Cathedral City

CITY OF CATHEDRAL CITY
NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

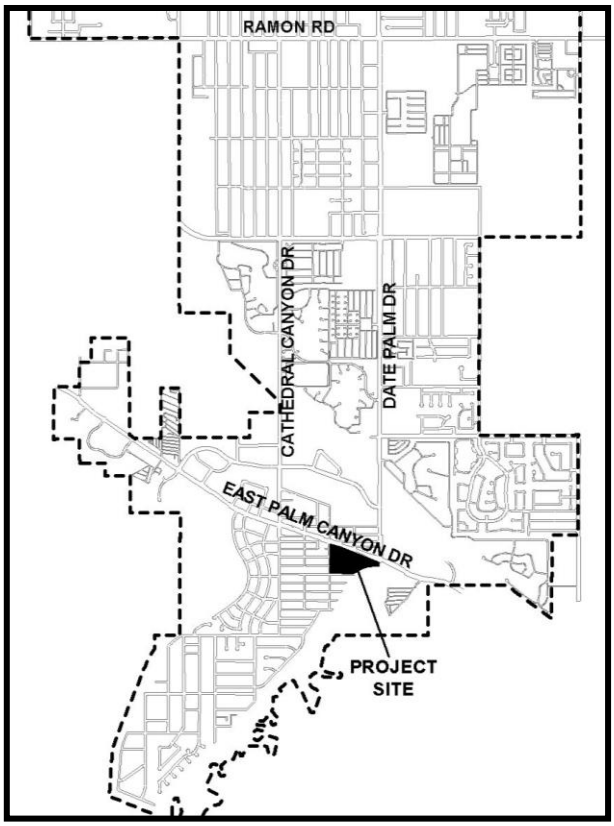
Notice is hereby given that the City of Cathedral City, as Lead Agency, has completed an Initial Study for the Club Saxony Hotel and Resort (Design Review 15-004). The proposed project consists of the construction of a five-story resort hotel with 312 rooms, restaurants, meeting rooms, outdoor recreation areas, separate fitness center building, and surface and podium parking on an approximately 14 acre site. The project site is located on the south side of East Palm Canyon Drive between Van Fleet Avenue and Date Palm Drive, and on the north side of D Street. The project site is located within Cathedral City, County of Riverside, California.

This Initial Study was completed in accordance with the California Environmental Quality Act (CEQA). This Initial Study was undertaken for the purpose of deciding whether the project may have a significant effect on the environment. On the basis of such Initial Study, City Staff has determined that the project will have a significant effect on the environment, but that mitigation measures imposed will reduce impacts to less than significant levels, and has, therefore, prepared a Draft Mitigated Negative Declaration. The Initial Study reflects the independent judgment of the City. The site is not known to be on the Hazardous Waste list compiled pursuant to Government Code Section 65962.5.

Copies of the application materials, Initial Study and Draft Mitigated Negative Declaration are on file and available for public review with the Planning Department, City Hall, 68700 Avenida Lalo Guerrero, Cathedral City, CA 92234. City Hall is open Monday-Thursday (7:00 am - 6:00 pm). A copy of the Initial Study and Draft Mitigated Negative Declaration are available at the Cathedral City Library located at 33520 Date Palm Drive, Cathedral City 92234 and a digital copy is available on the City's website (www.cathedralcity.gov).

The public review period for this Initial Study and Draft Mitigated Negative Declaration will be from August 18, 2016 to September 8, 2016. Any person wishing to comment on this matter must submit such comments, in writing, during the review period. Comments of all Responsible Agencies are also requested. Please submit responses to:

Robert Rodriguez
Planning Manager
City of Cathedral City
68700 Avenida Lalo Guerrero
Cathedral City, CA 92234
email: rrodriguez@cathedralcity.gov
phone: 760-770-0344



The Planning Commission will consider the project and the Draft Mitigated Negative Declaration at a public hearing. This matter has been tentatively scheduled for September 21, 2016. If the Planning Commission finds that the project will not have a significant effect on the environment, it will adopt the Mitigated Negative Declaration.

Draft Initial Study and
Mitigated Negative Declaration

Club Saxony Resort Hotel
Design Review 15-004

Applicant: Narendra Patel
Patel Architects

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

Prepared by: City of Cathedral City
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Cathedral City, CA 92234
760-770-0340

Cathedral City

August 18, 2016

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES AND EXHIBITS

APPENDICES:

CHAPTER 1 – INTRODUCTION AND PURPOSE

1.1 Purpose and Scope

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code sec. 21000 et seq.) and the CEQA Guidelines (California Code of Regulations Title 14, sec. 15000 et seq.), this Initial Study has been prepared to evaluate potential environmental impacts from a proposed project consisting of Design Review (DR) 15-004 for the development of a five-story, 312-room resort hotel.

Pursuant to Section 15367 of CEQA Guidelines, the City of Cathedral City is the Lead Agency for the project. A lead agency is the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect upon the environment. The City of Cathedral City, as lead agency, has the authority for project approval and certification of the accompanying environmental documents.

1.2 Project Description

The proposed project involves the development of a 312-room resort hotel with a 27,563-square-foot fitness center building, garage and surface parking, and approximately two acres of outdoor recreation areas. The project requires approval of Design Review (DR) 15-004 by the Planning Commission.

The project site has a split zoning with the northerly portion located in the MXC (Mixed Use Commercial) District, and the southerly portion located within the DRN (Downtown Residential Neighborhood) District. The entire project site is designated DTC (Downtown Commercial) on the General Plan Land Use Map.

The five-story hotel will encompass approximately 440,271 square feet of floor area on five levels above a partially underground parking garage. The hotel's ancillary uses will include three restaurants, guest-serving retail, and eight meeting rooms. The fitness center will connect to the hotel by a second-story walkway.

Approximately 85,000 square feet of outdoor recreation areas will be located on the south and east side of the hotel, and include swimming pools, two tennis court, putting greens and two volleyball courts. A total of 447 parking spaces will be provided on site that includes 156 within a parking garage, 280 surface spaces. The three vehicle entrances will be located on East Palm Canyon Drive, Van Fleet Avenue, and D Street.

The majority of the project site is vacant with the exception of an existing commercial building located at the northwest corner of the site. At this time, the building is not part of the project, but may be incorporated in the future. This Initial Study includes an analysis of the project with and without the building and adjacent parking lot on the north, which are located on an approximately 0.2-acre lot. If this property is not acquired, the project would be built around it, resulting in elimination of a small portion of the hotel front yard setback area. The design and location of the proposed hotel building and outdoor recreation areas would remain the same. Alternately, the commercial building would be demolished and parking lot removed, and the area would then be used for additional space for exterior fountains within the hotel setback area.

1.3 Project Location and Environmental Setting

Regional Setting

The project site is located in the City of Cathedral City, one of nine cities located within the Coachella Valley. The Coachella Valley is an area of central Riverside County with a low-desert environment surrounded by steeply rising mountains to the south, southwest and north. Interstate 10 runs down the center of the valley floor, and is a major corridor connecting the Los Angeles area with Phoenix, Arizona. The San Andreas Fault runs along the valley floor, on the north side of the I-10, from the area of North Palm Springs until it reaches the City of Indio where it veers south towards the Salton Sea.

Project Site

Situated on the south side of East Palm Canyon Drive between Date Palm Drive and Van Fleet Avenue and north of D Street, the project site is an infill site located within the Downtown area of the City. The project site is approximately 14 acres in size, irregularly shaped, and consisting of multiple lots that will be consolidated as part of the project.

The site slopes gently down towards the northeast. The site has been graded and is mostly free from vegetation. According to Cathedral City aerial maps, the project site was at one time developed with single- and multiple-family residences. The 2015 aerial maps show the project site as vacant with the exception of the two-story commercial building remaining at the northwest corner.

Surrounding Area

The project site is located within an urbanized area and is surrounded by residential and commercial development, and a number of vacant lots.

The area is currently undergoing a transition from the past use that included a low-density mix of residential and commercial uses to future higher density commercial and multiple-family. To the south and southwest of the project site are single-family homes. To the west across Van Fleet, there is a mix of residential uses, parking lots, vacant lots, and commercial uses. An area directly across East Palm Canyon Drive to the north was also once occupied by commercial and residential buildings, most of which were demolished in the last decade. Although this area is currently mostly vacant land, a few small retail businesses that front directly on East Palm Canyon Drive remain.

To the northwest across East Palm Canyon Drive is the Cathedral City Civic Center that includes the city hall, Mary Pickford Theater, parking garage, retail shops, and a public park. The area adjacent to the east is the East Cathedral Canyon Channel, which drains water from the adjacent Santa Rosa and San Jacinto Mountains. The Santa Rosa and San Jacinto Mountains National Monument is located on the opposite side of the Cathedral Canyon Wash approximately 300 feet southeast of the project site. The National Monument is also designated a conservation area under the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP).

1.4 Determination

On the basis of the Initial Study, it has been determined that the project will not have a significant impact on the environment with the implementation of mitigation measures. A Mitigated Negative Declaration is proposed for adoption.

CHAPTER 2 – ENVIRONMENTAL CHECKLIST

1. **Project title:**
   Club Saxony
   Design Review (DR) 15-004

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

3. **Contact persons:**
   Robert Rodriguez, Planning Manager
   City of Cathedral City
   68-700 Avenida Lalo Guerrero
   Cathedral City, CA 92234
   760-770-0344
   rrodriguez@cathedralcity.gov

   Sandra Campbell, Associate Planner
   City of Cathedral City
   68-700 Avenida Lalo Guerrero
   Cathedral City, CA 92239
   780-770-0334
   scampbell@cathedralcity.gov

4. **Project location:** The project site is located within the City of Cathedral City, Riverside County, California. The project site is located on the south side of East Palm Canyon Drive (Highway 111) between Van Fleet Avenue and Date Palm Drive.

5. **Project applicant:**
   Narendra Patel
   Patel Architects
   71-711 San Jacinto Drive
   Rancho Mirage, California 92270

6. **General Plan Designation:** DTC (Downtown Commercial)

7. **Zoning Designation:** MXC (Mixed Use Commercial) and DRN (Downtown Residential Neighborhood)

8. **Prior Environmental Documents:** The Final Environmental Impact Report (EIR) (SCH NO: 2001101165) for the Cathedral City Comprehensive General Plan, Zoning Map Amendment, and Downtown Precise Plan (DPP) Amendment is a program EIR as defined in CEQA Guidelines Section 15168. Analysis of the proposed resort hotel was included in the EIR as a component of the DPP based on a conceptual layout plan. This IS/MND has considered the prior Program EIR, and provides additional, site specific analyses for the proposed project. This Initial Study incorporates

by reference the EIR (April 2002) for the Cathedral City Comprehensive General Plan, Zoning Map Amendment, and DPP Amendment. (After approval of the EIR, the Downtown Precise label was abandoned; and the zoning categories were incorporated into a document titled *The Downtown Design Guidelines and Zoning Designations*. The Downtown area described in that document coincides with the land use districts included in the DPP, which include Mixed Use Commercial (MXC) and Downtown Residential Neighborhood (DRN). The DPP is used interchangeably with the Downtown area throughout this initial study.)

