlands Landfill is located at 31125 Ironwood Avenue. The Class III permitted landfill is currently active and accepts agricultural, ash, construction/demolition, dead animals, green materials, industrial, inert, metals, mixed municipal, tire, and wood waste. It has a total acreage of 246 acres and disposal acreage of 150 acres. Permitted capacity of the landfill is 30,386,332 yd³. The remaining capacity (as of May 2005) is approximately 21,866,092 yd³. Total daily permitted capacity is 4,000 tons. The 2006 average volume disposed was 2,195 tons. This represents approximately 56 percent of the maximum daily capacity. According to the CIWMB, the projected closure date of the Badlands Landfill is January 1, 2016.

Electric Services

Electric services in the NCSP area would be provided by Southern California Edison (SCE). Currently, the NCSP area has an existing SCE transmission corridor running down the middle of the area, from the northwest corner to the southeast corner, roughly parallel to I-10. These high voltage transmission lines deliver power to substations that step the power down and out through distribution lines, which are of a lower voltage. From distribution lines, commercial and residential properties receive power through transformers that reduce the power down even further for safety purposes. Also for safety purposes, a 300-foot wide SCE right-of-way covers the high voltage transmission line.

According to the *Infrastructure Analysis and Hydrology Study* (2007), distribution lines are located north of I-10, along Varner Road, from Palm Drive through Date Palm Drive, all the way to the eastern boundary of the NCSP area. Distribution lines coming off of Varner Road will be directed to the south, along the west side of Date Palm Drive, and will run over and across I-10 and the railroad, into residential areas of the City.

Gas Services

Gas services in the NCSP area would be provided by the Southern California Gas Company (SCG). Currently, three high pressure gas lines pass through the NCSP area. One is a 30-inch high pressure gas line, which runs diagonally through the southern third of the NCSP area. A second gas line, which runs parallel to the first, is also a 30-inch high pressure gas line. The third gas line is a 36-inch high pressure gas line that primarily follows I-10 and enters the NCSP area near Landau Boulevard and runs southeast through the southern third of the NCSP area.

SCG levies fees which new development must pay when connecting to high pressure lines for gas services. The amount which new development shall pay is determined on a project-specific basis and depends on the type of land use which would be connecting to existing lines. Individual projects developed under the NCSP would be required to pay connection fees, as applicable, with the final amount to be decided at the time of project approval.

4.11.2 Thresholds of Significance

According to *CEQA Guidelines* Appendix G (XVI), a significant impact to utilities and service systems would be identified if the proposed project is determined to result in one of the following:

- Have insufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements;
- Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB);
- 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;
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Inability to be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or
- Non-compliance with federal, state, and local statutes and regulations related to solid waste.

A significant impact to utilities and service systems may also result if the proposed project is determined to result in one of the following:

- Require or result in the construction of new electric or gas facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- Have insufficient gas or electric supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements.

4.11.3 Environmental Impacts

4.11.3.1 Program-Level Impacts

Water Supply

The CVWD UWMP includes projections for future water demands through 2030 for various parts of the CVWD service area. Table 4.11-3 shows the projected water demand by city in the CVWD service area. As shown, the City of Cathedral City will require 32,587 ac-ft/year by 2030. This represents an increase in demand of 12,539 ac-ft/year from 2005 demand.

Table 4.11-3. Projected Water Consumption in CVWD

City	Consumption (ac-ft/yr)					
	2005	2010	2015	2020	2025	2030
Bermuda Dunes	2,710	2,861	3,242	3,312	3,327	3,335
Cathedral City	20,048	23,283	26,996	29,741	31,358	32,587
Coachella	112	595	1,257	1,908	2,557	3,206
Indian Wells	9,142	10,546	11,355	11,481	11,558	11,566
Indio	1,116	1,334	1,395	1,418	1,444	1,465
La Quinta	21,177	23,848	24,778	25,440	25,912	26,111
Mecca	904	1,039	1,228	1,430	1,579	1,620
Palm Desert	35,406	39,425	40,369	41,307	42,164	42,983
Rancho Mirage	23,232	25,876	29,135	31,624	32,929	33,572
Thousand Palms	2,122	2,543	3,915	5,138	6,555	6,697
Unincorporated	14,272	22,461	30,433	37,830	44,300	50,266
Total	130,241	153,811	174,103	190,630	203,682	213,406

Source: Coachella Valley Water District Urban Water Management Plan (2005)

The projected water demand for the NCSP area in 2030 was calculated using the net acreage proposed for development by 2030 and usage factors from the CVWD Water System Backup Facilities Charge Study (July 2006). In order to apply usage factors approved by CVWD, each proposed land use had to be matched with a development type that had usage factors defined for it by CVWD. Table 4.11-4 shows the proposed land uses for the NCSP area and the corresponding development type, as defined by CVWD.

Using totaled net acreages for each development type, the appropriate CVWD usage factors were applied to determine the projected water demand for the NCSP area. Table 4.11-5 shows the projected water demand for the NCSP area. As shown, by 2030, the NCSP area would require 3,820.1 ac-ft of water per year.

Table 4.11-4. Proposed Land Uses (2030) and Corresponding Development Type

Proposed Land Use (2030)	Net Acreage	CVWD Development Type
<i>Western Area</i>		
Mixed-Use Commercial <u>Urban</u>		
Retail/ Restaurant	56.4	Retail Shopping Areas
Office	12.6	Business Offices
Residential (450 du/ ac max)	51.0	Apartments and Condos
Mixed-Use Residential <u>Neighborhood</u>		
Residential (25 du/ ac max)	78.6	Apartments and Condos
Retail/ Restaurant	8.4	Retail Shopping Areas
<i>Eastern Area</i>		
Mixed-Use Commercial <u>Urban</u>		
Retail/ Restaurant	51.0	Retail Shopping Areas
Office	15.0	Business Offices
Residential (450 du/ ac max)	63.6	Apartments and Condos
Hotel	9.0	Hotels and Motels
RV Resort	49.2	Mobile Home and Trailer Park
Mixed-Use Residential <u>Neighborhood</u>		
Residential (25 du/ ac max)	108.0	Apartments and Condos
Resort Villas (7 du/ ac max)	46.2	Residential Lots
Residential Estate/ Open Space	69.6	Residential Lots
Business Park	141.0	Industrial and Commercial Parks
Light Industrial	7.8	Industrial and Commercial Parks
Open Space	13.8	Golf Course Developments
<i>Edom Hill Site</i>		
Light Industrial	70.8	Industrial and Commercial Parks
Light Industrial (in Hillside Overlay)	76.2	Industrial and Commercial Parks
<i>Development of Overlays</i>		
Retail	18.6	Retail Shopping Areas

Table 4.11-5. Projected Water Demand for NCSP Area

Development Type	Net Acreage	Factor (ac-ft/ac/yr)	Demand (ac-ft/yr)
Apartments and Condos	301.2	5.42	1,632.5
Business Offices	27.6	7.04	194.3
Golf Course Developments	13.8	6.16	85.0
Hotels and Motels	9.0	7.66	68.9
Industrial and Commercial Parks	295.8	2.34	692.2
Mobile Home and Trailer Park	49.2	3.21	157.9
Residential Lots	115.8	5.56	643.8
Retail Shopping Areas	134.4	2.57	345.4
Total	946.8		3,820.1

The projected water demand for the NCSP area by 2030 (3,820 ac-ft/year) represents approximately 30.4 percent of the anticipated growth in demand for water in the City of Cathedral City. Therefore, the projected demand for the City would be adequate to serve the NCSP area. A less than significant impact is identified.

Water Infrastructure

A water reservoir with two 65-foot diameter water tanks is located in the center of the NCSP area. On the east side of the reservoir, a 24-inch pipeline extends from each tank which then connects to a single 30-inch pipeline that connects to a water line in Varner Road. Existing pipelines are also located in Date Palm Drive, along I-10, and east of the intersection of Vista Chino and Date Palm Drive, south of I-10. It is anticipated that the NCSP area would be connected to the existing infrastructure; however, according to written communication with the CVWD, significant domestic water facilities need to be constructed for the provision of water service to the NCSP area. The construction of these facilities has the potential to result in significant impacts to the environment. Therefore, a potentially significant impact is identified and mitigation is required.

RWQCB Requirements

The CVWD has six water reclamation plants, three of which are currently being upgraded to improve efficiency. The water reclamation plants are under the jurisdiction of the Colorado River Basin RWQCB. Operation of the water reclamation plants, including discharge of effluent, would be consistent with applicable requirements, including the regulations of the Colorado River Basin RWQCB. Construction and installation of new infrastructure required by NCSP area would be consistent with the City's adopted wastewater system design criteria/guidelines. Adherence to these guidelines would ensure that NCSP would not exceed wastewater treatment requirements of the Colorado River Basin RWQCB and therefore, a less than significant impact is identified.

Storm Water Drainage Facilities

Currently, the NCSP area is vacant and undeveloped. Implementation of the NCSP would require the construction of new storm water drainage facilities. As of the release of this document, the location and type of storm water drainage facility has not been finalized by the NCSP. Therefore, impacts related to the construction of storm water drainage facilities are unknown at this time. As a conservative measure, it is considered that the construction of these facilities has the potential to result in significant environmental impacts. Construction of storm drainage facilities such as detention basins and associated pipelines involves trenching and construction of pipelines. This has the potential to impact undiscovered buried cultural resources and sensitive wildlife habitat. Therefore, a potentially significant impact is identified and mitigation is required.

Wastewater Treatment Capacity

There is currently no existing sewer system within the NCSP area and final plans for the sewer line from Palm Desert to Thousand Palms are not yet available to the public. However, according to written communication with the CVWD, the NCSP area is within the service boundaries of the CVWD and there is potential for the CVWD to provide wastewater treatment services to the NCSP area. The Cook Street Wastewater Reclamation Plant in Palm Desert provides wastewater treatment services to the developed areas of the City south of I-10. It is assumed that the Cook Street Wastewater Reclamation Plant would serve the NCSP area. However, final plans regarding the sewer service in the NCSP area have not yet been established. Therefore, a potentially significant impact is identified and mitigation is required.

Wastewater Infrastructure

According to written communication with the CVWD, implementation of the NCSP would require the construction of significant wastewater facilities. Currently, no wastewater system exists within the NCSP area and connection points to existing infrastructure are located south of I-10. Therefore, the construction of new wastewater infrastructure is required and may result in significant environmental impacts due to trenching for pipeline installation. A potentially significant impact is identified and mitigation is required.

Landfill Capacity

Solid waste collected from the NCSP area would be transported to Edom Hill Transfer Station, and then to either Lamb Canyon or Badlands Landfill. Table 4.11-6 shows the anticipated solid waste generation for the NCSP area by 2030.

Table 4.11-6. Solid Waste Generation for NCSP

Land Use	Generation Factor (pounds per unit per week)	Estimated Total Units for NCSP	Estimated Tons per Year for NCSP	Estimated Tons per day for NCSP ¹
Residential	0.41 tons/dwelling unit/year	9,618 dwelling units	3,943.38	10.8
Commercial	0.0024 tons/sf/year	5,857,715 sf	14,058.5	38.5
Industrial/Office	0.0108 tons/sf/year	4,266,406 sf	46,077.2	126.2
Total			64,079.1	175.5

Source: Riverside County Integrated Project EIR (2003)

Notes: sf = square feet
¹ (Tons per Year)/365

As identified in Section 4.11.1.2, the average daily intake of the Lamb Canyon and Badlands Landfills are 2,030 tons and 2,195 tons, respectively. Development of land uses proposed under the NCSP has the potential to add 175.5 tons per day of solid waste to either landfill. At the Lamb Canyon Landfill, this represents approximately 5.8 percent of the maximum daily capacity and at Badlands Landfill this represents approximately 4.4 percent of the maximum daily capacity. Because, as of 2006, the Lamb Canyon and Badlands Landfills had approximately 32 percent and 44 percent, respectively, of the maximum daily capacity available, it is inferred that there is adequate capacity to accommodate solid waste generated within the NCSP area until closure of the landfills. The Lamb Canyon Landfill is anticipated to close in 2023 and the Badlands Landfill is anticipated to close in 2016. According to written communication with Burrtec Waste and Recycling Services, it is unknown at this time where solid waste will be diverted to upon closure of the Lamb Canyon and Badlands Landfills. Therefore, it is unknown at this time if a landfill with adequate capacity will be available to serve the NCSP. A significant impact is identified and mitigation is required.

Federal, State, and Local Statutes and Regulations

Build-out of the NCSP would be required to comply with all applicable federal, state, and local statutes and regulation related to solid waste, including, but not limited to, the Riverside County’s SRRE, HHWE, the California Solid Waste Reuse and Recycling Act of 1991, and the provisions of the CIWMB Model Ordinance. By complying with applicable federal, state, and local statutes, the volumes of solid waste from the NCSP area going to landfills would be reduced as recycling and green waste are diverted away.

Compliance with all applicable statutes and regulations would ensure impacts are less than significant with regard to solid waste regulations.

Electric Services

As implementation and build-out of the NCSP moves forward, installation of distribution lines would be required to connect to the existing transmission lines which run across the site. Pursuant to Rule 15, Distribution Line Extensions, as promulgated by SCE, SCE shall be responsible for planning, designing, and engineering distribution line extensions using established SCE standards for material, design, and construction. Additionally, pursuant to Chapter 8.30 of the Cathedral City Municipal Code, electrical facilities would be constructed underground to the greatest extent possible. However, final plans for the location of distribution line connections have not yet been established. Therefore, the construction of distribution line extensions has the potential to result in significant environmental impacts. A potentially significant impact is identified and mitigation is required.

Gas Services

As development under the NCSP moves forward, the construction of new infrastructure would be required to connect to the existing 30- and 36-inch pipelines that currently cross the NCSP area. New infrastructure includes distribution pipelines which would connect land uses to the larger high pressure lines existing across the NCSP area. Additionally, a regulator station would be required to reduce the gas pressure from larger high pressure lines as gas is output through smaller distribution lines. Also, if residential land uses are constructed near the existing pipelines, replacement and/or upgraded pipelines may be required for safety purposes. The construction of new infrastructure to transport gas services has the potential to result in significant environmental impacts due to the required trenching for pipeline installation. These impacts are particularly pertinent in relation to cultural and biological resources as trenching can disturb undiscovered buried resources and wildlife habitat. Final plans for infrastructure improvements have not yet been established. Therefore, the NCSP would result in potentially significant impacts to gas services and mitigation is required.