9. **Project Description:** The project consists of Design Review (DR) 15-004 for construction of a 312-room resort hotel on an approximately 14-acre site. The northern portion of the site is zoned MXC (Mixed Use Commercial) and southern portion is zoned DRN (Downtown Residential Neighborhood), and is designated DTC (Downtown Commercial) on the General Plan land use map.

10. **Project Site Description:** The project site is an approximately 14-acre, irregular-shaped property that fronts on East Palm Canyon Drive. The project site consists of multiple lots most of which are currently vacant. The northwest corner site is occupied by one retail building. In addition to commercial buildings along East Palm Canyon Drive, a large part of the site appears to was occupied by single- and multiple-family homes and small commercial uses as late as 2007. Aerial photographs show that by 2007, all of the residential structures and most of the commercial building had been demolished.

    The site has a moderate slope that drops down from southwest to northeast. Very little vegetation is found on the site due to recent grading activities.

11. **Regional Setting:** The project site is located in the City of Cathedral City in Riverside County. Cathedral City is one of 9 cities located in the Coachella Valley. The Coachella Valley is a low lying region approximately 15-mile-wide region that is bounded by the San Jacinto Mountains and Santa Rosa Mountains on the west and the Little San Bernardino Mountains on the north and east. Cathedral City spans the desert floor with the I-10 Freeway dividing the southern portion of the City from the northern portion.

12. **Surrounding land uses and setting:** The project site is an infill site located within Cathedral City's downtown area, which is divided by East Palm Canyon Drive. To the south and southwest of the project site are primarily single-family homes. To the west across Van Fleet Avenue is a mix of residential uses, parking lots, vacant lots, and commercial uses. The area directly across East Palm Canyon Drive to the north was once occupied by commercial and residential buildings most of which were demolished sometime between 2003 and 2011. The area is now mostly vacant except for a few small retail businesses that front directly on East Palm Canyon Drive.

    To the northwest across East Palm Canyon Drive is the Cathedral City Civic Center that includes the Cathedral City City Hall, Mary Pickford Theater, parking garage, retail shops, and a public park. The East Cathedral Canyon Channel runs along the southeast boundary of the site. The Santa Rosa and San Jacinto Mountains Conservation Area and National Monument is adjacent to the east side of the drainage channel. The Santa Rosa and San Jacinto Mountains Conservation area is a designated conservation area under the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP).

13. Other public agencies whose approval is required:

Desert Water Agency (DWA)
California Department of Fish and Wildlife (CDFW)
South Coast Air Quality Management District (SCAQMD)
Riverside County Flood Control and Water Conservation District

Figure 2-1: Project Vicinity Map

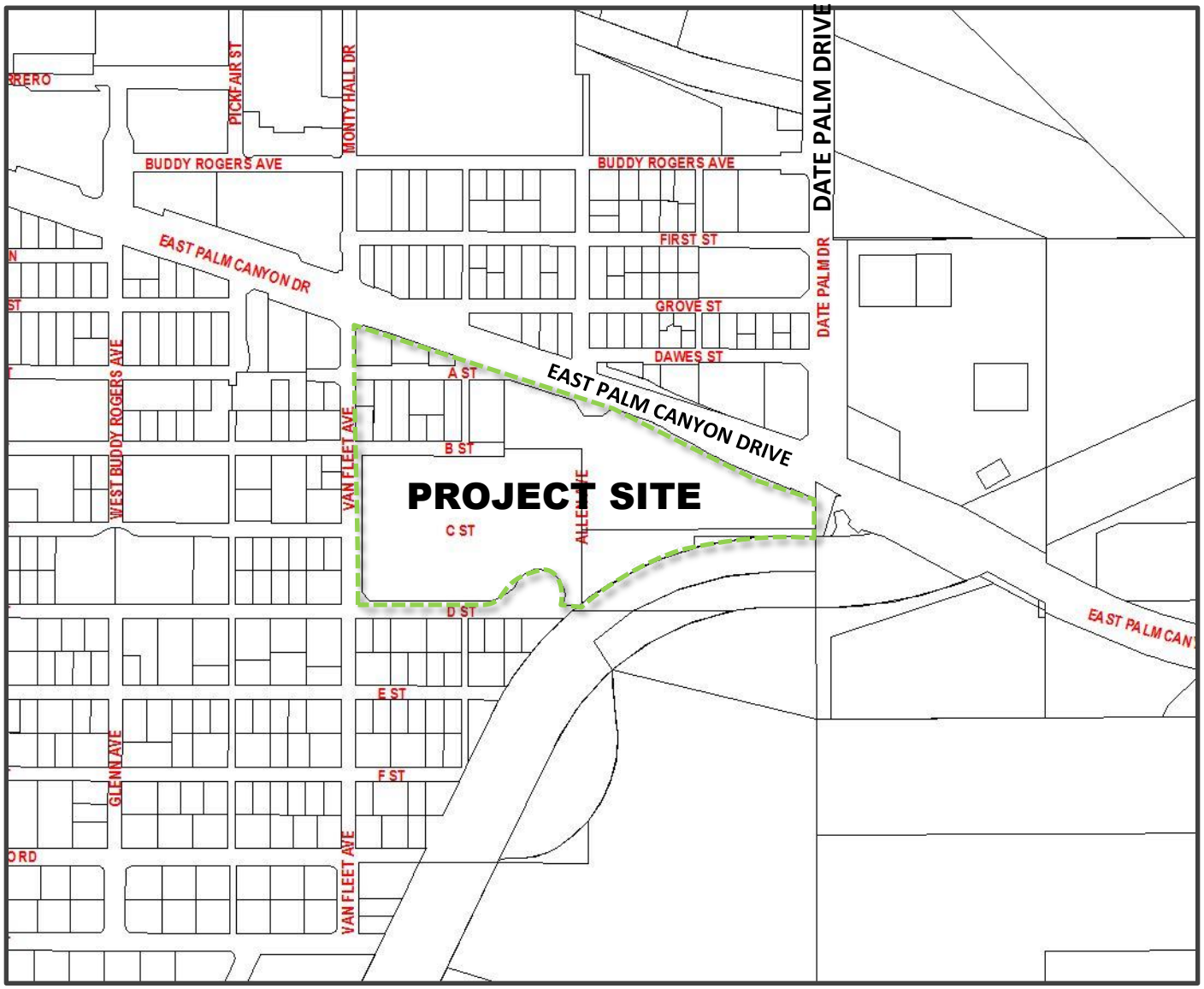


Figure 2-2: 2015 Aerial of Project Site and Immediate Surrounding Areas

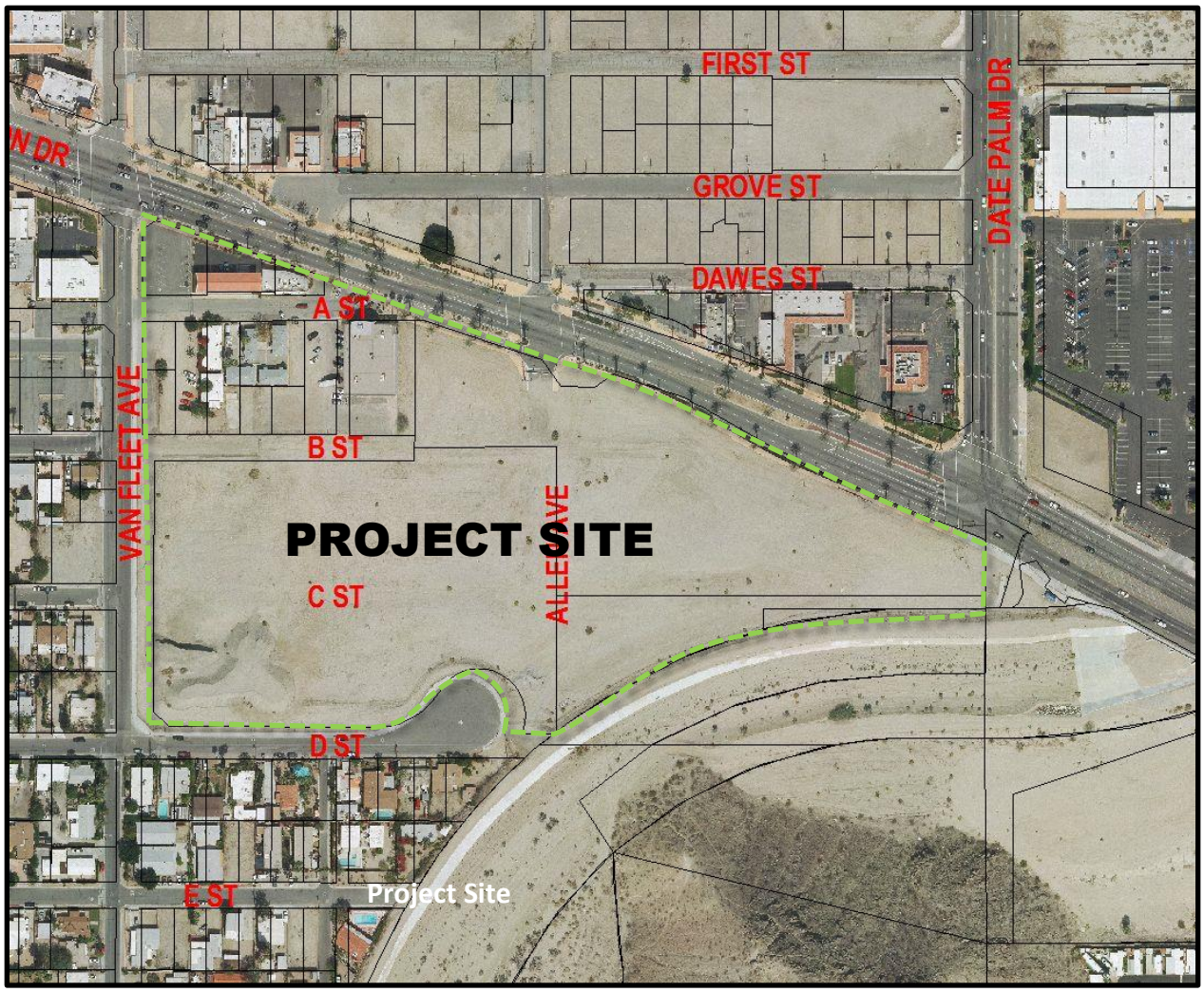


Figure 2-3: Zoning districts for project site and surrounding area

- DRN (Downtown Residential Neighborhood)
- MXC (Mixed Use Commercial)
- OS (Open Space)
- OS-R20-H (Open Space - Residential – Hillside Overlay)
- R1-LH (Single-Family Residential – Limited Height)
- CTR (Commercial Tourist and Recreation)