4.11.4 Mitigation Measures

To mitigate for cumulative impacts to water supply, the following shall be implemented:

UTIL-1 ~~Prior to approval of Tentative Map or site plan (in the absence of a Tentative Map) As development under the NCSP moves forward, Each project applicant shall prepare a Water Supply Assessment shall be prepared to demonstrate that adequate water supply is available for the 20-year maximum build-out capacity per SB 221 and SB 610. Additionally, the water supply assessment shall be reviewed and updated every five years to demonstrate adequate water supply. prior to issuance of building permits for each new phase or individual project proposed under the NCSP, the phase or project shall demonstrate that the water demand for the new development is within the projections of the NCSP Water Supply Assessment. If the water demand for the new phase or individual project is in excess of projections of the NCSP Water Supply Assessment, then the new phase or project shall be required to prepare an additional Water Supply Assessment to demonstrate that a reliable water supply is available, as established by SB 221 and SB 610. If a reliable water source would not be available as established by SB 221 and SB 610, then the next new phase or individual project shall not move forward until a reliable water supply is identified.~~

To mitigate for program-level and cumulative impacts to water infrastructure, the following shall be implemented:

UTIL-2 Prior to approval of each Subdivision Application and/or Development Application, the project applicant shall prepare a water master plan ~~Water Supply Assessment prepared per mitigation measure UTIL-1 shall include~~ detailed plans for the location and size of water infrastructure required to serve the 20-year maximum build-out of the NCSP as identified in the water supply assessment(s) required under UTIL-1. Construction and installation of said water infrastructure shall occur as each new phase or individual project is implemented under the NCSP. Additionally, prior to issuance of building permits for each new phase or individual project, the phase or project shall demonstrate to the satisfaction of the City Engineer that the project can be feasibly connected to water infrastructure proposed in the water master plan without additional significant environmental impacts, as defined by stipulations of CEQA. ~~that construction of water infrastructure required to serve the new development does not result in a significant environmental impact as defined by stipulations of CEQA, construction of water infrastructure would result in significant impacts to the environment, further environmental review shall be conducted and site specific mitigation measures shall be proposed pursuant to CEQA.~~

To mitigate for program-level and cumulative impacts to storm water drainage facilities, the following shall be implemented:

UTIL-3 The respective project applicants for individual projects proposed under the NCSP shall demonstrate to the satisfaction of the City Engineer that storm water drainage facilities serving the NCSP area are adequately located and sized to handle the anticipated storm water runoff from the NCSP area. Additionally, as each new phase or individual project is proposed under the NCSP, the phase or project shall demonstrate that construction of new storm water drainage facilities would not result in a significant environmental impact, particularly in relation to biological and cultural resources, as defined by stipulations of CEQA. If construction of storm water drainage facilities would result in a significant environmental impact, further environmental review shall be conducted and mitigation measures shall be proposed pursuant to CEQA.

To mitigate for program-level and cumulative impacts to wastewater treatment capacity and wastewater infrastructure, the following shall be implemented:

UTIL-4 Prior to issuance of building permits, each project applicant shall prepare a sewer master plan ~~issuance of building permits, the respective project applicants for individual projects proposed under the NCSP shall in consultation~~ with the City Engineer and CVWD to ~~determine if design~~ an adequately sized sewer system ~~is available~~ for wastewater disposal within the NCSP area. The respective project applicants for all individual projects proposed under the NCSP shall pay fair-share towards the construction of the new wastewater infrastructure proposed in the sewer master plan. Additionally, as each new phase or individual project is proposed under the NCSP, prior to issuance of building permits, the phase or project applicant shall demonstrate to the satisfaction of the City Engineer that the project can be feasibly connected to wastewater infrastructure proposed in the sewer master plan without additional significant environmental impacts, as defined by stipulations of CEQA. ~~that construction of new a sewer system would not result in a significant environmental impact, particularly in relation to biological and cultural~~

4.11 Utilities and Service Systems

~~resources, as defined by stipulations of CEQA. If construction of a sewer system would result in a significant environmental impact, further environmental review shall be conducted and mitigation measures shall be proposed pursuant to CEQA.~~

To mitigate for program-level and cumulative impacts to landfills, the following shall be implemented:

UTIL-5 As each new phase or development is proposed under the NCSP, prior to approval of a Subdivision Application and/or Development Application, the project applicant for each phase or development shall demonstrate that adequate landfill capacity is available to serve the new development, as established by regulations of the CIWMB.

To mitigate for program-level and cumulative impacts to electric services, the following shall be implemented:

UTIL-6 Prior to issuance of building permits, the respective project applicants for individual projects proposed under the NCSP shall demonstrate that the anticipated electrical demand for ~~maximum~~ the 20-year build-out of the NCSP can be met by the electric purveyor SCE over the course of build-out of the NCSP. Additionally, as each new phase or individual project is proposed under the NCSP, the project applicant for each phase or project shall demonstrate that connection of distribution lines would not result in a significant environmental impact as defined by CEQA. If connection of distribution lines would result in a significant environmental impact, further environmental review shall be conducted and mitigation measures shall be proposed pursuant to CEQA.

To mitigate for program-level and cumulative impacts to gas services, the following shall be implemented:

UTIL-7 Prior to issuance of building permits, individual projects proposed under the NCSP shall demonstrate that the anticipated natural gas demand for build-out can be met by ~~SCG~~ the gas purveyor over the course of build-out of the NCSP. Additionally, as each new phase or individual project is proposed under the NCSP, the phase or project shall demonstrate that connection of distribution lines or improvements to existing gas transmission lines would not result in a significant environmental impact as defined by CEQA. If connection of distribution lines or improvements to existing transmission lines would result in a significant environmental impact, further environmental review shall be conducted and mitigation measures shall be proposed pursuant to CEQA.

4.11.5 Conclusion

Due to the amount of development proposed under the NCSP, implementation of the NCSP would result in a substantial increase in demand for water supply and infrastructure, wastewater treatment capacity and infrastructure, landfill capacity, and electric and gas services. The increase in demand would result in significant impacts to the City's utilities and service systems. However, through implementation of mitigation measures UTIL-1 through UTIL-7, program- and cumulative-level impacts would be reduced to below a level of significance. If, through implementation of UTIL-1 through UTIL-7, project-level impacts are identified, further environmental review shall be conducted and mitigation measures shall be proposed to reduce impacts to the greatest extent feasible.

This page intentionally left blank.

4.12 CUMULATIVE IMPACTS

4.12.1 Aesthetics

The North City Specific Plan (NCSP), in conjunction with past, present, and reasonably foreseeable future projects included in Table 3.5-1, would alter the aesthetic characteristics of the City of Cathedral City. However, all projects would be required to comply with design standards established by the City and the Community Image and Urban Design Element of the City of Cathedral City General Plan. Compliance with these standards is required by the City of Cathedral City Comprehensive General Plan Environmental Impact Report (EIR) and would help preserve the aesthetic qualities of the City such that a significant cumulative impact to aesthetics is avoided. Therefore, cumulative impacts to aesthetics would be less than significant.

4.12.2 Air Quality

Future development pursuant to the NCSP in conjunction with future growth within the City and the region will result in additional vehicle trips and increased air pollutant emissions within the Salton Sea Air Basin. Operational emissions resulting upon build-out of the NCSP would increase and potentially exceed the South Coast Air Quality Management District (SCAQMD) daily threshold amounts. Additional temporary increased emissions will also result from construction activities as new phases and individual projects are implemented. When emissions from the NCSP area are combined with the emissions generated by future Basin-wide growth, a significant cumulative impact to air quality would result.

Region-wide implementation of local and regional growth management policies, a reasonable jobs/housing balance, new technologies (e.g., innovations in vehicle emission control equipment and fuel), and programs to encourage alternative modes of transportation, including public transit, would reduce cumulative impacts and work toward attaining long-term emissions reductions. However, the cumulative impact to air quality would be significant and unavoidable even with full implementation of these measures.

4.12.3 Biological Resources

Implementation of the NCSP, in conjunction with related projects within the area would cumulatively add to the loss of open space, vegetation communities, and common plant and wildlife species. However, the NCSP is consistent with all of the policies and guidelines of the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP) and Draft Tribal Habitat Conservation Plan (THCP). The MSHCP and Draft THCP are long-range conservation efforts with which all future development projects must be consistent. Since the NCSP is consistent with the MSHCP and THCP, no cumulative impact to biological resources is identified. Other projects in the area would also be required to comply with the provisions of the MSHCP and the Draft THCP, California Environmental Quality Act (CEQA), and federal and state regulations protecting biological resources such that cumulative impacts are less than significant.

4.12.4 Cultural Resources

The cumulative total of all related project development in the City of Cathedral City and in surrounding cities, as identified in Table 3.5-1 and shown in Figure 3.5-1, creates the potential for additional impacts to historical, archaeological, and/or paleontological resources. With more development in the City and surrounding areas, there is an increased possibility of encountering historical, archaeological, and/or

paleontological resources. However, mitigation measures would be implemented for the NCSP and other projects subject to CEQA. Through recordation and curation of resources to provide the public and historians the opportunity to review these resources, development of the NCSP and other projects in the area would not result in a cumulatively significant impact.

4.12.5 Hydrology and Water Quality

Hydrology

The NCSP, in conjunction with past, present, and reasonably foreseeable future projects would result in a cumulative increase in impervious surfaces and, therefore, increased volumes of surface runoff. However, each project is required, on a project-level, to construct stormwater drainage facilities such that the volume of runoff leaving the project site would not exceed the volume of runoff entering the project site. Additionally, each project that would disturb greater than one acre is required to prepare a Stormwater Pollution Prevention Plan (SWPPP) to implement best management practices (BMPs) to prevent polluted runoff from leaving the construction site. Through construction of stormwater drainage facilities and implementation of a SWPPP at the project-specific level, cumulative impacts would be less than significant.

Water Quality

The NCSP and cumulative projects are required to adhere to all applicable federal, state, and local regulations which control water quality. Through compliance with applicable regulations, cumulative impacts to water quality would be less than significant.

4.12.6 Land Use and planning

In addition to the NCSP, there are 22 other projects that are in the planning process in the City of Cathedral City, or in the surrounding area of Riverside County. Table 4.12-1 details the potential impacts to land use from these projects, which are being considered for cumulative impacts.

None of the cumulatively considered projects would result in the physical division of, or create barriers to, an established community, as they are all in areas that are currently undeveloped, or would result in complementary infill development. Therefore, the NCSP and the other projects considered would not physically divide an established community and cumulative effects would be less than significant.

Many of the cumulative projects considered would conflict with the current land use designations of the Cathedral City General Plan. However, a General Plan Amendment and/or zone change would be completed prior to approval of the cumulative projects. The cumulative projects (including the NCSP) would be required to comply with the approved General Plan Amendment and concurrent zone change requirements of the NCSP. Therefore, the cumulative impact to land use would be less than significant.

The cumulative effect of the proposed NCSP and the other projects considered would be less than significant with regard to a conflict with any applicable habitat conservation plan, as any projects that are approved would be required to mitigate per MSHCP requirements.

4.12 Cumulative Impacts

Table 4.12-1. Cumulative Projects

Project Number	Description	Applicant	Location	Status	Project Conflict
<i>Residential Projects</i>					
1	Construction of a 94-unit multi-family development and neighborhood community center.	So-Cal Housing of the Inland Empire Contact: Angela Heyward 10681 Foothill Blvd, Ste 220 Rancho Cucamonga, CA 91730 (909) 291-1400	APN 677-410-009, 677-332-003, 677-331-003	A	None
2	Construction of a 60-unit multi-family development, community center, and leasing office.	So-Cal Housing of the Inland Empire Contact: Angela Heyward 10681 Foothill Blvd, Ste 220 Rancho Cucamonga, CA 91730 (909) 291-1400	(APN 673-140-010 - 013, -017)	A	None
3	Construction of a 158-unit multi-family development.	Landon Real Estate Contact: Darren Fisk 200 Fillmore St. Ste. 402 Denver, CO 80206 (303) 501-8806	SW Corner Landau Blvd. & Quijo Rd. (APN 677-173-039, -040, -045, -056 - 059)	A	None
4	Development of 122 single-family residential lots with recreational common areas.	Cornerstone Developers Contact: Mike Marix 44600 Village Ct. Palm Desert, CA 92260 (760) 778-4337	SW corner Vista Chino & Landau Blvd. Desert Princess Country Club (APN 675-040-055)	UC	None
5	Development of approximately 29.68 acres for 294 residential condominium use.	Inland Empire Land Co. Contact: Frank Webb 40960 Cal. Oaks Road, Suite 242 Murrieta, CA 92562 (951) 696-9990	(APN 677-420-016)	A	None
6	Subdivision of approximately 16 acres into 102 single-family residential lots.	Shadow Valley Heights, LLC Attn: Steve Wesenberg 3535 Inland Empire Blvd. Ontario, CA 91764 (909) 941-2544	South of East Palm Canyon Dr., West of the West Cathedral Canyon Flood Channel (APN 687-040-047)	A	None
7	Subdivision of approximately 13 acres into 86 lots for single family development.	Ashbrook Communities Contact: Erica Kane 77851 Las Montanas Palm Desert, CA 92211 (760) 200-9290	Rio Vista Village (APN 677-590-001)	A	None
8	Subdivision of 10.1 acres into 52 single-family residential lots.	Sol Pac, LLC Contact: Robin Stone 23852 Pacific Coast Hwy #740 Malibu, CA 90265 (310) 457-4500	Rio Vista Village (APN 677-050-020)	A	None
9	Subdivision of 12.36 acres into 71 single-family residential lots.	World Development Contact: Gary H. Werner 44600 Village Ct. Palm Desert, CA 92260 (760) 568-2955	NW of Avenida Quintana & Verona Rd.	UC	None

4.12 Cumulative Impacts

Project Number	Description	Applicant	Location	Status	Project Conflict
10	Subdivision of 15.64 acres into 41 single-family residential lots.	Palm Springs Classic, LLC Contact: Jeff Clemens 391 N. Main St. Corona, CA 92883 (909) 817-3647	Northerly terminus of San Joaquin Dr., N of San Mateo Dr. (APN 675-040-032)	UC	None
11	Construction of 40 condominium units.	Moe Nasr 7904 Sam Houston Pkwy West #102 Houston, TX 77064 (281) 807-5720	Cimarron Meadows 30th Ave.	UC	None
12	Construction of 33 single-family homes.	DA Martin, Inc. 41945 Boardwalk, Suite R Palm Desert, CA 92211 (760) 779-5199	Santoro Estates NE corner 30th Ave. & Santoro Dr.	UC	None
Commercial Projects					
13	Construction of an approximately 68,685 square foot commercial development within the Uptown Village Specific Plan (96-54).	Intero Real Estate Services Contact: Dan Gluhaich 175 E. Main Avenue, Suite 130 Morgan Hill, CA 95037 (408) 201-0120	NE corner Date Palm Dr. & McCallum Way (APN 670-110-032, -033)	A	None
14	Development of a golf resort, including a hotel.	Desert Cove Golf Resort LLC Contact: Don Ballard 44832 San Luis Rey Palm Desert, CA 92260 (760) 779-9900	(APN 686-220-021, 686-232-028, -034, 686-260-011, -014, 686-270-003, -004, 686-310-005, -006, -010, -011, 687-066-005, 687-150-026, -064, 687-226-008, 687-241-021, 687-480-015)	UR	None
15	To construct and operate a green waste compost facility, approximately 20 acres in area.	Desert Solutions, Inc. Contact: Barbara Panullo 69115 Ramon Rd. Cathedral City, CA 92234 (760) 349-3381	North of Edom Hill Rd. and 1/8 mile west of Edom Hill Landfill (APN 659-180-015 - 017)	BPC	None
16	Construction of an approximately 28,930 square foot commercial building.	Wessman Holdings, LLC. Contact: Michael Braun 300 S. Palm Canyon Dr. Palm Springs, CA 92262 (760) 325-3050 ext. 33	67740 East Palm Canyon Dr. Target Center (Canyon Plaza North) (APN 681-320-039)	A	None
17	Construction of an approximately 42,550 square foot commercial development.	CV Storage Contact: Curt Ealy 700 E. Tahquitz Canyon Way #328 Palm Springs, CA 92262 (760) 320-5977	SE corner of Ramon Rd. & Date Palm Dr. (APN 673-020-034)	BPC	None
18	Development of approximately 35,000 square foot of office and retail use with restaurant.	Jim Knickerbocker 74133 El Paseo #9 Palm Desert, CA 92260 (760) 836-0190	Downtown (APN 687-472-005)	A	None

4.12 Cumulative Impacts

Project Number	Description	Applicant	Location	Status	Project Conflict
19	Construction of an approximately 84,250 square foot neighborhood retail shopping center.	Regency Centers, Inc. Contact: Russ Nelson 14200 Culver Dr. Suite S Irvine, CA 92604 (949) 726-2000	NW corner Vista Chino & Landau Blvd. (APN 677-213-036, -037, 677-214-038, -041, -048)	UC	None
20	Subdivision of approximately 9 acres into 7 lots for commercial development.	JHA Engineering Contact: Bill Pope 41921 Beacon Hill, #A Palm Desert, CA 92211 (760) 779-0657	NE corner Date Palm Dr. & McCallum Way (APN 670-110-032, -033)	A	None
21	Subdivision of 540 acres into lots for future development of commercial and industrial sites.	Franconia Investments Katrina Heinrich-Steinberg 69375 Ramon Rd. Cathedral City, CA 92234 (760) 325-0298	East side of Date Palm Dr., North of I-10 (APN 670-020-006, -007, -008, -009, -010, -011, -014, -015; 670-030-012, -013, -014, -015, -016, -017, -018, -019, -020, -021; 670-050-013, -014, -015, -016)	UR	None
22	Subdivision of 18.33 acres into 10 parcels for light industrial use.	West Side Four LLC Contact: Al Hertz P.O. Box 1230 Cathedral City, CA 92235 (760) 774-6922	SW of the intersection of Date Palm Dr. & Varner Rd. (APN 659-230-003, -004, -010, -039, 660-390-021)	A	None

Source: Cathedral City Planning Department, Project Status Report (May 2008)
<http://www.cathedralcity.gov/planning/forms&docs/projectstatusrpt.pdf>

Notes: A = Approved by Planning Department; BPC = Building Department Plan Check; C = Completed; UC = Under Construction; UR = Under Review by Planning Department

4.12.7 Noise

The NCSP, in conjunction with cumulative projects included in Table 3.5-1, would cumulatively increase ambient noise in the City of Cathedral City. Each project, including those proposed under the NCSP, would be required to prepare site-specific acoustical analyses to determine specific impacts related to noise. Similarly, the provision of mitigation measures would be determined on a project-specific basis. By preparing project-specific acoustical analyses and adhering to the mitigation measures identified by the analyses, cumulative impacts related to noise would be less than significant.

4.12.8 Population and Housing

The NCSP, in conjunction with past, present, and reasonably foreseeable future projects included in Table 3.5-1, would contribute to substantial population growth within the City of Cathedral City. No established housing or people would be displaced by build-out of the NCSP or cumulative projects. The population growth that would be generated by the proposed NCSP and cumulative projects by 2030 is anticipated by the City. The development of residential, commercial, and infrastructure projects would move forward based upon market conditions and anticipated demand. Therefore, the proposed NCSP and cumulative projects are not anticipated to induce substantial population growth in the City but would

instead respond to existing demand. Therefore, cumulative impacts to population and housing would be less than significant.

4.12.9 Public Services

Police Protection Services

The NCSP, in conjunction with past, present, and reasonably foreseeable future projects included in Table 3.5-1 would contribute to an increased demand for police protection services within the City of Cathedral City. It is likely that a new police station and new police equipment would be required upon build-out of the NCSP and cumulative projects. All projects would be required to pay development impact fees into the Fire and Police Facilities and Equipment Fund, as established by Chapter 3.17 of the Cathedral City Municipal Code. Through payment into this fund, projects would fund new equipment and resources required for the provision of adequate police protection services within the City. Because all projects would contribute to the Fire and Police Facilities and Equipment Fund, a substantial cumulative effect to police protection services is not anticipated. A less than significant cumulative impact is identified.

Fire Protection Services

The NCSP, in conjunction with past, present, and reasonably foreseeable future projects included in Table 3.5-1 would contribute to an increased demand for fire protection services within the City of Cathedral City. The Cathedral City Fire Department (CCFD) has identified that a new fire station is proposed at the southeast corner of Date Palm Drive and Valley Center Boulevard in the NCSP area. Therefore, upon build-out of the NCSP and cumulative projects, a fourth fire station would be operational within the City. Additionally, all projects would be required to pay development impact fees into the Fire and Police Facilities and Equipment Fund, as established by Chapter 3.17 of the Cathedral City Municipal Code. Through payment into this fund, projects would fund new equipment and resources required for the provision of adequate fire protection services within the City. Because all projects would contribute to the Fire and Police Facilities and Equipment Fund, a substantial cumulative effect to fire protection services is not anticipated. A less than significant cumulative impact is identified.

Schools

The NCSP, in conjunction with past, present, and reasonably foreseeable future projects included in Table 3.5-1 would increase demand for school services within the Palm Springs Unified School District (PSUSD). As identified in Table 4.9-1, elementary schools, middle schools, and high schools within the PSUSD are currently operating over capacity and require the use of portable classrooms. Build-out of the NCSP and cumulative projects would further exacerbate the shortage in school facilities. Currently, the NCSP and cumulative projects do not propose new school sites within the PSUSD. However, all projects would be required to pay impact fees levied by PSUSD pursuant to SB 50. Payment of fees is considered a condition of project approval and is not considered mitigation. Additionally, payment of fees per SB 50 is the exclusive method for reducing environmental impacts related to adequacy of school facilities. Therefore, through payment of impact fees, cumulative impacts to schools would be less than significant.

Libraries

As with other public services, build-out of the NCSP, in conjunction with cumulative projects, would increase the demand for library services within the City of Cathedral City. However, the Cathedral City

Library is a branch of the Riverside County Library System (RCLS), which is a member of the Inland Library Network. Cumulative projects would also be required to participate in the Riverside County Uniform Mitigation Fee program. Through payment of fees, cumulative impacts to libraries would be less than significant.

Hospitals and Medical Facilities

Build-out of the NCSP, in conjunction with cumulative projects included in Table 3.5-1, would increase the demand for hospitals and medical facilities within the City of Cathedral City. The City of Cathedral City General Plan currently has programs which are designed to determine the feasibility of placing new medical facilities in the northern area of the City. Additionally, because the Desert Regional Medical Center and the Eisenhower Medical Center are privately-owned facilities, the facilities will plan to accommodate anticipated growth at their discretion. Therefore, it is likely that new medical facilities would be constructed by 2030 to serve the City. The increased demand for medical facilities resulting from the NCSP and cumulative projects would be met by the new and existing medical facilities in the City. Therefore, a less than significant cumulative impact is identified.

4.12.10 Traffic and transportation

The analysis of impacts to traffic and transportation included in Section 4.10 of this document has been prepared with consideration to cumulative projects. Therefore, all impacts are considered to be at the program-level and no additional cumulative impacts are identified.

4.12.11 Utilities and Service Systems

Water Supply and Infrastructure

The NCSP, in conjunction with past, present, and reasonably foreseeable future projects included in Table 3.5-1, would substantially increase demand for water supply and infrastructure in the City of Cathedral City. However, the future conditions of water supply in California are unclear at this time. On June 4, 2008, Governor Arnold Schwarzenegger of California officially declared that the state is experiencing a drought (Steinhauer 2008). As a result, long-term state water supply has become increasingly unreliable. For example, in association with drought and a drastic drop in water levels, pumping from the Sacramento-San Joaquin Delta in northern California has recently been curtailed due to impacts to the Delta smelt (*Hypomesus transpacificus*), a federally- and state-endangered species. State Water Project (SWP) exchange water utilized by southern California and the Coachella Valley Water District (CVWD) relies on water pumped from the Sacramento-San Joaquin Delta as a source.

Furthermore, the Colorado River has experienced a substantial drop in water levels in recent years due to drought. Water entitlements for the Colorado River are responsible for groundwater recharge in the Coachella Valley. According to the Water Resources Element of the City of Cathedral City General Plan, groundwater levels in the Coachella Valley have been declining since the 1980s. As a result, the Coachella Valley is experiencing a condition known as overdraft, in which the demand for groundwater exceeds the amount of recharge into the groundwater basin. Overdraft can result in significant adverse social, environmental, and economic impacts, including the increased potential for land instability/sinking, increased infrastructure and energy costs associated with drilling deeper wells and installing larger pumps, and the increased threat of a diminishing long-term water supply.

Additionally, the desalination plant proposed to be utilized as early as 2008 by the CVWD has been delayed and is still in early stages of planning and research. According to the 2006-07 Annual Review and Water Quality Report, in late 2006, a pilot program was launched to compare popular methods of desalination along with unique techniques designed to reduce overall expenses (2007). Although research has begun, a substantial amount of work must be completed before desalination is a reliable water resource for the CVWD. Therefore, implementation of the NCSP in conjunction with cumulative projects would require new or expanded entitlements for water supply and new water facilities, the construction of which may result in significant environmental impacts. A significant cumulative impact is identified and mitigation is required.

Wastewater Treatment Capacity and Infrastructure

The NCSP, in conjunction with cumulative projects in Table 3.5-1, would substantially increase the demand for wastewater treatment services and infrastructure. Currently, there is not sewer system within the NCSP area and final plans for a sewer system have not yet been established. Therefore, the increased demand for wastewater treatment services and infrastructure generated by the NCSP and cumulative projects would result in a potentially significant impact to wastewater treatment capacity and infrastructure. A significant cumulative impact is identified and mitigation is required.

Landfill Capacity

The NCSP, in conjunction with cumulative projects in Table 3.5-1, would increase the demand for adequate landfill capacity in Riverside County. Currently, solid waste from the City is disposed of at the Lamb Canyon and Badlands Landfills. These landfills are estimated for closure in 2023 and 2016, respectively. As identified in Section 4.11.3.1, it is unclear at this time where solid waste will be diverted to upon closure of the Lamb Canyon and Badlands Landfills. Therefore, it is unknown if the NCSP and cumulative projects will be served by a landfill with sufficient capacity. A significant cumulative impact is identified and mitigation is required.

Electric and Gas Services

The NCSP, in conjunction with cumulative projects in Table 3.5-1, would require the construction of new electric and gas facilities, the construction of which may result in significant environmental impacts. Therefore, a significant cumulative impact is identified and mitigation is required.

4.12.12 CONCLUSION

The NCSP, in conjunction with cumulative projects in Table 3.5-1, would cumulatively contribute to alterations in availability and quality of environmental resources in the City of Cathedral City. On a cumulative level, degradation of air quality is anticipated in addition to the loss of biological resources. As new development is proposed and approved, new infrastructure would be constructed to manage stormwater runoff and supply water, wastewater, electric, and gas services. In general, the region would experience typical changes associated with urban development and growth, including an increase in ambient noise and traffic, increased demand for public services, and increased housing, population, commercial, and business opportunities.

Significant cumulative impacts resulting from implementation of the NCSP and cumulative projects to air quality have no recourse for mitigation aside from mitigation measure AQ-1. Even with incorporation of AQ-1, cumulative impacts would be significant and unavoidable.

Significant cumulative impacts to utilities and service systems would be mitigated at the program-level through implementation of mitigation measures UTIL-1 through UTIL-7. Implementation of these mitigation measures would reduce impacts by ensuring that the provision of adequate services is available prior to approval of individual projects under the NCSP. Cumulative projects proposed independent of the NCSP would also be required to identify that adequate utilities services are available prior to project approval. Therefore, cumulative impacts to utilities and service systems would be reduced to below a level of significance through implementation of mitigation measures UTIL-1 through UTIL-7.

This page intentionally left blank.

5.0 ALTERNATIVES

5.1 INTRODUCTION

The identification and analysis of alternatives is a fundamental concept under California Environmental Quality Act (CEQA). This is evident in that the role of alternatives in an Environmental Impact Report (EIR) is set forth clearly and forthrightly within the CEQA Statutes. Specifically, CEQA §21002.1(a) states:

“The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided.”

The *CEQA Guidelines* require an EIR to “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives” (*CEQA Guidelines* § 15126.6(a)). The *CEQA Guidelines* direct that selection of alternatives focus on those alternatives capable of eliminating any significant environmental effects of the project or of reducing them to a less-than significant level, even if these alternatives would impede to some degree the attainment of project objectives, or would be more costly. In cases where a project is not expected to result in significant impacts after implementation of recommended mitigation, review of project alternatives is still appropriate.

The range of alternatives required within an EIR is governed by the “rule of reason” which requires an EIR to include only those alternatives necessary to permit a reasoned choice. The discussion of alternatives need not be exhaustive. Furthermore, an EIR need not consider an alternative whose implementation is remote and speculative or whose effects cannot be reasonably ascertained.

Alternatives that were considered but were rejected as infeasible during the scoping process should be identified along with a reasonably detailed discussion of the reasons and facts supporting the conclusion that such alternatives were infeasible.

Based on a comparison of impacts associated with each of the alternatives with impacts associated with the proposed project, the alternatives analysis, an environmentally superior alternative is designated among the alternatives. The purpose of defining an “environmentally superior” alternative is to identify the alternative with the least impacts. It is important to note that the environmentally superior alternative is not necessarily the “best” alternative. If the environmentally superior alternative is the No Project Alternative, then the EIR is required to shall identify an environmentally superior alternative among the other alternatives (CEQA Guidelines § 15126.6(e)(2)). The Lead Agency is not required under CEQA to adopt the environmentally superior alternative, the proposed project, or any of the alternatives, including the environmentally superior alternative, provided that the Final EIR adequately addresses the impacts of the project as is it to be adopted by the City.

5.2 CRITERIA FOR ALTERNATIVES ANALYSIS

As stated above, pursuant to CEQA, one of the criteria for defining project alternatives is the potential to attain the project objectives. Objectives established for the proposed NCSP include:

- Direct the location and intensity of new development;
- Guide associated infrastructure and public services;
- Balance the provision of job creation and housing opportunities;
- Implement the conservation criteria established under the Coachella Valley Multiple Species Conservation Plan (MSHCP);
- Guide all elements of design for appropriate use in the unique desert environment;
- Capitalize on the natural resources that exist in the NCSP area; and
- Encourage smart growth principles to develop the City of Cathedral City as sustainable and environmentally sound as feasible.

5.3 ALTERNATIVES CONSIDERED BUT REJECTED

In addition to specifying that the EIR evaluate “a range of reasonable alternatives” to the project, Section 15126.6(c) of the *CEQA Guidelines* requires that an EIR identify any alternatives that were considered but were rejected as infeasible. The following alternative was considered for analysis in the EIR, but was eliminated from further evaluation. This alternative is described below, along with a discussion of why it was rejected from further consideration.

5.3.1 Attraction Alternative

During the planning process, construction of a large-scale attraction was suggested by the public at Workshop 1. Possible large-scale attractions considered include a race track, stadium, water park, multi-purpose venue, or other unique entertainment feature. The attraction was proposed to be located in the northwest portion of the NCSP area, near the intersection of Palm Drive and Interstate 10 (I-10). Other variations in proposed land uses under this alternative include reduced mixed-use ~~commercial-urban~~ uses, a very low density residential use within the Coachella Valley MSHCP Conservation Area, residential uses on Edom Hill, and some commercial uses on the western and eastern boundaries of the NCSP area. However, this alternative was eliminated from further consideration as it would not have created the same commercial opportunities available in other alternatives proposed for the NCSP.