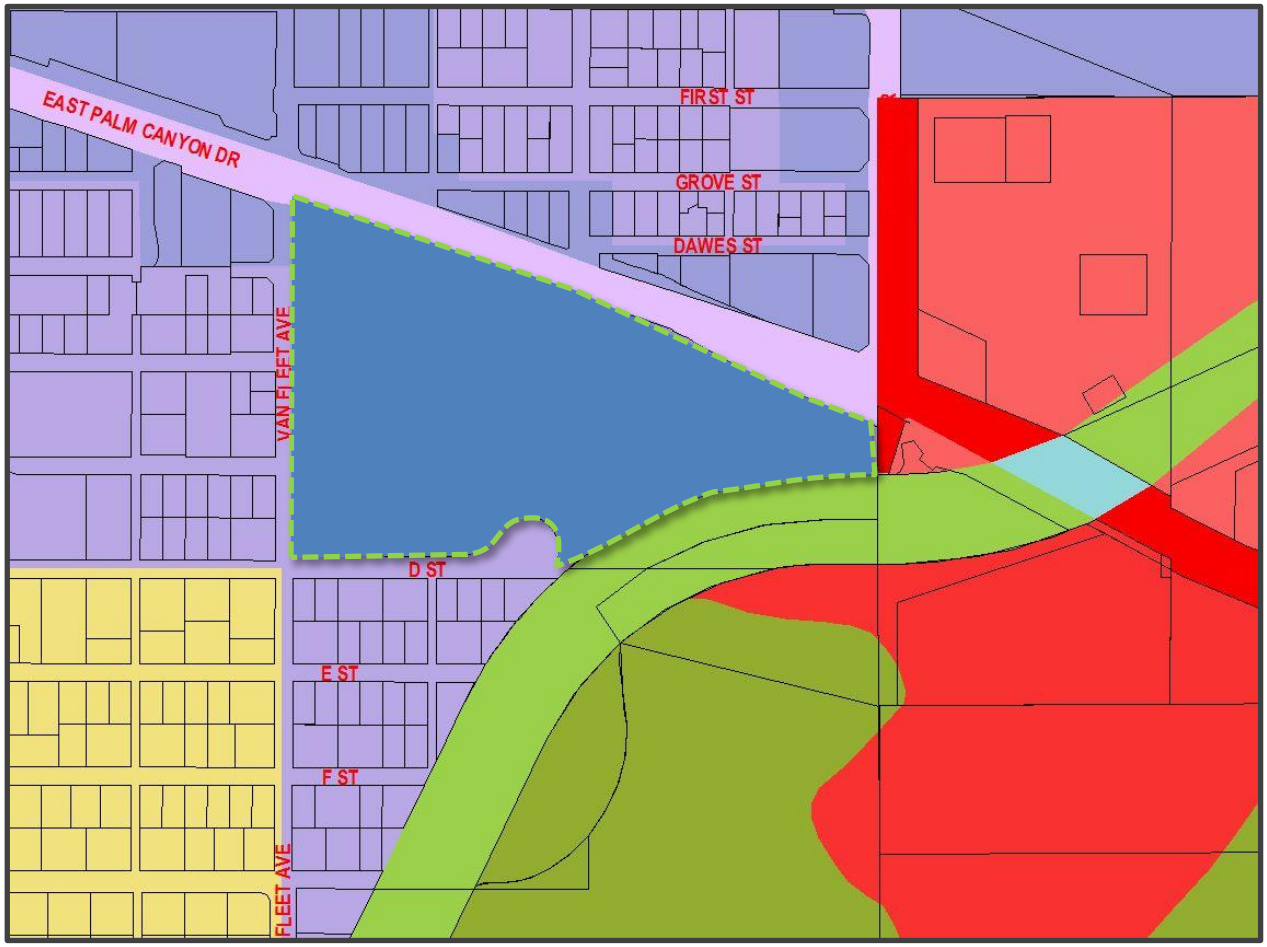


Figure 2-4: Photo Simulation of Future Project

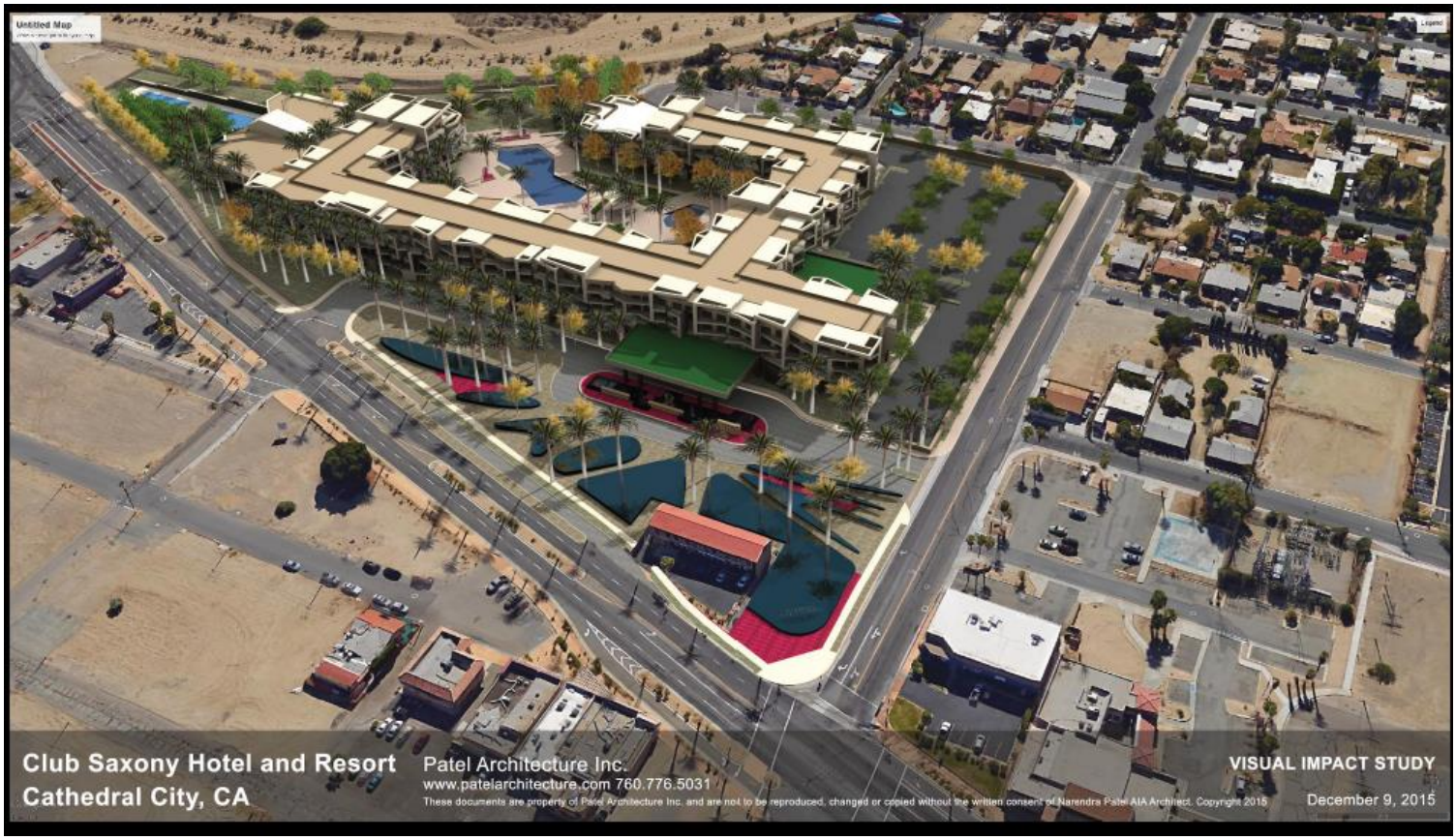
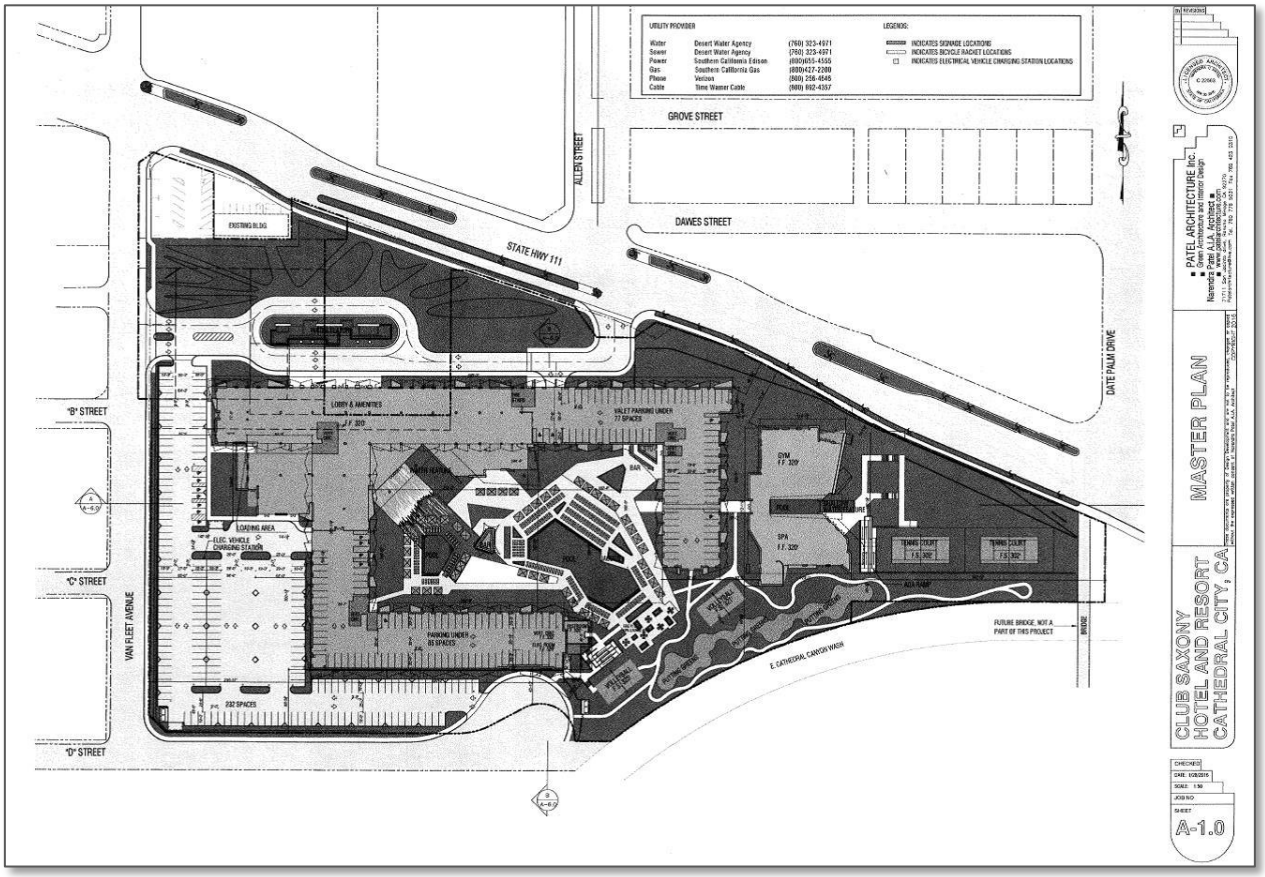