5.4 EVALUATION OF ALTERNATIVES

5.4.1 Alternative 1: No Project/Existing Zoning Alternative

The No Project/Existing Zoning Alternative would develop the NCSP area in accordance with the existing zoning designations, as established by the City’s current Zoning Ordinance. The following zoning designations are identified by the City’s Zoning Ordinance for the NCSP area: Planned Community Commercial, Open Space, Light Industrial, Commercial Tourist and Recreation, Neighborhood Business Park, Open Space Residential, and Residential Estate, as shown in Figure 4.6-2, included in Section 4.6, Land Use. In general, the No Project/Existing Zoning Alternative would place very low density residential uses in the western portion of the NCSP area and would increase light industrial uses in the southeast portion of the NCSP area. Residential development would be substantially reduced due to the elimination of mixed-use ~~commercial-urban~~ and mixed-use ~~neighborhood residential~~ components. Therefore, the development intensity of the No Project/Existing Zoning Alternative would be substantially reduced compared to the proposed NCSP. The majority of development would occur along the I-10 corridor.

Environmental Impact of No Project/Existing Zoning Alternative

Aesthetics: Implementation of the No Project/Existing Zoning Alternative would alter the existing visual characteristics of the NCSP area by developing vacant land to predominantly business park and light industrial uses. The majority of development would occur along the I-10 corridor, with very low density residential uses in the western portion of the area. The northeastern portion of the No Project/Existing Zoning Alternative area would be preserved as open space, and existing industrial uses on Edom Hill would remain. Impacts to aesthetics resulting from the No Project/Existing Zoning Alternative would be of a similar scale as impacts resulting from the proposed NCSP. Existing vacant land would be converted to more urban views and development would be consistent with the City of Cathedral City General Plan Community Image and Urban Design Element. A less than significant impact to aesthetics is anticipated for the No Project/Existing Zoning Alternative. Compared to the proposed NCSP, the No Project/Existing Zoning Alternative would result in a similar level of impact to aesthetics; however, due to the nature of industrial and business park development, structures would not have the same quality design as the proposed NCSP.

Air Quality: Implementation of the No Project/Existing Zoning Alternative would result in the release of construction-related emissions as grading and operation of other construction equipment occur. However, because the development intensity of the No Project/Existing Development Alternative would be substantially reduced from the proposed NCSP, fewer construction-related emissions would be generated. Additionally, because the development intensity of the No Project/Existing Zoning Alternative is reduced from the NCSP, operational emissions are anticipated to be of a smaller scale. It is possible that the light industrial uses in the southeast and Edom Hill portion of the No Project/Existing Zoning Alternative area would generate more emissions than the mixed-use ~~urban~~~~commercial~~ uses proposed under the NCSP; however, the increased number of vehicular trips generated by mixed-use ~~commercial~~ urban uses of the proposed NCSP would likely offset any discrepancies. Additionally, the very low residential density of the No Project/Existing Zoning Alternative would substantially reduce operational emissions when compared to the high density mixed-use land uses proposed NCSP.

Since individual plans for the No Project/Existing Zoning Alternative have not been proposed at this time, quantification of emissions is not possible. However, it is reasonable to infer that construction-related emissions would be significant, but reduced to below a level of significance through mitigation similar to that identified for the proposed NCSP. Additionally, due to the reduced development intensity, fewer operational emissions would be generated by the No Project/Existing Zoning Alternative compared to the proposed NCSP. Because quantification of emissions is not possible at this time, as development of the No Project/Existing Zoning Alternative moves forward, individual projects would be required to prepare site-specific air quality analyses. Impacts to air quality resulting from the No Project/Existing Zoning Alternative would be potentially significant, though substantially fewer emissions would be generated when compared to the proposed NCSP. Because emissions would be of a substantially smaller scale, compared to the proposed NCSP, the No Project/Existing Zoning Alternative would result in less impact to air quality.

Biological Resources: Implementation of the No Project/Existing Zoning Alternative would result in an impact to biological resources because residential estate development is proposed within the Willow Hole Conservation Area in the western portion of the site. As with the proposed NCSP, under the No Project/Existing Zoning Alternative, site-specific CEQA review on a project-by-project basis is required to determine the full extent of impacts to biological resources. As such, the degree of impacts to biological resources can not be quantified at this time. However, potentially significant impacts to sensitive vegetation communities and migratory birds, including raptors, are anticipated. Mitigation measures similar to those identified for the proposed NCSP would be required. Compared to the

proposed NCSP, the No Project/Existing Zoning Alternative would result in a greater level of impact to biological resources because more development is proposed within the Willow Hole Conservation Area.

Cultural Resources: Implementation of the No Project/Existing Zoning Alternative would result in a similar level of impacts to cultural resources as the proposed NCSP. Due to the history and tribal affiliation associated with the region, there is potential to significantly impact undiscovered cultural resources within the project area. Therefore, construction of the No Project/Existing Zoning Alternative would require archaeological, Native American, and paleontological monitors in addition to a historical records search and review. Compared to the proposed NCSP, the No Project/Existing Zoning Alternative would result in a similar level of impact to cultural resources.

Hydrology and Water Quality: Implementation of the No Project/Existing Zoning Alternative would result in a similar level of impacts to hydrology and water quality as the proposed NCSP because approximately the same amount of impervious surfaces would be constructed. Although a greater area is proposed for residential estate development, the majority of the residential estate area would remain open space as residential estate land use equates to very low density development.

Under the No Project/Existing Zoning Alternative, the existing drainage pattern of the NCSP would be altered during various phases of build-out and there is potential for flooding to occur. Additionally, the increase in impervious surfaces would increase stormwater runoff and require new stormwater drainage facilities to serve the new development. Structures are proposed within the 100-year floodplains of the Morongo and Long Canyon Washes and, therefore, the structures would have to be constructed above the floodplain elevation. The No Project/Existing Zoning Alternative would require mitigation similar to that identified for the proposed NCSP. Compared to the proposed NCSP, the No Project/Existing Zoning Alternative would result in a similar level of impact to hydrology and water quality.

Land Use and Planning: Implementation of the No Project/Existing Zoning Alternative would not require a General Plan Amendment or zone change because the Alternative would be developed according to the existing General Plan and Zoning Ordinance. Additionally, implementation of the No Project/Existing Zoning Alternative would not physically divide an established community or conflict with an adopted habitat conservation plan. Impacts to land use planning resulting from the No Project/Existing Zoning Alternative would be less than significant. Therefore, compared to the proposed NCSP, the No Project/Existing Zoning Alternative would result in a similar level of impact to land use and planning.

Noise: Implementation of the No Project/Existing Zoning Alternative would likely result in a similar level of impact related to noise when compared to the proposed NCSP. Although the No Project/Existing Zoning Alternative would construct fewer residential dwelling units, thereby reducing vehicular traffic noise generation, the difference in noise level would likely be unsubstantial and imperceptible to the human ear. As with the proposed NCSP, site-specific acoustical analyses would be required as new phases and individual projects are proposed, and potentially significant increases in ambient noise are anticipated. Mitigation similar to that identified for the proposed NCSP would be required. Compared to the proposed NCSP, the No Project/Existing Zoning Alternative would result in a similar level of impact related to noise.

Population and Housing: Implementation of the No Project/Existing Zoning Alternative would result in a less than significant impact to population and housing because relatively few housing units would be constructed. The only residential component of the No Project/Existing Zoning Alternative is the residential estate use proposed in the western portion of the project area. The residential estate use would be constructed as very low density and fewer housing units would be constructed compared to the

proposed NCSP. Therefore, the No Project/Existing Zoning Alternative would result in less than significant program-level and cumulative impacts. Compared to the proposed NCSP, the No Project/Existing Zoning Alternative would result in a similar level of impact to population and housing.

Public Services: Implementation of the No Project/Existing Zoning Alternative would likely result in fewer impacts to public services compared to the proposed NCSP because fewer new housing units and, therefore, fewer new residents would be generated under the No Project/Existing Zoning Alternative. However, the No Project/Existing Zoning Alternative would still increase demand for fire, police, school, library, and hospital/medical services and facilities. The No Project/Existing Zoning Alternative would require mitigation similar to that identified for the proposed NCSP. Final determination of the number of required police, fire, and school facilities would be established once new phases and individual projects are proposed. Because fewer housing units would be constructed under the No Project/Existing Zoning Alternative, demand for public services would not be as great as demand under the proposed NCSP. Therefore, the No Project/Existing Zoning Alternative would result in a reduced level of impact to public services compared to the proposed NCSP.

Traffic and Transportation: Implementation of the No Project/Existing Zoning Alternative would result in reduced impacts to traffic and transportation compared to the proposed NCSP because substantially fewer vehicular trips would be generated. Because the No Project/Existing Zoning Alternative would construct residential estate/very low density residential uses and would not construct any mixed-use ~~commercial-urban~~ or mixed-use ~~neighborhood residential~~ uses, this Alternative would result in less urban density and generate fewer vehicular trips than the proposed NCSP. Therefore, degradation of level of service (LOS) within the regional circulation system would be less likely. Although more light industrial uses are proposed under the No Project/Existing Zoning Alternative, these uses are not anticipated to comparatively generate a substantial volume of traffic. Compared to the proposed NCSP, the No Project/Existing Zoning Alternative would result in a reduced level of impact to traffic and transportation.

Utilities and Service Systems: Implementation of the No Project/Existing Zoning Alternative would result in significant impacts to utilities and service systems because the construction and installation of new infrastructure would be required. Water, wastewater, electric, and gas infrastructure would be required to serve the project area and the cumulative impact to water supply would be significant. Potentially significant environmental impacts related to construction of water, wastewater, electric, and gas facilities would be specifically identified once individual projects are proposed. Mitigation similar to that identified for the proposed NCSP would be required. Therefore, compared to the proposed NCSP, the No Project/Existing Zoning Alternative would result in a similar level of impact to utilities and service systems.

Conclusion: Implementation of the No Project/Existing Zoning Alternative would result in a greater level of impact to biological resources than the proposed NCSP. However, the No Project/Existing Zoning Alternative would result in a reduced level of impact to air quality, population and housing, public services, and traffic and transportation. Further, the No Project/Existing Zoning Alternative would result in a similar level of environmental impacts related to aesthetics, cultural resources, hydrology and water quality, land use and planning, noise, and utilities and service systems. Therefore, overall, the No Project/Existing Zoning Alternative would result in a reduced level of impact to environmental issue areas when compared to the proposed NCSP.

Comparison of No Project/Existing Zoning Alternative to Project Objectives

The No Project/Existing Zoning Alternative would meet the majority of the objectives identified for the NCSP. Specifically, by implementing the General Plan and Zoning Ordinance, the No Project/Existing

Zoning Alternative would direct the location and intensity of new development and guide associated infrastructure and public services. Additionally, construction of commercial, industrial, and business park uses in conjunction with construction of housing units would balance the provision of job creation and housing opportunities. Further, by including very low density housing and proposing open space the No Project/Existing Zoning Alternative would implement the conservation criteria established under the Coachella Valley MSHCP. Additionally, the No Project/Existing Zoning Alternative would guide all elements of design for appropriate use in the desert environment and capitalize on the natural resources that exist in the NCSP area. However, the No Project/Existing Zoning Alternative would not encourage smart growth principles such as creation of a walkable community or provision of a variety of housing options. By excluding mixed-use components, the No Project/Existing Zoning Alternative does not achieve the smart growth objective.

5.4.2 Alternative 2: Destination Resort Alternative

Under the Destination Resort Alternative, the major difference from the proposed NCSP is placement of a Destination Resort land use on Edom Hill where Light Industrial use is currently existing and proposed. The Destination Resort land use would take maximum advantage of views of the surrounding open space. The Destination Resort Alternative was identified through public input at Workshop 1. The residential and commercial densities would be similar to what is currently proposed under the NCSP. Business park uses would also be concentrated between the future extension of Landau Boulevard and Date Palm Drive. Some commercial uses would be located in the southeast corner of the NCSP area, as well as relatively higher density mixed-use ~~commercial-urban~~ uses. As with the currently proposed NCSP, construction would not occur within the MSHCP Conservation Area prior to 2030.

Environmental Impact of Destination Resort Alternative

Aesthetics: Implementation of the Destination Resort Alternative would alter the existing visual characteristics of the NCSP area. However, development would be of a similar scale as currently proposed under the NCSP. A majority of the land would be conserved as open space, as the MSHCP would still be applicable. Additionally, as with the currently proposed NCSP, an open space buffer would be placed along I-10 to avoid aesthetic impacts related to urban development placed immediately adjacent to I-10. Construction of a destination resort on Edom Hill would also reduce aesthetic impacts resulting from light industrial uses. A destination resort would provide sufficient landscaping such that the natural character of the area is preserved. Therefore, a less than significant aesthetic impact would occur. Compared to the proposed NCSP, the Destination Resort Alternative would result in a similar level of impact to aesthetics.

Air Quality: Implementation of the Destination Resort Alternative would result in construction-related emissions since grading and emissions from construction equipment would occur. Emissions from project construction would be of a similar scale to the proposed NCSP under the Destination Resort Alternative. Because detailed development plans are currently unavailable, the quantification of operational emissions can not be analyzed; however, operational emissions would likely be comparable to volumes anticipated for the proposed NCSP. Therefore, compared to the proposed NCSP, the Destination Resort Alternative would result in a similar level of impact to air quality.

Biological Resources: Implementation of the Destination Resort Alternative would result in a similar level of biological resource impacts as the proposed NCSP because the same areas would be developed. However, the Destination Resort Alternative includes an open space buffer along I-10, which would reduce potentially significant impacts to jurisdictional wetlands. Potentially significant impacts to

sensitive vegetation communities and migratory birds, including raptors, are anticipated. Therefore, the Destination Resort Alternative would require mitigation measures similar to those identified for the proposed NCSP. Compared to the proposed NCSP, the Destination Resort Alternative would result in a similar level of impact to biological resources.

Cultural Resources: Implementation of the Destination Resort Alternative would result in potentially significant impacts to cultural resources because of the history and tribal affiliation associated with the region. Therefore, implementation of the Destination Resort Alternative would require archaeological, Native American, and paleontological monitors in addition to a historical records search and review. Compared to the proposed NCSP, the Destination Resort Alternative would result in similar impacts to cultural resources.

Hydrology and Water Quality: Implementation of the Destination Resort Alternative would result in a similar level of impact to hydrology and water quality compared to the proposed NCSP. The existing drainage pattern of the project area would be altered during various phases of build-out and, as a result, flooding may occur. Additionally, the construction of impervious surfaces would increase stormwater runoff and require new stormwater drainage facilities to serve the new development. Further, structures would be placed within the 100-year floodplains of the Morongo and Long Canyon Washes and, therefore, the structures would have to be constructed to be above the floodplain elevation. Therefore, the Destination Resort Alternative would result in potentially significant impacts to hydrology and water quality and mitigation similar to the proposed NCSP would be required. Compared to the proposed NCSP, the Destination Resort Alternative would result in a similar level of impact to hydrology and water quality.

Land Use and Planning: Implementation of the Destination Resort Alternative would result in a similar impact to land use and planning compared to the proposed NCSP. Specifically, a General Plan Amendment and zone change would be required to ensure the Destination Resort Alternative is consistent with the City of Cathedral City General Plan and the Cathedral City Zoning Ordinance. With a General Plan Amendment and zone change, the Destination Resort would result in a less than significant impact to land use and planning. Compared to the proposed NCSP, the Destination Resort Alternative would result in a similar level of impact to land use and planning.

Noise: Implementation of the Destination Resort Alternative would result in a similar level of impact related to noise as the proposed NCSP. Development of the area would increase ambient noise levels and site-specific acoustical analyses would be required once new phases and individual projects are proposed. Potentially significant impacts related to noise would result. Therefore, compared to the proposed NCSP, the Destination Resort Alternative would result in a similar level of impact related to noise.

Population and Housing: Implementation of the Destination Resort Alternative would result in a similar level of impact to population and housing compared to the proposed NCSP. Residential and commercial densities of the mixed-use components would be of a similar density compared to the proposed NCSP and, therefore, similar levels of housing and population would be generated. Therefore, less than significant program-level and cumulative impacts to population and housing would result. Compared to the proposed NCSP, the Destination Resort Alternative would result in a similar level of impact to population and housing.

Public Services: Implementation of the Destination Resort Alternative would result in similar impacts to public services as the proposed NCSP. An increased demand for police, fire, school, library, and hospital/medical facilities services would result and a significant impact to police, fire, and school

services would result as well. The Destination Resort Alternative would require mitigation similar to that required for the proposed NCSP. Final determination of the number of required police, fire, and school facilities would be established once new phases and individual projects are proposed. Therefore, compared to the proposed NCSP, the Destination Resort Alternative would result in a similar level of impact to public services.

Traffic and Transportation: Implementation of the Destination Resort Alternative would result in similar impacts to traffic and transportation as the proposed NCSP. There is potential that construction of a destination resort on Edom Hill would generate a greater number of vehicular trips than light industrial uses, although the number of truck trips would be reduced in the Destination Resort Alternative. It can be assumed that a destination resort would attract more traffic from the general public and, therefore, internal roadways may potentially experience increased congestion. Overall increases of traffic volumes ~~The number of vehicular trips generated by~~ resulting from the Destination Resort Alternative would be comparable to the number of trips generated by the proposed NCSP. Therefore, a significant impact to traffic and transportation would result. Mitigation similar to that identified for the proposed NCSP would be required for the Destination Resort Alternative. Therefore, compared to the proposed NCSP, the Destination Resort Alternative would result in a similar level of impact to traffic and transportation.

Utilities and Service Systems: Implementation of the Destination Resort Alternative would result in similar impacts to utilities and service systems as the proposed NCSP because substantial amounts of infrastructure would be required. Construction of water, wastewater, electric, and gas infrastructure would be required and cumulative impacts to water supply would be significant. Potentially significant environmental impacts related to construction of water, wastewater, electric, and gas facilities would be determined as individual projects are proposed and implemented. Mitigation similar to that identified for the proposed NCSP would be required for the Destination Resort Alternative. Therefore, compared to the proposed NCSP, the Destination Resort Alternative would result in a similar level of impact to utilities and service systems.

Conclusion: Implementation of the Destination Resort Alternative would result in ~~similar equal or reduced~~ impacts for all environmental issue areas ~~as when~~ compared to the proposed NCSP. ~~Specifically, the Destination Resort Alternative would result in reduced impacts to aesthetics and population and housing. Impacts resulting from implementation of the Destination Resort Alternative to air quality, biological resources, cultural resources, hydrology and water quality, land use and planning, noise, public services, traffic and transportation, and utilities and service systems would be of a comparable level compared to the proposed NCSP.~~

Comparison of the Destination Resort Alternative to Project Objectives

The Destination Resort Alternative would meet all of the objectives identified for the NCSP. The plan for the Destination Resort Alternative would direct the location and intensity of new development and guide associated infrastructure and public services. Additionally, the proposed mixed-use components would balance the provision of job creation and housing opportunities for the City and encourage smart growth principles by placing commercial opportunities within walking distance of housing. Further, the Destination Resort Alternative would implement the conservation criteria established under the Coachella Valley MSHCP, guide all elements of design for appropriate use in the desert environment, and capitalize on the natural resources that exist in the NCSP area.

5.4.3 Alternative 3: Landau Interchange and Destination Resort Alternative

Under the Landau Interchange and Destination Resort Alternative, the NCSP area would be constructed as currently proposed, with the exception that a freeway interchange, rather than an overcrossing, would be constructed at Landau Boulevard and a Destination Resort land use would be designated on Edom Hill rather than light industrial uses. Residential and commercial densities within the mixed-use ~~commercial urban~~ and mixed-use ~~residential-neighborhood~~ land uses would remain as currently proposed. Additionally, business park land uses would also be located in the vicinity of the intersection of Landau Boulevard and Valley Center Boulevard. As with the currently proposed NCSP, construction would not occur within the MSHCP Conservation Area prior to 2030.

Environmental Impact of Landau Interchange and Destination Resort Alternative

Aesthetics: Implementation of the Landau Interchange and Destination Resort Alternative would result in a similar level of impacts to aesthetics as the proposed NCSP. The project frontage along I-10 would be identical visually, with the exception of the interchange at Landau Boulevard. However, it is not anticipated that visual impacts resulting from the interchange would be substantially ~~more~~ ~~adverse~~ different than visual impacts resulting from an overcrossing. Additionally, construction of a Destination Resort on Edom Hill would result in fewer aesthetic impacts than would light industrial uses. A destination resort would provide sufficient landscaping such that the natural character of the area is preserved. Therefore, impacts to aesthetics resulting from the Landau Interchange and Destination Resort Alternative would be less than significant. Compared to the proposed NCSP, the Landau Interchange and Destination Resort Alternative would result in a similar level of impact to aesthetic resources.

Air Quality: Similar to the proposed NCSP, Implementation of the Landau Interchange and Destination Resort Alternative would result in ~~substantial~~ construction-related emissions due to grading and emissions from construction equipment. The Landau Interchange and Destination Resort Alternative has the potential to result in more short-term construction-related emissions than the proposed NCSP because construction of an interchange requires more activity than an overpass. ~~Additionally,~~ Emissions from operation of the Landau Interchange and Destination Resort Alternative would likely be of a similar scale when compared to the proposed NCSP and would be . ~~Operational emissions would be substantial and significant. However, the addition of a freeway interchange at Landau Boulevard is anticipated to relieve traffic volumes at the I-10 interchanges at Palm Drive, Date Palm Drive, and Da Vall Drive resulting in a reduction of regional air emissions due to reduced idling time. Therefore, impacts to air quality would be significant and site specific air quality analyses would be required. Because detailed development plans are currently unavailable, the quantification of operational emissions can not be analyzed; however, substantial operational emissions are considered likely. Overall, similar to the proposed NCSP, impacts to air quality would be significant and an site updated specific air quality analysis would be required once specific plans for the design of the interchange are prepared. Therefore,~~ Compared to the proposed NCSP, the Landau Interchange and Destination Resort Alternative has the potential to result in a greater level of impact to air quality on a temporary basis during construction resulting from the greater activity needed to construct a new freeway interchange as compared to an overpass a reduced level of impact during operation as a result of a reduction in idling time on I-10 interchanges.

Biological Resources: Implementation of the Landau Boulevard and Destination Resort Alternative would result in similar impacts to biological resources as the proposed NCSP. Land uses proposed under the NCSP would be constructed under this Alternative, in addition to an interchange at Landau Boulevard and a destination resort on Edom Hill. Therefore, potentially significant impacts to sensitive vegetation communities, migratory birds, including raptors, and jurisdictional wetlands would result. Mitigation similar to that identified for the proposed NCSP would be required. Compared to the proposed NCSP, the

Landau Interchange and Destination Resort Alternative would result in a similar level of impact to biological resources.

Cultural Resources: Implementation of the Landau Boulevard and Destination Resort Alternative would result in identical impacts to cultural resources because the same areas would be developed, as compared to the proposed NCSP. Therefore, potentially significant impacts to historical, archaeological, and paleontological resources and human remains would result. Mitigation identical to that identified for the proposed NCSP would be required. Compared to the proposed NCSP, the Landau Interchange and Destination Resort Alternative would result in the same level of impact to cultural resources.

Hydrology and Water Quality: Implementation of the Landau Boulevard and Destination Resort Alternative would result in a similar level of impact to hydrology and water quality as the proposed NCSP. The existing drainage pattern of the project area would be altered during various phases of build-out and, as a result, flooding may occur. Additionally, the construction of impervious surfaces would increase stormwater runoff and require new stormwater drainage facilities to serve the new development. Further, structures would be placed within the 100-year floodplains of the Morongo and Long Canyon Washes and, therefore, the structures would have to be constructed to be above the floodplain elevation. Therefore, the Landau Interchange and Destination Resort Alternative would result in potentially significant impacts to hydrology and water quality and mitigation similar to that identified for the proposed NCSP would be required. Compared to the proposed NCSP, the Landau Interchange and Destination Resort Alternative would result in a similar level of impact to hydrology and water quality.

Land Use and Planning: Implementation of the Landau Interchange and Destination Resort Alternative would result in similar impacts to land use and planning compared to the proposed NCSP. Specifically, a General Plan Amendment and zone change would be required to ensure that the Destination Resort Alternative is consistent with the City of Cathedral City General Plan and the Cathedral City zoning ordinance. With a General Plan Amendment and zone change, this Alternative would result in less than significant impacts to land use and planning. Compared to the proposed NCSP, the Landau Interchange and Destination Resort Alternative would result in a similar level of impact to land use and planning.

Noise: Implementation of the Landau Interchange and Destination Resort Alternative would result in a similar level of impact related to noise as the proposed NCSP. Development of the area would increase ambient noise levels and site-specific acoustical analyses would be required once new phases and individual projects are proposed. Impacts would be potentially significant. Therefore, compared to the proposed NCSP, the Landau Interchange and Destination Resort Alternative would result in a similar level of impact related to noise.

Population and Housing: Implementation of the Landau Interchange and Destination Resort Alternative would result in identical impacts to population and housing as the proposed NCSP. The same density and number of housing units are proposed under the Landau Interchange and Destination Resort Alternative. Therefore, build-out of this alternative would create 9,618 new housing units and approximately 23,225 new residents would be generated. Compared to the proposed NCSP, the Landau Interchange and Destination Resort Alternative would result in the same impact to population and housing.

Public Services: Implementation of the Landau Interchange and Destination Resort Alternative would result in similar impacts to public services as the proposed NCSP. An increased demand for police, fire, school, library, and hospital/medical facilities services would result and a significant impact to police, fire, and school services would result as well. The Landau Interchange and Destination Resort Alternative would require mitigation similar to that required for the proposed NCSP. Final determination of the number of required police, fire, and school facilities would be determined as new phases and

individual projects are proposed. Therefore, compared to the proposed NCSP, the Destination Resort Alternative would result in a similar level of impact to public services.

Traffic and Transportation: Implementation of the Landau Interchange and Destination Resort Alternative would result in a similar level of impact to traffic and transportation as the proposed NCSP. The addition of a freeway interchange at Landau Boulevard would relieve traffic volumes at the I-10 interchanges at Palm Drive, Date Palm Drive, and Da Vall Drive. As discussed in Section 4.10 of this document, only the I-10 interchange at Da Vall Drive would experience unacceptable level of service under 2030 conditions with build-out of the proposed NCSP. Additionally, there is potential that construction of a destination resort on Edom Hill would generate a greater number of vehicular trips than light industrial uses, but would also reduce truck traffic. It can be assumed that a destination resort would attract more traffic from the general public and, therefore, internal roadways may potentially experience increased congestion. However, because detailed plans are unavailable at this time, the number of vehicular trips can not be quantified. Overall increases of traffic volumes resulting from the Landau Boulevard and Destination Resort Alternative would be comparable to the proposed NCSP and would be significant. Mitigation similar to that identified for the proposed NCSP would be required. Therefore, compared to the proposed NCSP, the Landau Interchange and Destination Resort Alternative would result in a similar level of impact to traffic and transportation.

Utilities and Service Systems: Implementation of the Landau Interchange and Destination Resort Alternative would result in similar level of impact to utilities and service systems as the proposed NCSP because substantial amounts of infrastructure would be required. Construction of water, wastewater, electric, and gas infrastructure would be required and cumulative impacts to water supply would be significant. Potentially significant environmental impacts related to construction of water, wastewater, electric, and gas facilities would be determined as individual projects are proposed and implemented. Mitigation similar to that identified for the proposed NCSP would be required for the Landau Interchange and Destination Resort Alternative. Therefore, compared to the proposed NCSP, the Landau Interchange and Destination Resort Alternative would result in a similar level of impact to utilities and service systems.

Conclusion: Implementation of the Landau Interchange and Destination Resort Alternative would result in a similar level of impact to all environmental issue areas compared to the proposed NSCP, with the exception of air quality, which would experience greater impacts due to temporary construction emissions and reduced regional air emissions due to reduced idling time at the I-10 interchanges at Palm Drive, Date Palm Drive, and Da Vall Drive. Since the Landau Interchange and Destination Resort Alternative proposes the same land uses as the proposed NCSP, with the exception of a destination resort and an interchange at Landau Boulevard, environmental impacts would be of a similar scale.

Comparison of the Landau Interchange and Destination Resort Alternative to Project Objectives

The Landau Interchange and Destination Resort Alternative would meet all of the objectives identified for the NCSP. The plan for the Landau Interchange and Destination Resort Alternative would direct the location and intensity of new development and guide associated infrastructure and public services. Additionally, the proposed mixed-use components would balance the provision of job creation and housing opportunities for the City and encourage smart growth principles by placing commercial opportunities within walking distance of housing. Further, the Landau Interchange and Destination Resort Alternative would implement the conservation criteria established under the Coachella Valley MSHCP, guide all elements of design for appropriate use in the desert environment, and capitalize on the natural resources that exist in the NCSP area.

5.4.4 Alternative 4: Accelerated Development Alternative

The Accelerated Development Alternative would develop the NCSP area in a manner such that the majority of development would be constructed in the far Eastern Area (from Date Palm Drive to Da Vall Drive). The development intensity by 2030 would be reduced from that currently proposed under the NCSP with approximately 3,000 fewer housing units and 1,600,000 fewer square feet of non-residential uses. However, more of the mixed-use ~~residential-neighborhood~~ development would be commercial, rather than industrial or business park. By 2030, the Accelerated Development Alternative would construct approximately 6,711 housing units, two hotels, two RV resorts, business park uses, retail/restaurant uses, and light industrial uses, as shown in Table 5.4-1.

Table 5.4-1. Accelerated Development Alternative Land Use Acreages

	Gross Land Area (Acres [ac])	Accelerated Development Alternative			
		Residential Capacity (Dwelling Units [du])	Non-Residential Capacity (Square Feet [sf])	Hotel (Number of Rooms)	RV Resort (Number of Spaces)
<i>Western Area (west of MSHCP)</i>					
Mixed Use Urban (45 du/ac max)	235	2,040	2,999,106		
Mixed Use Commercial (25 du/ac max)	171	1,964	377,665		
Area Subtotal	406	4,004	3,376,771	0	0
<i>Central Area (MSHCP to Date Palm Drive)</i>					
Mixed Use Urban (45 du/ac max)	179	347	811,020	200	800
Business Park	258	n/a	1,530,676		
Light Industrial	15	n/a	162,840		
Residential Estate (2 du/ac max)	136	46	n/a		
Open Space	21	n/a	n/a		
Area Subtotal	609	393	2,504,536	200	800
<i>Eastern Area (Date Palm Drive to DaVall Drive)</i>					
Mixed Use Urban(45 du/ac max)	275	500	3,586,730	853	620
Mixed Use Neighborhood (25 du/ac max)	213	1,859	none		
Business Park	18	n/a	342,120		
Open Space	6	n/a	n/a		
Area Subtotal	512	2,359	3,928,850	853	620
<i>Edom Hill Area</i>					
Edom Hill - Light Industrial	289	n/a	544,903		
Area Subtotal	289	0	544,903	0	0
<i>MSHCP Area</i>					
Mixed Use Urban	45	none	431,244		
Edom Hill - Light Industrial	10	n/a	none		
Residential Estate (1 du/ac average)	327	none	none		
Open Space - Residential	389	none	none		
Open Space	2,077	n/a	n/a		
Area Subtotal	2,848	0	431,244	0	0
Totals	4,664	6,756	10,786,304	1,053	1,420

Notes: This land use summary assumes the anticipated amount of development by 2030 based on market analysis. The assumptions do not limit the ultimate amount of square footage that could be developed under the North City Specific Plan. The maximum density, intensity standards, and the total amount of development are dictated by the development standards provided in Chapters 7 through 11 of the Specific Plan document.