Figure 2-5: Project Site Plan



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

_____ _____

Signature Date

_____ _____

Signature Date

EVALUATION OF ENVIRONMENTAL IMPACTS

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Program EIR

The Program EIR generally addressed visual impacts for development and redevelopment of the Downtown area under the DPP. It was found that with buildout of the DPP, some visual impacts will result, particularly within the Cove area. It was concluded that visual impacts would be mitigated in the design of the residential and commercial projects, and adherence to the design standards within the DPP these impacts would be mitigated to less than significant.

Mitigation Measures

The Program EIR included a number of mitigation measures pertaining to visual impacts. The following mitigation measures apply to the project and will be included as standard conditions of approval for the project:

A. Landscape materials and designs shall complement the native desert environment and provide a sense of cohesion between the natural and man-made environments.

B. Overhead utility lines shall be undergrounded to the greatest extend possible. The City should coordinate with local utility purveyors to establish an undergrounding program and guidelines.

C. Utility infrastructure, including wells, substations, and switching stations, shall be effectively screened to preserve scenic viewsheds and limit visual clutter.

D. Outdoor lighting shall be limited to the minimum height, number of fixtures, and intensity needed to

provide sufficient security and identification.

E. Commercial and mixed-use development shall be designed with particular attention to limiting the lighting impacts on adjacent residential neighborhoods.

F. Development along East Palm Canyon Drive corridor shall utilize non-reflective materials, to the greatest extent practical.

G. Commercial, multi-family, residential, and mixed-use development projects shall incorporate safe, convenient vehicular and pedestrian circulation, screened outdoor storage/loading levels, limited signage, and landscaping design that preserve and complement visual resources.

H. Development proposed along designated scenic highways, roadways, and corridors shall be reviewed for its compatibility with the natural and built environment to assume maximum viewshed protection. (This mitigation measures is fulfilled by the following project specific analysis.)

Environmental Setting

The City of Cathedral City is located within the Coachella Valley of Southern California, a low-lying desert area that is surrounded by several mountain ranges. The City's General Plan Community Image and Urban Design Element describes scenic resources in the City as including views of the San Jacinto, Santa Rosa, San Bernardino and other mountain ranges that surround the Coachella Valley. The project site and surrounding area have immediate views of the Santa Rosa/San Jacinto Mountains to the south, east, and west. The Little San Bernardino Mountains to the north and northwest are less visible from the area south of Highway 111 due to distance and existing development.

The Cathedral City General Plan describes views of the surrounding mountain ranges as an important asset to the City. Scenic views of the Santa Rosa and San Jacinto Mountains to the south occur intermittently along East Palm Canyon Drive in the area of the project site. The existing, two-story building located at the northwest corner of East Palm Canyon Drive and Van Fleet Avenue partially blocks views towards the Santa Rosa and San Jacinto mountains from East Palm Canyon Drive.

The California Department of Transportation (Caltrans) designates certain state highways as scenic highways to protect natural scenic resources in California. Officially designated scenic highways typically are protected through local adoption of corridor protection programs. Based on a review of Caltrans' website, the project site is not located on a designated state scenic highway. However, Highway 111 (East Palm Canyon Drive) between the I-10 Freeway and State Route 74 is listed as eligible to be designated a scenic highway. This portion of Highway 111 has scenic views of the adjacent Santa Rosa Mountains and San Jacinto Mountains to the south. The following review includes an analysis of whether the project would have a significant impact on the eligibility of Highway 111 to become an officially designated state scenic highway.

CHECKLIST RESPONSES:

a. & b. Less than significant impact. According to CEQA thresholds, a significant impact may occur if the project had the potential to introduce a structure that would block or detract from the existing valued aesthetic quality of a scenic vista. Scenic vistas that could be impacted are panoramic views of the mountains from the single-family homes south of the project site and views from East Palm Canyon Drive towards the mountains to the south.

A visual analysis was prepared to show how scenic views of the mountains would be impacted by the project. The analysis included photographs of the existing views from East Palm Canyon Drive towards the south and existing views from north of the project site towards the mountains to the north. Visual simulations were prepared showing the new resort hotel and impacts on the existing scenic vistas as

shown in the Visual Impact Analysis included in Appendix A.

Scenic vistas that occur towards the mountains from the single-family homes on D Street and from the D Street roadway to the north of the project site will be the most impacted by development of the proposed project. The homes currently have panoramic views of the surrounding Coachella Valley mountain ranges. Although the proposed hotel building will block views of the Little San Bernardino Mountains from D Street, mountain views will still be visible to the south, west, and east. Currently, the quality of the views of the Little San Bernardino Mountains to the north from D Street is disrupted by existing urban development between the project site and the mountain range. The project will also partially impact views of the mountains from D Street and three single-family homes on D Street directly north of the project site. A visual study has been prepared for the project that shows mountain views towards the east will be only partially blocked. In addition since D Street ends in a cul-de-sac at the east side of the project site, there is minimal traffic, and consequently the street is not a major view corridor for the public.

The enhanced appearance of the hotel will partially mitigate the partial loss of views by residents on D Street. The south elevation of the proposed hotel building will be have enhanced architecture and the setback area along D Street will be well landscaped with trees and shrubs that will hide the parking lot and soften and enhance the building's appearance from the south.

Views of the San Jacinto Mountains and Santa Rosa Mountains to the south can be seen across the project site from East Palm Canyon Drive. Line of site studies were prepared for the project analyzing views from East Palm Canyon Drive before and after construction of the hotel as shown the Visual Impact Analysis. Currently, the existing commercial building on the site partially blocks views towards the mountains to the south. The proposed hotel will block views of the mountains from East Palm Canyon to a greater extent, but will still allow some views of the mountains from the street since the building will have a relatively low profile.

The proposed hotel and landscaping must be consistent with the Downtown Design Guidelines and will require review by the City's ARC Subcommittee. As such, the project will be designed to complement the surrounding area. The architectural design has a low horizontal massing, exterior walls will have textural and surface interest provided by a variety of shapes and projections and recesses, with muted desert colors. An array of reflecting pools along the East Palm Canyon Drive frontage and tall date palms will enhance the buildings architectural design. As such, the hotel and surrounding landscaping will be a valuable asset to the surrounding area in terms of aesthetics. Although views from East Palm Canyon Drive towards the mountains to the south will be partially blocked by the resort hotel, the building and landscaping will be well designed and a visual asset to the area. Therefore, the project will result in a less than significant impact on a scenic vista.

A portion of the project site fronts directly onto East Palm Canyon Drive (previously part of State Route 111). The City of Cathedral City took over control of the portion of Highway 111 within its boundaries, and this portion is no longer part of the state highway system. However, the Caltrans website continues to show Highway 111 as an eligible state scenic highway between I-10 and State Route 74 as including the portion now East Palm Canyon Drive within Cathedral City.

The project site does not contain any trees, rock outcroppings, and historic buildings. However, scenic views of the mountains to the south are present from East Palm Canyon Drive. Construction of the proposed resort hotel would partially block views from the roadway towards these mountains. The visual

impact analysis prepared for the project shows that with construction of the project, mountains can be still seen from the roadway directly east and west of the site. The height of the hotel building also tapers down on the east side of the project site allowing clear views of the mountains. The height of the hotel building will allow views of the tops of the mountains from East Palm Canyon Drive from directly in front of the project site. Otherwise the hotel building is lower on the east side, and will have even less of an impact on scenic views from East Palm Canyon Drive. In addition, the portion of the roadway impacted by the project is only approximately 1,000 feet of the 23-mile-long eligible stretch of Highway 111.

With construction of the project, scenic views of the mountains from Highway 111 will only be partially blocked by the hotel. The project would have only a minor impact on the eligibility of Highway 111 to be designated a State Scenic Highway since some views of the mountains remain with construction of the project. The project would also impact views from D Street north of the project site. However, only three homes on the street would have partially blocked views towards the mountains to the north across the valley floor. The scenic views along D Street would only be blocked for a short distance along the street and not affect views along the remaining section from Van Fleet to the cul-de-sac. Therefore, the project will result in a less than significant impact on important scenic vistas within the City of Cathedral City, and along a state scenic highway.

c. **No impact.** The project site is currently mostly vacant and undeveloped, and does not have any important character-defining natural or man-made visual features such as trees, ornamental shrubbery, rock outcroppings, and architecturally important buildings. The area surrounding the project site is developed with an eclectic mix of architectural styles without any defining theme or period of construction.