Environmental Impacts of Accelerated Development Alternative

Aesthetics: Implementation of the Accelerated Development Alternative would result in a similar level of impact to aesthetics as the proposed NCSP because the majority of development would still occur along the I-10 corridor. The Accelerated Development Alternative would convert predominantly vacant land to mixed-use ~~commercial~~urban, mixed-use ~~neighborhood~~residential, business park, and light industrial uses by 2030. Although the Accelerated Development Alternative would construct fewer housing units and non-residential uses by 2030, the difference in aesthetic impact compared to the proposed NCSP would be unsubstantial because of the high degree of development that would still be constructed. The Accelerated Development Alternative would be designed in accordance with the City of Cathedral City General Plan Community Image and Urban Design Element. A less than significant impact to aesthetics is anticipated for the Accelerated Development Alternative. Compared to the proposed NCSP, the Accelerated Development Alternative would result in a similar level of impact to aesthetics.

Air Quality: Implementation of the Accelerated Development Alternative would result in the release of pollutant emissions during construction and operational phases. It is anticipated that fewer emissions would be generated by the Accelerated Development Alternative than the proposed NCSP because approximately 3,000 fewer housing units and 1.6 million fewer square feet of non-residential uses would be constructed. However, the construction of approximately 6,000 housing units and 10.7 million square feet of non-residential uses would result in significant program-level and cumulative impacts to air quality. Therefore, as individual projects are proposed, project-specific air quality analyses would be required to quantify emissions and propose mitigation. However, even with incorporation of mitigation measures, the Accelerated Development Alternative would likely result in significant and unmitigated cumulative impacts to air quality. Therefore, compared to the proposed NCSP, the Accelerated Development Alternative would result in a similar level of impact to air quality.

Biological Resources: Implementation of the Accelerated Development Alternative would result in a similar impact to biological resources as the proposed NCSP because the project area footprint would be identical. Therefore, potentially significant impacts to sensitive vegetation communities, migratory birds, including raptors, and wetlands would result. Mitigation similar to that identified for the proposed NCSP would be required and impacts would likely be reduced to below a level of significance. Compared to the proposed NCSP, the Accelerated Development Alternative would result in a similar level of impact to biological resources.

Cultural Resources: Implementation of the Accelerated Development Alternative would result in similar impacts to cultural resources as the proposed NCSP because the same project area footprint would be disturbed. Therefore, potentially significant impacts to historical, archaeological, and paleontological resources and human remains would result. Mitigation similar to that identified for the proposed NCSP would be required and impacts would likely be reduced to below a level of significance. Compared to the proposed NCSP, the Accelerated Development Alternative would result in a similar level of impact to cultural resources.

Hydrology and Water Quality: Implementation of the Accelerated Development Alternative would result in a similar level of impact to hydrology and water quality as the proposed NCSP despite the construction of fewer impervious surfaces by 2030. New stormwater drainage facilities would still be required to serve the new development under the Accelerated Development Alternative, as none currently exists on-site. Mitigation similar to that identified for the proposed NCSP would be required. Additionally, there is potential for the Accelerated Development Alternative to deplete groundwater resources of the Coachella Valley, although demand would be less than that required for the proposed NCSP. Mitigation

similar to that identified for the proposed NCSP would be required. Because similar significant impacts and mitigation are required, compared to the proposed NCSP, the Accelerated Development Alternative would result in a similar level of impact to hydrology and water quality.

Land Use: Implementation of the Accelerated Development Alternative would result in a similar level of impact to land use and planning because a General Plan Amendment and zone change would still be required. However, no significant impacts to land use and planning are anticipated. Compared to the proposed NCSP, the Accelerated Development Alternative would result in a similar level of impact to land use and planning.

Noise: Implementation of the Accelerated Development Alternative would result in an increase in ambient noise during construction and operational phases. Similar to the proposed NCSP, there is potential to expose sensitive receptors to substantial ambient noise because housing units would be constructed within noise contours of the I-10. Therefore, a significant impact would result and mitigation similar to that identified for the proposed NCSP would be required. Site-specific noise analyses would have to be prepared as individual projects are proposed. Compared to the proposed NCSP, the Accelerated Development Alternative would result in a similar level of impact related to noise.

Population and Housing: Implementation of the Accelerated Development Alternative would result in a similar level of impact to population and housing as the proposed NCSP. Although fewer housing units would be constructed by 2030, implementation of the Accelerated Development Alternative would still generate approximately 16,317 new residents in the City¹. This constitutes approximately two-thirds of the anticipated growth in the City, according to the 2008 SCAG growth projections. Therefore, the Accelerated Development Alternative would not exceed growth projections for the City. Therefore, compared to the proposed NCSP, the Accelerated Development Alternative would result in a similar level of impact to population and housing.

Public Services: Implementation of the Accelerated Development Alternative would increase demand for police, fire, school, library, and hospital/medical services to serve the anticipated 16,317 new residents. Similar to the proposed NCSP, individual projects proposed under the Accelerated Development Alternative would be required to pay applicable development impact fees as development moves forward. Final determination of required fees and increases in service would be established as individual projects are proposed. Compared to the proposed NCSP, the Accelerated Development Alternative would result in a similar level of impacts to public services.

Traffic and Transportation: Implementation of the Accelerated Development Alternative would result in a similar level of impact to traffic and transportation as the proposed NCSP. According to the Technical Memorandum prepared by Iteris (Appendix I), under the Accelerated Development Alternative the anticipated level of service (LOS) at study area intersections in 2030 would be similar to the anticipated LOS for the proposed NCSP. The Accelerated Development Alternative would generate approximately 208,923 average daily trips (ADT) and the proposed NCSP would generate approximately 234,000 ADT. Therefore, minor changes in average delay would occur between the two build-out scenarios; however, these differences would be unsubstantial. Significant impacts to traffic and transportation would result and mitigation similar to that identified for the proposed NCSP would be required. With incorporation of mitigation measures, impacts to traffic would be less than significant.

¹ Population generation is calculated using the City's average household size of 3.08 persons per household and the City's occupancy rate of 78.4 percent, according to the Riverside County Center for Demographic Research (2007). The product of these numbers and the proposed number of housing units is 16,317.

Compared to the proposed NCSP, the Accelerated Development Alternative would result in a similar level of impact to traffic and transportation.

Utilities and Service Systems: Implementation of the Accelerated Development Alternative would result in a similar level of impact to utilities and service systems as the proposed NCSP because substantial amounts of infrastructure would have to be constructed. Similar to the proposed NCSP, the Accelerated Development Alternative would require water, wastewater, electric, and gas infrastructure, in addition to solid waste services. The construction of infrastructure has the potential to result in further environmental impact, particularly in relation to biological and cultural resources. The Accelerated Development Alternative would result in significant program-level and cumulative impacts to utilities and service systems. Mitigation similar to that identified for the proposed NCSP would be required. Compared to the proposed NCSP, the Accelerated Development Alternative would result in a similar level of impact to utilities and service systems.

Conclusion: Implementation of the Accelerated Development Alternative would result in a similar level of environmental impact when compared to the proposed NCSP. Although the Accelerated Development Alternative proposes fewer housing units and non-residential uses by 2030, a substantial amount of high density development is still proposed. Therefore, significant environmental impacts would result and mitigation similar to that identified for the proposed NCSP would be required.

Comparison of the Accelerated Development Alternative to Project Objectives

The Accelerated Development Alternative would meet the objectives identified for the NCSP. The Accelerated Development Alternative would direct the location and intensity of new development while guiding associated infrastructure and public services. By providing mixed-use components, the Accelerated Development Alternative would balance the provision of job creation and housing opportunities and encourage smart growth principles. Additionally, the Accelerated Development Alternative would implement the conservation criteria established under the Coachella Valley MSHCP and guide all elements of design for appropriate use in the desert environment. By accomplishing this objective, the Accelerated Development Alternative would capitalize on the natural resources that exist in the area. Therefore, the Accelerated Development Alternative would meet the objectives identified for the proposed NCSP.

5.4.5 Alternative 5: Reduced Development Alternative

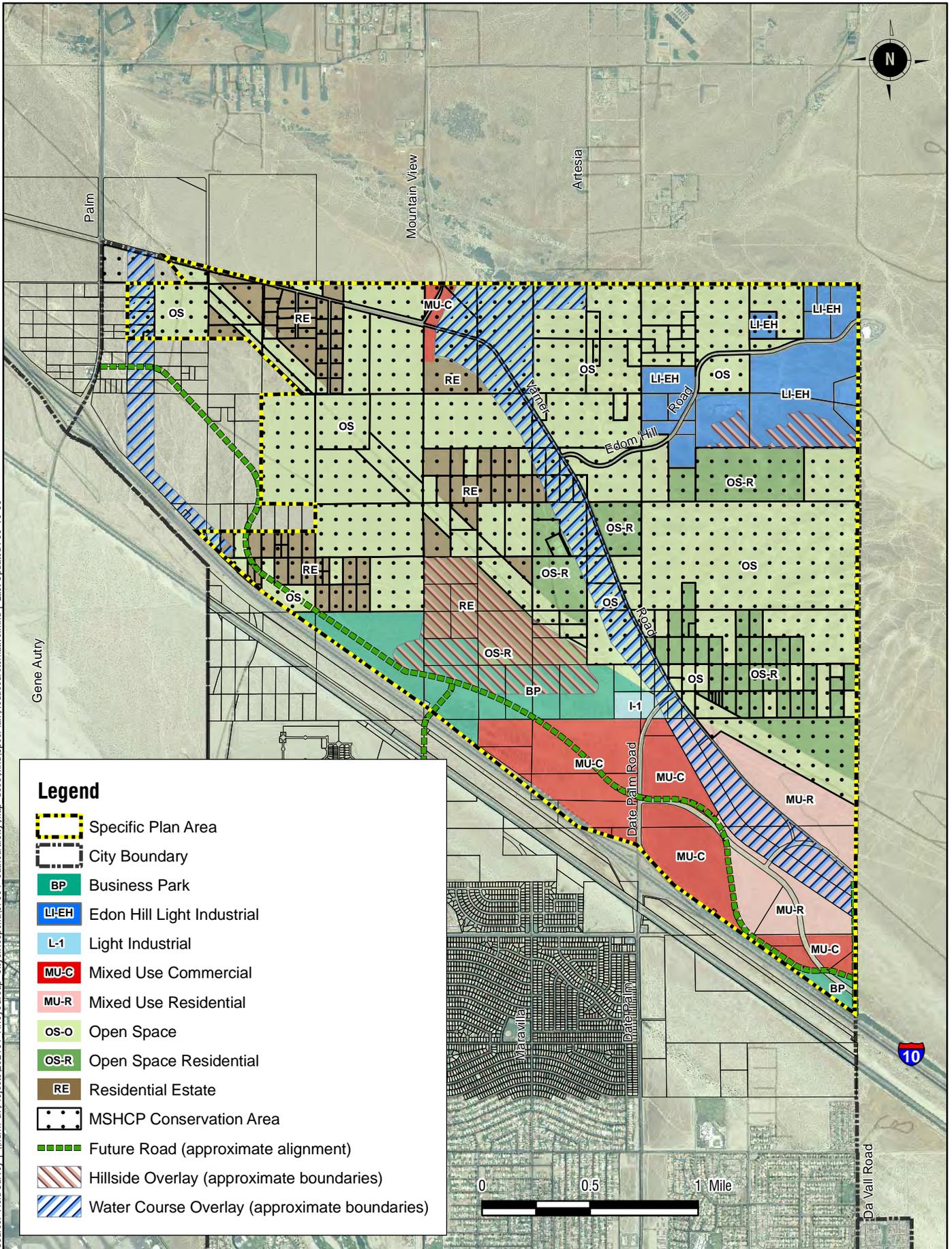
The Reduced Development Alternative would eliminate the Western Area from the Accelerated Development Alternative and leave that area to be developed independently according to the existing General Plan and Zoning Ordinance. Development under the Reduced Development Alternative would include only the proposed Central and Eastern Areas of the Accelerated Development Alternative, as shown in Figure 5.4-1. These areas would be developed according to the Accelerated Development Alternative and include a total of 2,752~~05~~ residences, and 7,409,533 square feet total of retail/restaurant, office, and industrial uses, two hotels, and two RV resorts (Table 5.4-2).

Table 5.4-2. Reduced Development Alternative Land Use Acreages

	Gross Land Area (Acres [ac])	Reduced Development Alternative			
		Residential Capacity (Dwelling Units [du])	Non-Residential Capacity (Square Feet [sf])	Hotel (Number of Rooms)	RV Resort (Number of Spaces)
<i>Central Area (MSHCP to Date Palm Drive)</i>					
Mixed Use Urban (45 du/ac max)	<u>179</u>	<u>347</u>	<u>811,020</u>	<u>200</u>	<u>800</u>
Business Park	<u>258</u>	<u>n/a</u>	<u>1,530,676</u>		
Light Industrial	<u>15</u>	<u>n/a</u>	<u>162,840</u>		
Residential Estate (2 du/ac max)	<u>136</u>	<u>46</u>	<u>n/a</u>		
Open Space	<u>21</u>	<u>n/a</u>	<u>n/a</u>		
Area Subtotal	<u>609</u>	<u>393</u>	<u>2,504,536</u>	<u>200</u>	<u>800</u>
<i>Eastern Area (Date Palm Drive to DaVall Drive)</i>					
Mixed Use Urban (45 du/ac max)	<u>275</u>	<u>500</u>	<u>3,586,730</u>	<u>853</u>	<u>620</u>
Mixed Use Neighborhood (25 du/ac max)	<u>213</u>	<u>1,859</u>	<u>none</u>		
Business Park	<u>18</u>	<u>n/a</u>	<u>342,120</u>		
Open Space	<u>6</u>	<u>n/a</u>	<u>n/a</u>		
Area Subtotal	<u>512</u>	<u>2,359</u>	<u>3,928,850</u>	<u>853</u>	<u>620</u>
<i>Edom Hill Area</i>					
Edom Hill - Light Industrial	<u>289</u>	<u>n/a</u>	<u>544,903</u>		
Area Subtotal	<u>289</u>	<u>0</u>	<u>544,903</u>	<u>0</u>	<u>0</u>
<i>MSHCP Area</i>					
Mixed Use Urban	<u>45</u>	<u>none</u>	<u>431,244</u>		
Edom Hill - Light Industrial	<u>10</u>	<u>n/a</u>	<u>none</u>		
Residential Estate (1 du/ac average)	<u>327</u>	<u>none</u>	<u>none</u>		
Open Space - Residential	<u>389</u>	<u>none</u>	<u>none</u>		
Open Space	<u>2,077</u>	<u>n/a</u>	<u>n/a</u>		
Area Subtotal	<u>2,848</u>	<u>0</u>	<u>431,244</u>	<u>0</u>	<u>0</u>
Totals	<u>4,258</u>	<u>2,752</u>	<u>7,409,533</u>	<u>1,053</u>	<u>1,420</u>

Notes: This land use summary assumes the anticipated amount of development by 2030 based on market analysis. The assumptions do not limit the ultimate amount of square footage that could be developed under the North City Specific Plan. The maximum density, intensity standards, and the total amount of development are dictated by the development standards provided in Chapters 7 through 11 of the Specific Plan document.

Source: Field Survey | \hdr\m-6\Projects\202181 - Arroyo Group - City of Hesperia\67064_CathedralCity\map_docs\mxd\SpecPlan\ReducedAlternative.mxd | Last Updated: 09-16-08



Legend

- Specific Plan Area
- City Boundary
- Business Park
- Edon Hill Light Industrial
- Light Industrial
- Mixed Use Commercial
- Mixed Use Residential
- Open Space
- Open Space Residential
- Residential Estate
- MSHCP Conservation Area
- Future Road (approximate alignment)
- Hillside Overlay (approximate boundaries)
- Water Course Overlay (approximate boundaries)

Reduced Development Alternative
FIGURE 5.4-1

Environmental Impacts of Reduced Development Alternative

Aesthetics: Implementation of the Reduced Development Alternative would result in a similar level of impact to aesthetic resources as the proposed NCSP. The majority of development and impacts to aesthetics would still occur along the I-10 corridor. Although the Western Area would be eliminated in the Reduced Development Alternative, the Central and Eastern Areas would be developed at a similar intensity as the proposed NCSP. Further, the Western Area would likely still be developed, independent of the Reduced Development Alternative, according to the existing General Plan land use designation and Zoning Ordinance. Therefore, the elimination of the Western Area would not result in a substantial reduction of aesthetic impact. The Reduced Development Alternative would result in a less than significant impact to aesthetics. Compared to the proposed NCSP, the Reduced Development Alternative would result in a similar level of impact to aesthetics.

Air Quality: Implementation of the Reduced Development Alternative would result in a reduced level of impact to air quality compared to the proposed NCSP because the Reduced Development Alternative proposes approximately 7,000 fewer residences and nearly five million fewer square feet of non-residential development (i.e., retail/restaurant and office). The reduced residential and commercial development would substantially reduce pollutant emissions during construction and operation of the Reduced Development Alternative. The greatest reduction would result from fewer ADT and vehicle miles traveled (VMT) from residences because the Reduced Development Alternative proposes approximately 28 percent of the number of residences included in the proposed NCSP. Additionally, the reduced commercial development would result in fewer ADT to and from the Reduced Development Alternative site. Therefore, it is reasonable to infer that the Reduced Development Alternative would emit roughly 50 percent of the pollutant emissions that would result from build-out and operation of the NCSP to 2030 projections. However, due to the size and development intensity of the Reduced Development Alternative, it is likely that impacts to air quality would be significant. Mitigation similar to that identified for the proposed NCSP would be required and even with inclusion of mitigation, cumulative impacts would likely remain significant and unmitigated. However, it should be noted that any development proposed within the NCSP area would result in a significant cumulative impact to air quality and this impact is not unique to the Reduced Development Alternative or the proposed NCSP. Therefore, a significant and unmitigated cumulative impact should not negate the merits of substantially reduced pollutant emissions. Compared to the proposed NCSP, the Reduced Development Alternative would result in a reduced level of impact to air quality.

Biological Resources: Implementation of the Reduced Development Alternative would result in a similar level of impact to biological resources. Although ~~406345~~ fewer acres would be developed compared to the proposed NCSP, approximately 1,4200 acres would still be impacted with the high density development. Therefore, potentially significant impacts to sensitive vegetation communities, migratory birds, including raptors, and wetlands would result. Mitigation similar to that identified for the proposed NCSP would be required and impacts would likely be reduced to below a level of significance. Compared to the proposed NCSP, the Reduced Development Alternative would result in a similar level of impact.

Cultural Resources: Implementation of the Reduced Development Alternative would result in a similar level of impact to cultural resources. As identified above, although ~~406345~~ fewer acres would be developed compared to the proposed NCSP, approximately 1,4200 acres would still be impacted and, therefore, there is potential to impact undiscovered historical, archaeological, or paleontological resources and/or human remains. Mitigation identical to that identified for the proposed NCSP would be required

and impacts would likely be reduced to below a level of significance. Compared to the proposed NCSP, the Reduced Development Alternative would result in a similar level of impact to cultural resources.

Hydrology and Water Quality: Implementation of the Reduced Development Alternative would result in a slightly reduced severity of impact to hydrology and water quality because fewer impervious surfaces and housing units would be constructed. However, new stormwater drainage facilities would still be required for the Reduced Development Alternative because the existing drainage pattern would be altered during the course of development and existing infrastructure is unavailable. Mitigation similar to that identified for the proposed NCSP would be required. However, because fewer housing units and non-residential uses would be developed as part of the Reduced Development Alternative, slightly less stormwater infrastructure would be required by 2030.

Additionally, similar to the proposed NCSP, the Reduced Development Alternative has the potential to deplete groundwater resources of the Coachella Valley. However, because the Reduced Development Alternative proposes substantially fewer residences, the impact to groundwater would be to a lesser degree than the proposed NCSP. The Reduced Development Alternative would likely result in a significant impact to groundwater and mitigation similar to that identified for the proposed NCSP would be required. Impacts would be reduced to below a level of significance.

Compared to the proposed NCSP, the Reduced Development Alternative would result in a slightly reduced level of impact to hydrology and water quality. However, it should be noted that impacts would still be significant and would require similar mitigation.

Land Use: Implementation of the Reduced Development Alternative would result in a similar level of impact to land use and planning because a General Plan Amendment and zone change would still be required. However, no significant impacts to land use and planning are anticipated. Compared to the proposed NCSP, the Reduced Development Alternative would result in a similar level of impact to land use and planning.

Noise: Implementation of the Reduced Development Alternative would result in a smaller increase in ambient noise than the proposed NCSP because less residential and commercial uses are proposed. The Reduced Development Alternative is anticipated to generate substantially fewer ADT by residents and, therefore, the increase in vehicular noise would be less than the proposed NCSP. However, because the majority of development proposed under the Reduced Development Alternative would be located within the I-10 corridor, there is potential to expose sensitive receptors to significant roadway noise. This would result in a significant impact and mitigation similar to that identified for the proposed NCSP would be required. Site-specific acoustic analyses would be required as individual projects are proposed under the Reduced Development Alternative. When compared to the proposed NCSP, the Reduced Development Alternative would result in a similar level of impact related to noise.

Population and Housing: Implementation of the Reduced Development Alternative would result in a reduced level of impact related to population and housing. By reducing the number of housing units to be developed, the Reduced Development Alternative would not generate substantial population growth. Construction of 2,752~~05~~ housing units would generate approximately 6,645~~32~~ new residents, based upon the City's average household size of 3.08 persons per household and the City's occupancy rate of 78.4 percent (Riverside County Center for Demographic Research 2007). This is substantially reduced from the 23,225 residents anticipated to be generated by implementation of the proposed NCSP to 2030 projections. The Reduced Development Alternative would result in a less than significant impact to population and housing. Compared to the proposed NCSP, this represents a similar level of impact.

Public Services: Implementation of the Reduced Development Alternative would result in a reduced level of impact related to public services because fewer new housing units and residents would require services. Under the Reduced Development Alternative, approximately 6,645~~532~~ new residents would be generated. This would increase demand for police, fire, school, library, and hospital/medical services to a lesser degree than the proposed NCSP. Similar to the proposed NCSP, individual projects proposed under the Reduced Development Alternative would be required to pay applicable development impact fees. However, because the Reduced Development Alternative would generate approximately 16,750 fewer new residents in the City, impacts are anticipated to be less severe. Compared to the proposed NCSP, this represents a reduced level of impact to public services.

Traffic and Transportation: Implementation of the Reduced Development Alternative would result in a reduced level of impact to traffic and transportation because substantially fewer ADT would be generated. This would reduce the roadway congestion and degradation of LOS anticipated for the proposed NCSP. Because individual projects have not yet been proposed, quantification of the traffic reduction is not possible at this time. However, the elimination of approximately 7,000 housing units and nearly five million square feet of non-residential capacity would substantially reduce the number of ADT generated by build-out of any development. Therefore, compared to the proposed NCSP, the Reduced Development Alternative would result in a reduced impact to traffic and transportation.

Utilities and Service Systems: Implementation of the Reduced Development Alternative would result in a similar level of impact to utilities and service systems as the proposed NCSP. Although the reduction of housing units, non-residential square feet, and new residents would reduce demand for water, wastewater, and solid waste services and water supply, the provision of these services would still be required. Mitigation would be similar to that identified for the proposed NCSP and the construction of new infrastructure would still be required. Therefore, there is potential for further environmental impact to result, particularly in relation to biological and cultural resources. The Reduced Development Alternative would still result in a significant program-level and cumulative impacts to utilities and service systems because services would be required in an area with little existing infrastructure. Mitigation similar to that identified for the proposed NCSP would be required. Compared to the proposed NCSP, the Reduced Density Alternative would result in a similar level of impact to utilities and service systems.

Conclusion: Implementation of the Reduced Development Alternative would result in a reduced level of environmental impact when compared to the proposed NCSP. This is due to the substantially reduced number of residential units and commercial uses that would be constructed.

Comparison of the Reduced Development Alternative to Project Objectives

The Reduced Development Alternative would meet the objectives identified for the NCSP. The Reduced Development Alternative would direct the location and intensity of new development while guiding associated infrastructure and public services. Additionally, the mixed-use components of the Reduced Development Alternative would balance the provision of job creation and housing opportunities and support smart growth principles. The Reduced Development Alternative would also implement the conservation criteria established under the Coachella Valley MSHCP and guide all elements of design for appropriate use in the unique desert environment.

5.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 5.5-1 provides a comparison of the impacts of each alternative compared to the proposed NCSP. As noted in Table 5.5-1, the Reduced Development Alternative would be considered the environmentally superior development alternative since it would substantially reduce pollutant emissions and ADT compared to the proposed NCSP. Although impacts related to air quality would remain significant and unmitigated, the elimination of approximately 7,000 residences and nearly five million square feet of non-residential uses would substantially reduce pollutant emissions, as discussed in the Section 5.4.

Table 5.5-1. Comparison of Alternative Impacts to North City Specific Plan

Environmental Issue Area	Proposed Project	Alternative 1 No Project/ Existing Zoning	Alternative 2 No Project /Destination Resort	Alternative 3 No Project /Landau Interchange and Destination Resort	Alternative 4 Accelerated Development	Alternative 5 Reduced Development
Aesthetics	Program Level: Less than significant Cumulative Level: Less than significant	CEQA Significance: Less than significant Comparison to Project: Similar impact	CEQA Significance: Less than significant impact Comparison to Project: Similar impact	CEQA Significance: Less than significant impact Comparison to Project: Similar impact	CEQA Significance: Less than significant Comparison to Project: Similar impact	CEQA Significance: Less than significant Comparison to Project: Similar impact
Air Quality	Program Level: Significant and unmitigated Cumulative Level: Significant and unmitigated	CEQA Significance: Significant and unmitigated Comparison to Project: <u>Similar-Less impact due to substantially reduced operational emissions.</u>	CEQA Significance: Significant and unmitigated Comparison to Project: Similar impact	CEQA Significance: Significant and unmitigated Comparison to Project: <u>Greater impact due to short-term construction emissions but less impact due to reduced idling time at interchanges.</u>	CEQA Significance: Significant and unmitigated Comparison to Project: Similar impact	CEQA Significance: Significant and unmitigated Comparison to Project: Less impact due to substantially reduced emissions
Greenhouse Gases	Program Level: Less than significant Cumulative Level: Significant and unmitigated	CEQA Significance: Significant and unmitigated Comparison to Project: Similar impact	CEQA Significance: Significant and unmitigated Comparison to Project: Similar impact	CEQA Significance: Significant and unmitigated Comparison to Project: Greater impact	CEQA Significance: Significant and unmitigated Comparison to Project: Similar impact	CEQA Significance: Significant and unmitigated Comparison to Project: Similar impact
Biological Resources	Program Level: Mitigated to below a level of significance Cumulative Level: Less than Significant	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Greater impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact

5.0 Alternatives

Environmental Issue Area	Proposed Project	Alternative 1 No Project/ Existing Zoning	Alternative 2 No Project / Destination Resort	Alternative 3 No Project / Landau Interchange and Destination Resort	Alternative 4 Accelerated Development	Alternative 5 Reduced Development
Cultural Resources	Program Level: Mitigated to below a level of significance Cumulative Level: Less than significant	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact
Hydrology/ Water Quality	Program level: Mitigated to below a level of significance Cumulative Level: Less than significant	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Less impact because less infrastructure would be required
Land Use and Planning	Program level: Less than significant Cumulative Level: Less than significant	CEQA Significance: Less than significant Comparison to Project: Similar impact				
Noise	Program level: Mitigated to below a level of significance Cumulative Level: Less than Significant	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Less Similar impact because less vehicular traffic noise would be generated
Population and Housing	Program level: Less than significant Cumulative Level: Less than significant	CEQA Significance: Less than significant Comparison to Project: Similar impact				

5.0 Alternatives

Environmental Issue Area	Proposed Project	Alternative 1 No Project/ Existing Zoning	Alternative 2 No Project / Destination Resort	Alternative 3 No Project / Landau Interchange and Destination Resort	Alternative 4 Accelerated Development	Alternative 5 Reduced Development
Public Services	Program level: Mitigated to below a level of significance Cumulative Level: Mitigated to below a level of significance	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Less impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Less impact because substantially fewer residents would be generated
Transportation and Traffic	Program level: Mitigated to below a level of significance Cumulative Level: Mitigated to below a level of significance	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Less impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Less impact because substantially fewer ADT and VMT would be generated
Utilities and Service Systems	Program level: Mitigated to below a level of significance Cumulative Level: Significant and unmitigated	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact	CEQA Significance: Mitigated to below a level of significance Comparison to Project: Similar impact
Project Objectives	Would meet all project objectives	Would meet majority of project objectives, with the exception of encouraging smart growth principles	Would meet all project objectives			

This page intentionally left blank.

6.0 GROWTH-INDUCING IMPACTS

This section discusses the ways in which the North City Specific Plan (NCSP) could foster economic or population growth. Growth-inducing impacts are caused by those characteristics of a project that tend to foster or encourage population and/or economic growth. Inducements to growth include the generation of construction and permanent employment opportunities in the support sector of the economy. A project could also induce growth by lowering or removing barriers to growth or by creating an amenity that attracts new population or economic activity.

In accordance with Section 15126.2(d) of the *California Environmental Quality Act (CEQA) Guidelines*, an Environmental Impact Report (EIR) must “*discuss the ways in which the Proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth ... Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristics of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*”

Two issues must be considered when assessing the growth-inducing impacts of a project:

- Elimination of obstacles to population growth: The extent to which additional infrastructure capacity or a change in regulatory structure would allow additional development in the City; and
- Promotion of economic growth: The extent to which the proposed project can cause increased activity in the local or regional economy. Economic impacts can include direct effects, such as the direction and strategies implemented within the project area, and indirect or secondary impacts, such as increased commercial activity needed to serve the additional population projected from the project.