The proposed project will be developed consistent with the City's General Plan, Zoning Ordinance and Cathedral City Downtown Design Guidelines. The project will also require review by the Architectural Review Subcommittee to ensure compliance with the Design Guidelines. As such, the project will be aesthetically compatible with surrounding development, of high quality design, and the scale and massing of the project will be consistent with surrounding development. Therefore, the proposed project will improve the visual quality and character of the site and surroundings and a no impact response will result.

d. **Less than significant impact.** The project site is located within an urban downtown area where illumination from streetlights, existing buildings lights, lights from commercial signage, and vehicular headlights already exist in the project vicinity. The project site is currently vacant. A two-story building and parking lot located in the northwest corner of East Palm Canyon Drive and Van Fleet Avenue are currently not a part of the project site. The development of mostly vacant land with a multi-story resort hotel would introduce a new permanent source of light and glare into the area. However, the downtown area has a large amount of existing urban lighting from commercial parking, street lights, etc.

All project lighting is required to be consistent with Chapter 9.89 of the City's Zoning Ordinance. Compliance with these regulations will avoid or minimize the impacts of light and glare within the project site and on surrounding areas. Standard design techniques are required to be employed in the project's lighting plan to shield light fixtures and control direct glare and light spillover from emanating off-site. Therefore, the project will result in a less than significant impact from the introduction of lighting into the area.

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of	☐	☐	☐	☒

Farmland, to non-agricultural
use or conversion of forest land
to non-forest use?

Program EIR Agriculture and Forest Resources

The Program EIR did not find any impacts on agricultural and forest resources resulting from buildout of the DPP area. The majority of the DPP area is developed with urban uses and does not include any agriculturally zoned property.

Environmental Setting

The project site is located in an urbanized area in Downtown Cathedral City that contains a mixture of commercial and residential uses on the north and west, and a channelized wash to the east. The area directly south of the project is a single-family residential area known as the "Cove". The Cove is so called because it sits on an alluvial fan that is surrounded by a mountains on the south, west and east. The mountains rise sharply from three sides of the Cove and are characterized by treeless rock outcroppings and low desert plants. There are no farms, agricultural operations, agriculturally zoned property, or forest land on the site or in the surrounding area.

CHECKLIST RESPONSES:

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

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

e. No impact. The proposed project involves construction of 312-room resort hotel on an approximately 14-acre site. It is within an urbanized area, and is adjacent to a mixture of residential and commercial uses on the north, east, and west and single-family on the south. The Cathedral Canyon Channel is adjacent to the southeast. The project site is currently mostly vacant, but in the recent past was developed with residential and commercial uses. There is no agricultural or forest land on the site or in the immediate vicinity. Therefore, the project will not result in other changes in the existing environment that could negatively impact existing agricultural or forestland resources.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Program EIR – Air Quality Analysis

Section H of the program EIR generally addressed air quality impacts for development and redevelopment of the DPP area. It was found that air quality impacts resulting from fugitive dust generated by grading activities would be considerable. However, the results were based on disturbance of 149 acres generating 26.4 pounds of fugitive dust per day, which is the number of acres from development and/or redevelopment of the entire area of the DPP. However, the project would only affect grading of the 14-acre site and not all of the site would be graded within the same day. The EIR recommends that a project specific air quality analysis be prepared for new development when there is a possibility that the project may violate air quality criteria.

The program EIR also found that with development or redevelopment of the entire DPP area, traffic exhaust emissions would exceed the daily pollutant thresholds for carbon monoxide and nitrogen oxides in a worst case scenario. The analysis in the EIR did not account for implementation of mitigation measures, or more recent improved technologies.

An air quality study to analyze the specific impacts from the proposed project was found necessary to determine the exact impacts that would be generated by the project. An air quality study was also needed to provide an updated regulatory setting account for air quality and greenhouse gas emissions. Therefore, the *Air Quality and Greenhouse Gas Report* was prepared to analyze the project impacts from the Club Saxony Hotel.

Air Quality Analysis Background

This section is based on the *Air Quality and Greenhouse Gas Report* provided in Appendix B of this Initial Study. One of the purposes of the report was to address possible regional and local air quality impacts that would result from the proposed project. The study includes the following discussions and analyses:

- Atmospheric setting
- Criteria pollutants pertinent to the project
- Air quality regulatory framework
- Air quality and cancer risk thresholds of significance
- Analysis of construction-related air quality emissions
- Analysis of operation-related air quality emissions
- Analysis of project conformity with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP)
- Mitigation Measures

Atmospheric Setting

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

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

Regulatory Framework

Federal Laws and Regulations:

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

State Laws and Regulations:

- California Clean Air Act (CCAA), adopted in 1988, required the California Air Resources Board (CARB) to establish the California Ambient Air Quality Standards at the State level.
- California Air Resources Board (CARB) is responsible for enforcing state standards, generally more stringent than federal standards.
- State Implementation Plans (SIP) are prepared to assist regional air quality management district in meeting federal and state AAQs.

Regional:

South Coast Air Quality Management District (SCAQMD)

The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control within the South Coast Air Basin (SCAB). To that end, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates with federal and state agencies. The agency is also responsible for preparing AQMPs for the region the most recent of which was completed in 2012. AQMPs set forth pollution reduction strategies for an area demonstrating attainment or maintenance of National Ambient Air Quality Standards (NAAQS), improvements in visibility and ecosystems, and integration with land use, transportation, energy and climate. The 2012 AQMP is specifically designed to comply with federal and state CCAA and amendments, to accommodate growth, to reduce high pollutant levels in the SCAB, to meet federal and state ambient air quality standards and to minimize the fiscal impact the pollution control measures will have on the economy.

In 2003, the SCAQMD adopted the Coachella Valley PM10 State Implementation Plan (CVSIP). The 2002 CVSIP included a request for an extension of the PM10 deadline and met all applicable Federal Clean Air Act requirements, control measures and attainment demonstration. The 2003 CVSIP updated elements of the 2002 plan; however, control strategies and control measure commitments remain the same as the 2002 plan.

The SSAB, including the City of Cathedral City, is subject to the provisions of the SCAQMD Rule Book, which sets forth policies and other measures designed to meet federal and state ambient air quality standards. These rules, along with the SCAQMD's 2012 Air Quality Management Plan are intended to satisfy the planning requirements of both federal and state Clean Air Acts. The SCAQMD also monitors daily pollutant levels and meteorological conditions throughout the District. Currently there are two monitoring sites in the Coachella Valley, one in Palm Springs and one in Indio.

SCAQMD Rule 402 Nuisance prohibits discharging from any source such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of people or the public or which endanger the comfort, health or safety of the public or which cause damage or injury to a property.

SCAQMD Rule 403 governs emissions of fugitive dust during construction and operation activities. Compliance is achieved through Best Management Practices (BMPs), such as application of water or chemical

stabilizers to disturbed soils, restricting vehicle speed on unpaved roads, and stopping construction activities when winds exceed 25 mph, etc. Rule 403 also requires that fugitive dust be controlled with best available control measures.

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

SCAQMD Rule 445 applies to spray painting and spray coating operations and equipment and provides a list of conditions that must be met for their use and operation.

SCAQMD Rule 1113 as amended on June 3, 2011, the architectural coatings that would be applied after January 1, 2014 will be limited to an average of 50 grams per liter or less. Adherence to Rule 1113 means that the project will be required to use low volatile organic compound (VOC) content architectural coatings and paints.

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

Local:

Coachella Valley Dust Control Ordinance adopted by Cathedral City in 2003 requires a Fugitive Dust Control Plan for projects requiring a grading permit be submitted and approved by the City before a grading permit can be issued.

Criteria Pollutants and Ambient Air Quality Standards

Criteria pollutants are those for which the U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB) have established air quality standards. Criteria Pollutants include ozone, nitrogen dioxide, carbon monoxide, sulfur dioxide, lead and particulate matter. These pollutants are designated as “criteria” air pollutants due to their harmful effects on public health and the environment. The EPA sets National Ambient Air Quality Standards for the six criteria pollutants.

Although the Federal Clean Air Act (CAA) requires the EPA to set outdoor air quality standards for the nation, the CAA permits states to adopt additional or more protective standards. California has set standards for certain pollutants such as particulate matter and ozone that are stricter than the federal standards and has also set standards for some pollutants not addressed by the federal standards. The air quality standards are levels of contaminants that represent safe levels that avoid specific adverse health effects associated with each pollutant. Areas that meet ambient air quality standards are classified as attainment areas.

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

Table AQ-1 – State and Federal Criteria Pollutant Standards[1]

Ambient Air Quality Standards						
Pollutant	Averaging Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m³)		0.070 ppm (137 µg/m³)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		—		
Fine Particulate Matter (PM2.5)[9]	24 Hour	—	—	35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	12.0 µg/m³	15 µg/m³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m³)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m³)		9 ppm (10 mg/m³)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)		—	—	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m³)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)		0.053 ppm (100 µg/m³)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m³)	Ultraviolet Fluorescence	75 ppb (196 µg/m³)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m³)	
	24 Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas)[11]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[11]	—	
Lead[12,13]	30 Day Average	1.5 µg/m³	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m³ (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m³		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

[1] CARB: arb.ca.gov/research/aaqs/caaqs/caaqs.htm, 5/4/16

Table AQ-2 – Salton Sea Air Basin Attainment Status[2]

Criteria Pollutants	Federal Designation	State Designation
Ozone – 8 hour standard	Nonattainment	Nonattainment
Ozone – 1 hour standard	N/A	Nonattainment
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
PM10	Nonattainment	Nonattainment
PM 2.5	Attainment/Unclassified	Attainment/Unclassified
Lead	Attainment	Attainment
Sulfates	No standard	Attainment
Hydrogen Sulfide	No standard	Unclassified
Vinyl Chloride	No standard	No sufficient data
Source: CARB Air Quality Planning Branch, June 2013. This information has been cross-checked with the US EPA Green Book last updated October 2015.		

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

Regional Air Quality

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

Local Air Quality

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

[2] Terra Nova Planning & Research, Inc., Table 5, Air Quality and Greenhouse Gas Report, March 2016

Toxic Air Contaminants

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

Table AQ-3 – SCAQMD Air Quality Significance Thresholds for Coachella Valley[3]

Mass Daily Thresholds[a]		
Pollutant	**Construction[b]**	**Operation[c]**
NOX	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOX	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum incremental cancer risk ≥ 10 in 1 million Cancer burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic and acute hazard index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402.	
Ambient Air Quality Standards for Criteria Pollutants[d]		
NO2 – 1-hour average Annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM10 24-hour average Annual average	10.4 ug/m3 (construction)[e] & 2.5 ug/m3 (operation) 1.0 ug/m3	
PM2.5 24-hour average	10.4 □g/m3 (construction)e & 2.5 ug/m3 (operation)	
SO2 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 ug/m3 (state)	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day average Rolling 3-month average	1.5 □g/m3 (state) 0.15 □g/m3 (federal)	

a. Source: SCAQMD CEQA Handbook (SCAQMD, 1993)

b. Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).