6.1 ELIMINATION OF OBSTACLES TO POPULATION GROWTH

The elimination of either physical or regulatory obstacles to population growth is considered to be a growth-inducing impact. A physical obstacle to population growth typically involves the lack of public service infrastructure. The extension of public service infrastructure, including roadways, water mains, and sewer lines, into areas not currently provided with these services is expected to support new development. Similarly, the elimination of or change to a regulatory obstacle, including existing growth and development policies, can result in new population growth.

The adopted growth forecasts for the Southern California Association of Governments (SCAG) region, the Coachella Valley Association of Governments (CVAG) subregion, and City are as follows:

Table 6.0-1. Adopted SCAG Region Forecasts

	2010	2015	2020	2025	2030
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,865,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

Source: SCAG, adopted by the Regional Council in April 2004.

Table 6.0-2. Adopted CVAG Forecasts

	2010	2015	2020	2025	2030
Population	470,827	540,105	607,149	670,378	730,001
Households	164,169	190,221	216,311	242,071	267,612
Employment	186,124	206,537	227,494	248,730	270,336

Source: SCAG, adopted by the Regional Council in April 2004.

Table 6.0-3. Adopted CVAG Unincorporated Areas Forecasts

	2010	2015	2020	2025	2030
Population	103,079	126,925	149,159	169,437	187,870
Households	31,367	39,785	48,269	56,666	65,006
Employment	12,063	14,432	16,844	19,273	21,731

Source: SCAG, adopted by the Regional Council in April 2004.

Table 6.0-4. Adopted City of Cathedral City Forecasts

	2010	2015	2020	2025	2030
Population	59,707	69,007	78,177	86,970	95,397
Households	19,718	22,977	26,276	29,529	32,754
Employment	22,547	26,615	30,799	35,047	39,371

Source: Letter from SCAG to City of Cathedral City (May 2008)

Note: The 2004 RTP growth forecast at regional, county, and subregional level was adopted by Riverside County in April 2004. City totals are the sum of small area data and should be used for advisory purposes only.

Additionally, on November 1, 2007, the Draft 2008 RTP Baseline Growth Forecast (built upon subregional/local jurisdiction input) was released by the Community, Economic, and Human Development Committee of SCAG for public review and comment. As shown in Table 6.0-5, growth projection forecasts for 2035 included in the Draft 2008 RTP Baseline Growth Forecast are more conservative than growth projection forecasts included in the 2004 RTP. It is not anticipated that significant changes to growth projection forecasts would occur between the Draft 2008 RTP Baseline Growth Forecast and the Final 2008 RTP Baseline Growth Forecast. However, growth projection forecasts for the SCAG Region, the incorporated and unincorporated Coachella Valley Association of Governments region, and the City of Cathedral City included in Table 6.0-5 can be considered updated from 2004.

Table 6.0-5. 2035 Population, Household, and Employment Forecasts

	Population	Households	Employees
SCAG Region	24,056,000	7,710,000	10,287,000
CVAG	1,045,814	354,552	315,289
CVAG – Unincorporated Area	398,157	127,949	49,046
City of Cathedral City	76,838	26,132	29,349

Source: SCAG, Draft 2008 RTP Baseline Growth Forecast

Implementation of the NCSP would create 9,618 new housing units, commercial development, business park, and light industrial uses in the undeveloped area north of I-10 in the City of Cathedral City. Additionally, the NCSP would add approximately 23,225 new residents to the City. Infrastructure would have to be extended to connect the NCSP area to existing infrastructure and new infrastructure would have to be constructed to serve the NCSP area. However, it should be noted that any new infrastructure would be intended to serve only the NCSP area. Therefore, the extension of infrastructure would not induce population growth in areas outside of the NCSP footprint. Further, the population growth that would be generated by implementation of the NCSP is anticipated by the City and SCAG projections. Implementation of the NCSP is not anticipated to generate population growth outside of the NCSP footprint.

Promotion of Economic Growth

The NCSP includes commercial and hotel development which would directly promote economic growth in the City. Additionally, increased industrial, business park, and residential development typically generates a secondary or indirect demand for other services. However, the increase in demand for these services has been accounted for by the NCSP. Additionally, the new residents generated by the NCSP, in addition to the City's growing population, would require additional goods and services such as groceries, entertainment, and medical services. These goods and services can be provided for through implementation and future build out of the NCSP. Therefore, additional economic growth outside of the NCSP area is not anticipated. Therefore, although the NCSP would promote economic growth, it is not considered growth inducing.

6.2 SUMMARY AND CONCLUSIONS

The NCSP would directly induce population growth, expand public infrastructure, and would directly promote economic growth. However, all of the anticipated growth can be accommodated by the NCSP. Implementation of the NCSP is not anticipated to generate growth anywhere outside of the NCSP footprint. Therefore, the NCSP is not considered growth inducing.

This page intentionally left blank.

7.0 INVENTORY OF UNAVOIDABLE ADVERSE IMPACTS

In accordance with *California Environmental Quality Act (CEQA) Guidelines* Section 15126(b), Environmental Impact Reports (EIRs) must include a discussion of significant environmental effects that cannot be avoided if the proposed project is implemented. The impact analysis, as detailed in Section 4.0 of this Draft Program EIR (PEIR), concludes that the following impacts would remain significant after mitigation for the North City Specific Plan (NCSP).

7.1 AIR QUALITY/GLOBAL CLIMATE CHANGE (PROGRAM- AND CUMULATIVE-LEVEL)

Implementation of the NCSP would result in substantial emissions of Reactive Organic Gases (ROG), Oxides of Nitrogen (NO_x), Carbon Monoxide (CO), and respirable particulate matter of different sizes (PM₁₀ and PM_{2.5}). The volume of emissions anticipated for operation of the NCSP would exceed South Coast Air Quality Management District (SCAQMD) significance thresholds. Additionally, during construction within the NCSP area, the volume of construction-related emissions is anticipated to exceed SCAQMD significance thresholds for NO_x. Construction-related emissions can be reduced through the use of Tier 2 Blue Sky Engine equipment; however, there are currently no feasible mitigation measures to reduce operational emissions of the NCSP below the SCAQMD significance thresholds. Operational emissions from the NCSP would contribute to a significant cumulative impact because cumulative projects would also emit ROG, NO_x, CO, PM₁₀, and PM_{2.5}. There is currently no feasible mitigation that would reduce emissions to below SCAQMD significance thresholds. Therefore, impacts would remain significant and unmitigated.

Greenhouse gases and associated precursors, specifically ROG, NO_x, and CO, would be emitted within the NCSP area during construction and operation. Significance thresholds and mitigation measures for greenhouse gas emissions have not yet been established by CEQA. Therefore, disclosure is the predominant objective of global climate change analysis. Since emission of ROG, NO_x, and CO is unavoidable during build-out of the NCSP, impacts are considered significant and unmitigated.

This page intentionally left blank.

8.0 SIGNIFICANT IRREVERSIBLE CHANGES

In accordance with *California Environmental Quality Act (CEQA) Guidelines* Section 15126.2(c), an Environmental Impact Report (EIR) must identify any significant irreversible environmental changes that would be caused by the proposed project being analyzed. Irreversible environmental changes may include current or future commitments to the use of non-renewable resources or secondary growth-inducing impacts that commit future generations to similar uses. Growth inducing impacts of the North City Specific Plan (NCSP) area discussed in Section 6.0 of the Draft Program EIR (PEIR).

Construction and operation of the project will contribute to the incremental depletion of resources, including renewable and non-renewable resources. Resources such as lumber used in building construction, are generally considered renewable resources, and would be replenished over the lifetime of the project. Non-renewable resources, such as natural gas, petroleum products, steel, copper and other materials are typically considered to be in finite supply and would not be replenished over the lifetime of the project.

Development of the NCSP will convert potentially sensitive desert saltbush scrub, Sonoran creosote bush scrub, stabilized sand dune, and mesquite bosque vegetation communities into developed land. Additionally, potential foraging habitat for raptors and jurisdictional wetlands would be impacted. Impacts to biological resources represent significant irreversible changes to the environment.

In addition, development of the proposed project would result in permanent changes to the visual environment of the area through the construction of new residential, commercial, business park, industrial development, and associated infrastructure. The visual character of the area would change from rural, undeveloped vistas to urban area.

Population increases and subsequent changes in demand for public services and utilities would also occur, increasing the demand on resources such as water as well as personnel that provide public services and utilities.

Changes to traffic, air quality, and noise would also occur as a result of implementation of the NCSP. An increase in traffic generation and demand for increased roadway travel would be realized. In addition, air quality in the area would be incrementally degraded through increased emissions associated with construction and operation of the project. Finally, the construction and operation of new residential, commercial, business park, and industrial development as well as associated traffic noise would result in increased noise levels in the area. These impacts would incrementally and permanently change the environment.

This page intentionally left blank.

9.0 Persons and Organizations Consulted and References

9.0 PERSONS AND ORGANIZATIONS CONSULTED

9.1 PERSONS AND ORGANIZATIONS CONSULTED

9.1.1 Preparation of an Environmental Impact Report

The following firms and individual were responsible for the content of this Draft Program Environmental Impact Report (PEIR):

Lead Agency

City of Cathedral City
68700 Avenida Lalo Guerrero
Cathedral City, CA 92234

Donald Bradley, City Manager
David Leonard, Contract Planner
Leisa Lukes, City Planner
Rich Malacoff, AICP, Senior Planner
Keith Scott, Redevelopment Project Manager
(760) 770-0339

Applicant

The Arroyo Group
16 North Marengo Avenue Suite 405
Pasadena, CA 91101
(626) 795-9771

Environmental Analysis

HDR Engineering, Inc.
8690 Balboa Avenue, Suite 200
San Diego, CA 92123

Lloyd Zola, Environmental Sciences Business Class Leader
Chuck Cleeves, Environmental Project Manager
Robert Edgerton, Environmental Project Manager
Connie Chen, Associate Environmental Planner
Nick Muscolino, GIS Analyst
Melyssa Sheeran, Environmental Analyst
Katie Wu, Environmental Analyst
Mario Osorio, Environmental Analyst
Allegra Simmons, Environmental Analyst
Terri Parsons, Document Production Specialist

9.0 Persons and Organizations Consulted and References

Air Quality/Global Warming/Noise

Investigative Science and Engineering, Inc.
Scientific, Environmental, and Forensic Consultants
1134 D Street
P.O. Box 488
Ramona, CA 92065
(760) 787-0016

Biological Resources

HDR Engineering, Inc.
8690 Balboa Avenue, Suite 200
San Diego, CA 92123

Traffic

Iteris, Inc.
707 Wilshire Boulevard, Suite 4810
Los Angeles, CA 90017

Water Resources

HDR Engineering, Inc.
8690 Balboa Avenue, Suite 200
San Diego, CA 92123

9.1.2 Persons and Organizations Consulted

The following individual and agencies were contacted for information during the preparation of this Draft PEIR:

Debreczeni, Joyce. Cathedral City Library. Consulted on June 17, 2008.

9.2 REFERENCES

California Department of Finance. 2008. *Price and Population Factors Used for Appropriation Limits*. May 1. Viewed online May 29, 2008 at <http://www.dof.ca.gov/budgeting/documents/PricePop2008.pdf>

City of Cathedral City. 2008. *City of Cathedral City Municipal Code*.

Coachella Valley Association of Governments (CVAG). 2007. *Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)*. September. Viewed online May 28, 2008 at <http://www.cvmshcp.org/>

Coachella Valley Water District (CVWD). 2007. *2006-07 Annual Review and Water Quality Report*. June. Viewed online June 9, 2008 at <http://www.cvwd.org/conservation/conservation.php>

9.0 Persons and Organizations Consulted and References

- County of Riverside Transportation and Land Management Agency. 2003. *Riverside County Integrated Project, General Plan Final Program Environmental Impact Report Volume I*. Adopted October 7. Viewed online May 29, 2008 at <http://www.rctlma.org/genplan/content/eir/volume1.html#4.7>
- Cruikshank, John M. 2007. *Infrastructure Analysis and Hydrology Study, Cathedral City North City Specific Plan Area*. September 21.
- Dudek. Final Recirculated EIR/Supplemental Final EIS SCH No. 2000061079. *Final Recirculated Coachella Valley Multiple Species Habitat Conservation Plan*. September 2007.
- Flat-tailed Horned Lizard Interagency Coordinating Committee. *Flat-tailed Horned Lizard Rangewide Management Strategy 2003 Revision*. Helix Environmental Planning, Inc. 2007. *Tribal Habitat Conservation Plan*. August.
- Lieb, Jacob. 2008. Letter from Jacob Lieb (Southern California Association of Governments) to Richard Malacoff (City of Cathedral City). May 8.
- MWH. 2005. *Coachella Valley Water District, Urban Water Management Plan*. December.
- Riverside County Center for Demographic Research. 2007. *Riverside County Progress Report 2007*. May. Viewed online June 18, 2008 at <http://www.cvag.org/CVAG%20Demographics/CathedralCity.pdf>
- Southern California Association of Governments (SCAG). 2004. *Regional Transportation Plan*. June.
- Terra Nova Planning & Research, Inc. 2002. *City of Cathedral City Comprehensive General Plan*. Adopted July 31.

9.3 ELECTRONIC RESOURCES

- Bjelland, Sonja. 2008. *Fire Rips though Cathedral City Library*. Press-Enterprise. February 3. Viewed May 15, 2008. http://www.pe.com/localnews/inland/stories/PE_News_Local_D_library03.3a401d7.html
- Burrtec Waste Industries, Inc. 2005. *About Us > Burrtec Waste Industries Inc*. Viewed June 3, 2008. http://www.burrtec.com/1_bur_aboutus.php
- California Department of Transportation (Caltrans). 2007. *Officially Designated State Scenic Highways and Historic Parkways*. Updated December 7. Viewed May 7, 2008. http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm
- California Integrated Waste Management Board (CIWMB). 2008. *Solid Waste Information System*. Viewed June 3, 2008. <http://www.ciwmb.ca.gov/SWIS/>
- Coachella Valley Water District (CVWD). 2008. *Coachella Valley Water District- Conservation*. Viewed June 9, 2008. <http://www.cvwd.org/conservation/conservation.php>
- _____. 2008. *Spirit of the Desert*. Volume 2, Edition 3. Viewed May 15, 2008. <http://www.thespiritofthedesert.com/>

9.0 Persons and Organizations Consulted and References

Palm Springs Unified School District (PSUSD). 2008. *Palm Springs Unified School District: Home*. Viewed June 2, 2008. <http://www.psusd.us/>

Riverside County. 2003. *Riverside County General Plan Final Program Environmental Impact Report Volume I*. Viewed June 19, 2008. <http://www.rctlma.org/genplan/content/eir/volume1.html>

Riverside County Library System. 2007. *Riverside County Library System*. Viewed May 15, 2008. <http://www.riverside.lib.ca.us/default.asp>

Salton Sea Authority. 2000. *Salton Sea Recreation*. Viewed May 7, 2008. <http://www.saltontsea.ca.gov/recreation.htm>

Southern California Association of Governments (2008). *Draft 2008 RTP Baseline Growth Forecast*. Viewed June 2, 2008. http://scag.ca.gov/forecast/downloads/RTP_baseline_forecasts_1001.xls

Steinhauer, Jennifer. 2008. *Water Starved California Slows Development*. New York Times. June 7. Viewed online June 10, 2008. <http://www.nytimes.com/2008/06/07/us/07drought.html?em&ex=1212984000&en=46674074ca9d8575&ei=5087>