[3] SCAQMD, March 2015

c. For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.
d Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.
e Ambient air quality threshold based on SCAQMD Rule 403.
KEY: lbs/day = pounds per day ppm = parts per million □g/m3 = microgram per cubic meter ≥ = greater than or equal to MT/yr CO2eq = metric tons per year of CO2 equivalents > = greater than

CHECKLIST RESPONSES:

a. Less than significant impact. The regional air quality plan that applies to the project includes the Air Quality Management Plan (AQMP) adopted by the SCAQMD. An AQMP describes air pollution control strategies to be taken by a city, county or region classified as a nonattainment area. The main purpose of an AQMP is to bring the area into compliance with Federal and State air quality standards. CEQA requires that certain proposed projects be analyzed for consistency with the AQMP.

For a project to be consistent with the AQMP, the project must be consistent with the assumptions and objectives of the AQMP and should not interfere with the region's ability to comply with federal and state air quality standards. If a project is determined to be inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency. The SCAQMD CEQA Handbook identifies two key measures of consistency:

1. Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
2. Whether the project will exceed the assumptions in the AQMP in 2012 or increments based on the year of project buildout and phase.

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

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

Criterion 2 – Exceed Assumptions in the AQMP:

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

The project site is currently designated as DTC (Downtown Commercial) in the General Plan. The proposed resort hotel would be consistent with the DTC land use designation which provides for a

variety of downtown related uses including lodging. Since the proposed project is consistent with the current land use designation in the City's General Plan, the proposed resort hotel is not anticipated to exceed the AQMP's assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above analysis, the proposed project will not result in an inconsistency with the SCAQMD AQMP and will result in a less than significant impact from a conflict with or obstruction of the implementation of the applicable air quality plan.

b., c. Less than significant impact.

Construction-Related Air Quality Impacts

To estimate the potential emissions of criteria pollutants associated with the project, the air quality study used California Emissions Estimator Model (CalEEMod) Version 2013.2.2. For air quality analysis purposes, it was assumed that buildout will extend over a one-year period from 2017 to 2018. Preliminary grading indicates that the site will require approximately 17,000 cubic yards of material import. It is assumed that the existing commercial building would be demolished requiring an export of approximately 7,000 square feet of building space and material.

Construction Emissions

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

CalEEMod produces emission data for both unmitigated and mitigated conditions. The application of standard dust control measures, use of vehicle oxidation catalysis (20% reduction equivalent), and use of reduced VOC level coatings are captured in the mitigated condition. The following table provides unmitigated, worst-case scenario for construction-related air quality impact for the project.

Table AQ-4: Construction Emissions Summary of Maximum Daily Emissions

(lbs./day)

	CO	NO_x	ROG	SO_x	PM_{10}	$PM_{2.5}$
2017	73.51	91.72	68.79	0.13	20.97	12.50
SCAQMD Threshold*	**550.00**	**100.00**	**75.00**	**150.00**	**150.00**	**55.00**
Exceeds Threshold	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2013.2.2. See Appendix A for detailed tables. Value shown represents the average emissions from summer and winter.
* Source: "SCAQMD Air Quality Significance Thresholds" prepared by South Coast Air Quality Management District, March 2015. Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).

Source: "Air Quality and Greenhouse Gas Report " prepared for the Saxony Hotel, Terra Nova Planning & Research, March 2016

As shown in Table AQ-4, SCAQMD daily thresholds for criteria pollutants will not be exceeded during construction of the proposed project. Construction-related emissions are temporary and will end once construction is complete. Temporary construction emissions will be minimized through best development practices, adherence to a project-specific dust control plan, proper maintenance of construction equipment, phased development, and consistency with standard air quality conditions of approval. Therefore, a less than significant regional air quality impact would occur from construction of the project.

Long-Term Operational Impacts

The on-going operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips and through operational emissions from the proposed project. Air pollutant emissions from on-going hotel operations are largely the consequence of three source categories: energy, mobile, and area sources. Energy sources refer to direct and indirect use of fossil fuels for energy use, including natural gas and electricity usage in buildings, lighting for parking lots, ventilation, and operation of elevators. Mobile sources refer to consumable products such as landscaping, building maintenance and cleaning supplies, and periodic reapplication of architectural coatings. The following table summarizes the potential emissions of criteria pollutants from day-to-day operation at the hotel. The full air quality analysis performed for project operations is detailed in the *Air Quality and Greenhouse Gas Report* appendices (Appendix B).

Table AQ-5: Operational Emissions of Criteria Pollutants (lbs./day)

	CO	**NOX**	**ROG**	**SOX**	**PM10**	**PM2.5**
2018	52.73	17.71	21.54	0.11	4.87	1,83
SCAQMD Thresholds	550	100	75	150	55	
Significant	No	No	No	No	No	No
Source: CalEEMod Version 2013.2.2. See Appendix A (in the Air Quality and Greenhouse Gas Report in Appendix B of this report) for detailed tables. Values shown represent average daily unmitigated emissions across summer and winter activities.						

As shown in Table AQ-5, none of the analyzed criteria pollutants would exceed the regional emissions thresholds during operation of the project. It should be noted that the operational emissions presented in the table do not show added efficiencies from design techniques, use of an energy mix with a portion of non-emitting sources, or water efficient landscaping. Therefore, the conservative calculation of operational emissions analysis yields emissions that are likely higher than expected to actually occur. In addition, the vehicle fleet mix will likely shift in future years to include more electric vehicles, and alternative fuel vehicles, which could further reduce emissions associated with mobile sources. Therefore, a less than significant regional air quality impact would occur from operation of the project.

Cumulative Regional Air Quality Impacts

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

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

Construction and operational activities associated with development of the project will not exceed SCAQMD daily thresholds for criteria pollutants. Emissions of CO, NOX, ROG, and PM10 during construction and operation of the project are unavoidable and will marginally contribute to regional ozone and PM10 nonattainment designations. The following discussions address cumulative impacts to ozone and PM10.

Regulation of Ozone

SCAQMD studies indicate that most ozone is transported to the SSAB from upwind sources in the SCAB. The amount of ozone contributed from other air basins is difficult to quantify; however, improved air quality in the project area depends on reduced ozone emissions in the SCAB. Therefore, cumulative impacts to ozone are better managed on a multi-regional scale as opposed to single projects. The SCAQMD 2012 AQMP provides current and future measures to reduce both stationary and mobile source ozone emissions. Proposed measures to reduce ozone include emission reductions from coatings and solvents, RECLAIM facilities, early transitions to cleaner mobile technologies, and incentive to adopt net zero and near zero technologies.

The project area is out of attainment for ozone. Since CalEEMod does not generate ozone emissions directly, emissions of ozone precursors (CO, NOX, and ROG) were evaluated to determine project-related impacts to ozone. Ozone precursors are the primary pollutants involved in the chemical reaction process that forms ozone. The project will not exceed local construction or operational thresholds for ozone precursors. In addition, the project will adhere to applicable ozone or operational thresholds set by the SCAQMD, including Rule 1113, which regulates ROG (VOC) levels in architectural coatings, which will further reduce on-going emission of ozone precursors. Development and operation of the Club Saxony Resort Hotel will adhere to ozone reduction measures in the SCAQMD AQMP. Therefore, the proposed project will result in a less than significant impact from cumulative air quality related to ozone.

Regulation of PM10

Similar to ozone, PM10 is regulated through the 2012 AQMP and 2002 PM10 CVSIP. Additional PM10 reduction measures include applicable state code, AQMP Rules such as Rule 403 and 403.1 (fugitive dust) which enforce fugitive dust compliance for all activities within the SSAB. As shown in the previous analysis, the project will not exceed local daily thresholds for PM10. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. Therefore, cumulative impacts from PM10 emissions will be less than significant.

Summary of Findings

Construction source emissions would not exceed applicable regional thresholds of significance established by the SCAQMD. As the project will comply with all applicable SCAQMD construction source emission reduction rules and guidelines, construction-related impacts would not cause or substantially contribute to violation of CAAQS or NAAQS.

Operational emissions would not exceed applicable regional thresholds of significance established by the SCAQMD. Project operational emissions would also not result in or cause significant localized air quality impacts. Additionally, project generated traffic will not cause or result in CO concentrations exceeding applicable state and federal standards (CO hotspots). Operational emissions would, therefore, not adversely affect sensitive receptors within the project vicinity. The project's emissions

meet SCAQMD regional thresholds and will not result in a significant cumulative impact.

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

d. Less than significant impact with mitigation. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are people who are more susceptible to the effects of air pollution than is the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The nearest sensitive receptors to the project site are single-family residences directly south and west of the project site, and a senior residential community to the west of the project site.

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

Use of LSTs by local government is voluntary and, applicable to projects that are five acres or less. The project is approximately 14 acres in size. Although the project site is greater than the five-acre limit, the area of daily disturbance during grading will be limited to five acres per day. Therefore, the five-acre look-up table is expected to be sufficient to screen for localized air quality impacts from construction.

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

Table AQ-6 – Localized Significance Thresholds for 5 Acres at 25 Meters

	CO	NOX	PM10	PM2.5
2017	73.51 lbs/day	81.28 lbs/day	9.95 lbs/day	6.44 lbs/day
LST	2,292 lbs/day	304 lbs/day	14 lbs/day	8 lbs/day
Exceeds standard	No	No	No	No
Source: CalEEMod Verstion 2013.2.2. See Appendix A in the Air Quality and Greenhouse Gas Study. Emissions show highest emitting day for all emissions generated on-site during construction. Emissions also show "mitigated" conditions, which apply standard dust control measures.				

Source: "Air Quality and Greenhouse Gas Report" prepared for the Saxony Hotel, Terra Nova Planning & Research, March 2016

Results show the LST thresholds would not be exceeded during project development. The project will be developed in accordance with SCAQMD Rule 403 and Rule 403.1, and, thus apply best management practices to ensure impacts to sensitive receptors will be less than significant. However, since the project air quality analysis was based on a maximum daily site of five acres during construction, the project will have a less than significant impact with the implementation of mitigation measure AQ-1 restricting daily site disturbance to five acres or less per day.

Construction-Related Toxic Air Contaminant Impacts

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

Local Air Quality Impacts from On-Site Operations

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The nearest sensitive receptors that may be impacted by the proposed project are the residential uses approximately 60 feet to the south of the project site.

CO Hotspots

Carbon monoxide (CO) is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. If sensitive receptors are located adjacent to a major intersection, CO "hot spots" may occur during peak travel times. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. If sensitive receptors are located adjacent to a major intersection, CO "hot spots" may occur during peak travel times. High levels of CO are associated with traffic congestion and with idling or slow-moving vehicles, depending on the background concentration. Therefore, projects that could negatively impact levels of service at major intersections with nearby sensitive receptors must quantify

and, if necessary, mitigate potentially significant CO impacts.

To determine if the project could cause emission levels in excess of the SCAQMD CO thresholds for project operation, a sensitivity analysis is typically conducted to determine the potential for CO hot spots at a number of intersections in the general project vicinity. The traffic impact analysis looked at impacts on intersections that could potentially be affected by project operations. The traffic analysis determined that none of the analyzed intersections would drop below level of service D with project and cumulative traffic included in the analysis. Therefore, no CO hotspot analysis was prepared for the project and no significant long-term air quality impacts are anticipated to local air quality with project operation.

Toxic Air Contaminants (TAC)

The proposed project consists of a construction of a 312 room resort hotel with a mix of amenities including on-site restaurants, two-story fitness center, and conference rooms. As such the project would not involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants and no significant toxic airborne emissions would result from operation of the proposed project**.** Construction activities are subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

Summary

Based on the air quality analysis, project air quality impacts will not result in a significant impact from exposure of sensitive receptors to toxic air contaminants, CO hotspots, or project operations. There project may result in a significant impact from project construction. However, the *Air Quality and Greenhouse Gas Report* showed that construction of the project will be less than significant with the implementation of a mitigation limiting the number of acres graded to five acres per day or less. Therefore, the project will result in a less than significant impact on sensitive receptors with the implementation of mitigation.

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

The project is not expected to generate significant objectionable odors during any phase of construction or during operation. The project has the potential to result in short-term odors associated with asphalt paving and other construction activities. However, construction-related odors would be quickly dispersed below detectable thresholds as distance from the construction site increase. No other sources of objectionable odors have been identified for the project. Therefore, the project will result in less than significant impact from objectionable odors.

Air Quality Mitigation Measures

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

Standard Air Quality Regulations

The project will be required to adhere to all established air quality standards and regulations including the

following:

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

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

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

Standard Conditions of Approval:

The following control measures will be included as conditions of project approval to further limit air quality emissions:

A. To reduce particulate matter and NOX emissions, construction equipment should utilize aqueous diesel fuels, diesel particulate filters, and diesel oxidation catalyst during all construction activities.
B. All construction equipment should be properly serviced and maintained in optimal operating condition.
C. Construction equipment should not be left idling for more than five minutes.
D. As feasible, construction waste should be recycled to divert waste from landfills, and minimize the project's contribution to landfills.
E. The contractor shall notify the City's Building Official of the start and end of grading and construction activities in conformance with, and within time frames established in the 2003 PM10 State Implementation Plan.
F. Construction staging and management plans shall be reviewed and conditioned to require the application of all reasonably available methods and technologies to assure the minimal emission of pollutants from the project development. The City Engineer shall review the grading plan applications to ensure compliance with the mitigation measures set forth in this document and as otherwise conditioned by the City.
G. Construction equipment and materials shall be sited as far away from residential uses as practicable.
H. All grading permits must include a blowsand/erosion prevention plan.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or	☐	☒	☐	☐

regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Program EIR – Biological Resources

This section is based on the biological resources analysis prepared for the Comprehensive General Plan Amendment, Zoning Map Amendments, and DPP Amendment program EIR (2003). Section III-F of the Program EIR biological resources analysis included development of the project site under the DPP.

The program EIR concluded that buildout of the DPP was not expected to result in significant impacts to biological resources. This is primarily due the fact that the Downtown area of Cathedral City is urbanized and densely populated, and almost all of the area has been disturbed by grading, excavation or other development activities. Any undeveloped properties within the downtown area, such as the project site, are surrounded by urban development that would limit use as a wildlife corridor.

The EIR also found that the project site has the potential to harbor special status species. Exhibits III-29, III-31 and III-32 show the project site as potential habitat for the desert tortoise, Palm Springs pocket mouse and Palm Springs ground squirrel. All four species are now covered by the Coachella Valley Multi-Species Habitat Conservation Plan (CVMSHCP), which was finalized after the Final EIR was adopted by the City. However, the CVMSHCP has additional requirements for desert tortoises and bighorn sheep if they are likely to be present on the site.

Program EIR Mitigation
The following mitigation measures are included in the Program EIR that apply to the project:

A. Focus species surveys shall be conducted prior to approval of new development projects, at the discretion of the City, to thoroughly assess site-specific resources and constraints. Wherever possible, such surveys should be conducted at the appropriate time of year to identify special-status species. (A general biological survey was not found to be necessary for the project due to the location of the project site within an urbanized area. However, several mitigation measures included below for future surveying of the burrowing owl and desert tortoise were included as a precautionary measure. However, both the burrowing owl and desert tortoise are unlikely to inhabit the site due to its disturbed nature.)
B. Prior to the issuance of building permits, the City shall assure that all required biological resource mitigation actions, including but not limited to off-site mitigation and/or the payment of appropriate fees have been satisfied. (Standard Condition of Approval)
C. Inspections during development activities, including but not limited to, grading and construction shall be monitored to assure conformance with grading limits, and to assure the preservation and integration of native and other appropriate desert landscape materials into all areas of the project in accordance with approved landscape plans. (Standard Condition of Approval)

Setting
The site is located in the western portion of the Coachella Valley; an area where rainfall is less than four inches and mean annual soil temperature is between 72 to 78 degrees. The 14-acre site slopes down from southwest to northeast. The project site has been graded and little, if any, vegetation exists on the site. The site is an urban infill parcel surrounded on three sides by urban development.

The project site was previously developed with residential and commercial structures most of which were demolished in the past decade. Currently, one commercial building in the northwest corner remains. A large pile of gravel sits within the southwest portion of the site. Trucks use the site to deposit and remove the gravel on a regular basis. The southeast boundary of the project site borders the Cathedral Canyon wash. Chain-link fencing approximately six feet in height surrounds the project site on all sides.

Special Status Species

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

- Species listed, proposed, or candidates for listing under the Federal Endangered Species Act
- Species listed or proposed for listing under the California Endangered Species Act
- Species included in one of the CDFW publications on species of special concern
- Species designated as Species of Special Concern and Fully Protected by the CDFW
- Plant species meeting the definition of rare or endangered under CEQA

Regulatory Framework

Federal Laws and Regulations

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

State Laws and Regulations

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

Local and Regional Laws and Regulations

- Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)

The Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)

The City of Cathedral City is one of the signatories to the CVMSHCP and consequently the entire City lies within the plan area. The CVMSHCP is a regional multi-agency conservation plan that provides for the long-term conservation of ecological diversity in the Coachella Valley. The CVMSHCP balances environmental protection and economic development objectives in the plan area and simplifies compliance with endangered species laws. The CVMSHCP currently protects approximately 240,000 acres of open space and 27 plant and animal species and provides for future protection of plant and animal species that may become State or Federally listed in the future.

The CVMSHCP designates certain areas as conservation areas that serve as natural habitat for covered species. Development within conservation areas is limited. The CVMSHCP also places restrictions on properties adjacent to conservation areas. The project site is not located within or adjacent to a conservation area of the plan. The nearest Conservation area is the Santa Rosa and San Jacinto Mountains Conservation Area. The conservation area is located in the mountain ranges bordering the Cathedral City Cove area to the south of the project site. The closet part of the Santa Rosa and San Jacinto Mountains Conservation Area is approximately 1,500 feet southeast of the project site.

Mitigation for the incremental loss of habitat from development on the covered species and their habitats is through payment of a fee to the City of Cathedral City. The Coachella Valley Conservation Commission uses the collected fees to minimize and mitigate impacts of the Taking and provide for conservation of the covered and non-covered species

through the acquisition and maintenance of habitat.

Table BIO-1: CVMSHCP Covered Species*

Common Name	Scientific Name
Arroyo toad	*Anaxyrus californicus*
Burrowing owl	*Athene cunicularia*
California black rail	*Laterallus jamaicensis coturniculus*
Coachella Valley fringe-toed lizard	*Uma inornata*
Coachella Valley giant sand-treader cricket	*Macrobaenetes valgum*
Coachella Valley Jerusalem cricket	*Stenopelmatus cahuilaensis*
Coachella Valley milkvetch	*Astragalus lentiginosus var. coachellae*
Crissal thrasher	*Toxostoma crissale*
Desert pupfish	*Cyprinodon macularius*
Desert tortoise	*Gopherus agassizii*
Flat-tailed horned lizard	*Phrynosoma mcallii*
Gray vireo	*Vireo vicinior*
Least Bell's vireo	*Vireo bellii pusillus*
Le Conte's thrasher	*Toxostoma lecontei*
Little San Bernardino Mountains linanthus	*Linanthus maculatus*
Mecca aster	*Xylorhiza cognata*
Orocopia sage	*Salvia greatae*
Palm Springs pocket mouse	*Perognathus longimembris bangsi*
Coachella Valley round-tailed ground squirrel	*Xerospermophilus tereticaudus chlorus*
Peninsular bighorn sheep	*Ovis canadensis nelsoni pop. 2*
Southern yellow bat	*Lasiurus ega or xanthinus*
Southwestern willow flycatcher	*Empidonax traillii extimus*
Summer tanager	*Piranga rubra*
Triple-ribbed milkvetch	*Astragalus tricarinatus*
Western yellow bat	*Lasiurus xanthinus*
Yellow breasted chat	*Icteria virens*
Yellow warbler	*Dendroica petechia brewsteri*
Yuma clapper rail	*Rallus longirostris yumanensis*

*Proposed Major Amendment to the CVMSHCP, Table 3-1, March 2014

Biological Surveys

A biological resources assessment prepared for the Program EIR included an analysis of potential impacts to sensitive species. Section F – Biological Resources of the Program EIR states that development and redevelopment in the DPP area would result in impacts to birds and mammals from loss of habitat for foraging, nesting, and increased predation by domestic cats and dogs. Several special status species were found to have the potential to occur on the project site. Exhibit III-29 in the Program EIR shows the site as potential habitat for the "threatened" desert tortoise, and Exhibit III-31 shows the site as potential habitat for the Palm Springs pocket mouse and Palm Springs squirrel, both listed as species of concern.

Plant Communities

The project site would be unlikely to support any sensitive plant communities due to the disturbed nature of the site from past development and recent grading activities. Currently very little vegetation exists on the site.

Special Status Wildlife

The EIR did not include an assessment of specific birds that may occur on the site, except to state that impacts

to birds and mammals would result from loss of habitat. Most of the special status species that the EIR indicated may exist in the DPP area would be covered by the MSHCP. However, special status species with the potential to occur within the site that are not fully covered by the MSHCP include:

- Burrowing owl: The burrowing owl is a federal and state listed species of special concern and U.S. Fish and Wildlife Service Migratory Nongame Bird of Management Concern. The burrowing owl is a covered species under the CVMSHCP in that conservation areas serve to preserve its habitat. Burrowing owls are yearlong residents that inhabit open areas, primarily grasslands and deserts. They require a burrow for roosting and nesting and typically may take advantage of an abandoned ground squirrel nest, or other small mammal borrows, culverts, and nest boxes. Burrowing owl habitat has been found to occur in a variety of habitats within the Coachella Valley including vacant land adjacent to urban development.[4] There is a small potential for burrowing owls to occur since the project site is vacant and has lose sandy soils. Burrowing owls can occupy a site with suitable habitat any time. Although covered under the CVMSHCP, the burrowing owl is subject to the Migratory Bird Treaty Act which would require additional surveying for the burrowing owl before ground-disturbing activities.
- Desert Tortoise: The desert tortoise is a state and federal threatened species. Some evidence exists that the desert tortoise could exist on the project site. The program EIR biological resources section Exhibit III-29 (The same exhibit is included in the current General Plan as Exhibit IV-3.) shows desert tortoise habitat occurring partially within the project site. Although covered by the CVMSHCP, clearance surveys for this species are required prior to site disturbance if the site contains potential habitat. According to the US Fish and Wildlife Service, the tortoise spends most of its time underground, and lives in a variety habitats from sandy flats to rocky foothills, washes and canyons. Therefore, the presence of a desert tortoise on the site may not be visible to a casual observer.
- Peninsular bighorn sheep: The peninsular bighorn sheep (PBS) is a federally listed endangered species and state listed threatened species. The program EIR shows the PBS critical habitat as located southeast of the project site. The species inhabit the lower eastern-facing slopes of the Santa Rosa and San Jacinto Mountain ranges and occasionally wander into adjacent areas seeking water.

Wildlife Corridors

The proposed project is not within a conservation area delineated in the CVMSHCP. The project is anticipated to have an incremental effect on localized wildlife movement and habitat fragmentation in the region as discussed in the Program EIR. The project site is surrounded by urban development with the exception of the area along the southeast boundary. The West Cathedral Canyon wash borders the project site on the southeast, and existing and future fencing along the wash would also limit wildlife movement onto the site. Impacts are not expected to be significant.

CHECKLIST RESPONSES:

a. **Less than significant with mitigation.** As noted in the program EIR, development of the DPP area has the potential to result in impacts to sensitive species due to loss of habitat from development within the plan area. Most sensitive species that have the potential to occur on the project site are covered by the CVMSHCP and loss of habitat is mitigated by payment of a fee that goes towards protection of habitat within conservation areas of the plan.

Although covered by the CVMSHCP, two species that have the potential to occur on the project site are

[4] Rotenberry, John, Ph.D., *Inventory and Monitoring of Western Burrowing Owls for the Coachella Valley MSHCP*, Jan. 2010

provided additional protection. The burrowing owl is protected under the federal Migratory Bird Treaty Act, which requires additional surveying where there is the potential for the burrowing owl to occur. The project site although highly disturbed by recent grading activities may have the potential to attract burrowing owls due to the presence of loose sandy soil. Mitigation measure BIO-1 requires that the project site be surveyed for the presence of burrowing owls before any project site grading or excavation takes place and protocol be observed.

Because of the site's proximity to the PBS recovery area, there is the potential for PBS to be attracted to the water features proposed for the project, and potentially enter the site. However, the project site is currently surrounded by six-foot-high chain-link fencing that would prevent PBHS or other species from entering the site and a wall or fence will be in place after the project is completed. Therefore, the project would not result in any impacts to the PBS.

Both the Program EIR biological assessment and the 2009 General Plan show that habitat for the desert tortoise may exist on the project site and surrounding area. The desert tortoise is a federal and state threatened species. Although the desert tortoise is covered by the CVMSHCP, additional measures are required by the USFWS to protect the species in situations where there may be suitable habitat present. However, the project site has been previously occupied by housing and commercial development up until approximately ten years ago, and has recently been graded. A portion of the site is currently used to stockpile road aggregate and is regularly traversed by trucks and other vehicles delivering and removing the aggregate. The site is also fenced along the southeast border. The disturbed conditions make it unlikely that any desert tortoises are present on the project site. However, mitigation measure BIO-1 requires that a both a burrowing owl and desert tortoise survey be conducted using USFWS protocols for surveying desert tortoise (FWS 2010) before issuance of any grading permits for the project. Mitigation measure BIO-1 will ensure that any potential project impacts to the burrowing owl and desert tortoise will be mitigated. Therefore, the project will result in a less than significant impact with regards to special status species that may be present on the site.

b. **Less than significant impact.** The program EIR for the DPP determined that sensitive natural communities that could potentially occur on the site were determined not to be present due to previous development and site grading. Therefore, the project would not result in a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations by the CDFW or USFWS.

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

d. **Less than significant impact.** The project site is surrounded by urban development with the exception of the area along the southeast boundary where it borders the West Cathedral Canyon wash. Existing fencing along the border between the site and wash area would also limit wildlife movement onto the site. There are not native wildlife nursery sites on or near the project site. The project will result in a less than significant impact from interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

e. & f. No impact. Cathedral City is a signatory to the CVMSHCP, which is a regional conservation plan that covers nine cities within the Coachella Valley, Riverside County, and includes other government agencies. The goal of the CVMSHCP is to conserve open space and protect plant and animals species while providing comprehensive compliance with federal and state endangered species laws. Within the Plan, there are multiple individual designated conservation areas that serve to protect habitat for special status plant and animal species. Only limited development is allowed to occur in conservation areas. The proposed project is not within, nor does it abut, a designated conservation area. Since the site is located within the plan boundaries, the developer is required to pay a fee to offset incremental impacts to plants and wildlife protected under the CVMSHCP.

The PBS was listed as endangered by the USFWS in 1998 and threatened by the State of California in 1971. Concerned with a steep decline in the Peninsular bighorn sheep population, the USFWS implemented the Recovery Plan for Bighorn Sheep in the Peninsular Ranges California in 2000. PBS habitat protected by the Recovery Plan is located within the eastern slopes of the Santa Rosa and San Jacinto Mountains where it coincides with the Santa Rosa and San Jacinto Mountains Conservation Area of the CVMSHCP. As such, the PBS is protected by both plans. The project site is located approximately 3,000 feet north of the Peninsular Bighorn Sheep Recovery Plan area (the Plan) as shown in Exhibit III-32 of the program EIR. The project site is surrounded by chain-link fencing thereby preventing PBS from entering the site. Therefore, the project is not expected to result in any impacts to the PBS.

The project will be consistent with the provisions of the CVMSHCP and the USFWS Bighorn Sheep Recovery Plan and will result in no impacts to an adopted conservation plan or local policies or ordinances protecting biological resources.

Biological mitigation measures:

BIO-1. Before issuance of any building permit for the project, a pre-construction survey shall be conducted for the burrowing owl and desert tortoise no more than 14 days before any ground disturbing activities using the proper USFWS and CDFW protocols. The survey shall be conducted as close to the actual construction initiation date as possible. If evidence of the burrowing owl or desert tortoise is found on the site, then the developer shall follow the recommendations of a professional biologist, hired by the City at the developer's expense, on the find before restarting the ground-disturbing activities. Evidence of the completed surveys shall be submitted to the City Planner before grading permit issuance.

BIO-2. If construction is to occur during the MBTA nesting cycle (February 1-September 30), a nesting bird survey shall be conducted by a qualified biologist, contracted by the applicant or City and paid by the applicant, not more than 14 days before start of ground-disturbing activities. Disturbance that cause nest abandonment and/or loss of reproductive effort (e.g. killing or abandonment of eggs or young) may be considered take and is potentially punishable by fines or imprisonment. Active bird nests shall be mapped utilizing a hand-held global positioning system (GPS) and a 300' buffer shall be flagged around the nest (500' buffer for raptor nests). Construction shall not be permitted within the buffer areas while the nest continues to be active (eggs, chicks, etc.). Results of the survey shall be submitted to the City Planner before issuance of building permits.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
e) Would the project cause a substantial change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?	☐	☒	☐	☐

Program EIR – Cultural Resources

Section G. of the program EIR included an analysis of cultural resources within the General Plan and DPP areas based on cultural resources study prepared for the EIR. The cultural resources study found that the DPP area contained historic-era buildings in the area of the project site. The EIR also found that there is some limited potential for archaeological resources to be uncovered during excavation within the DPP area. To mitigate impacts to historical resources, the EIR included a mitigation measure requiring evaluation of development proposals on a case-by-case basis. Therefore, a cultural resources assessment was prepared for the project site, which also included two other nearby projects sites that are part of a separate project.

The Program EIR included several recommended mitigation measures for cultural resources. The mitigation

applicable to the project include the following:

A. In the event that archeological resources are unexpectedly identified during construction, the City shall require that development cease, and a professional archeologist shall be employed to examine and document the site to determine subsequent actions and appropriate mitigation measures. In the evnet that human remains are unexpectedly discovered in a location other than a dedicated cemetery, the procedures set forth in Health and Safety Code 7050.5, CEQA 15064.5, and Public Resources Code 5097.98 shall be followed. (Mitigation Measures CR-1 and CR-2 fulfill this requirement.)
B. A qualified archeologist and/or Native American representative shall provide on-site monitoring during ground-disturbing activities in areas of high sensitivity. (Mitigation Measure CR-3 fulfills this requirement.)
C. The City shall evaluate the potential impacts of development projects on cultural resources through the Initial Study review process. Impacts shall be clearly documented and mitigation measure recommended where appropriate. (This requirement is fulfilled by the preparation of this initial study and the preparation of the cultural resources assessment for the project.)

A cultural resources assessment (CRA) titled *Phase I Cultural Resources Assessment of Project Sites 1-3, Cathedral City, California (November 2015)* was prepared for the proposed project to assess the site's potential to harbor cultural resources. The CRA report is provided in Appendix C of this report. The purpose of the assessment was to determine whether there are any potentially significant prehistoric or historic resources within the project site and immediate surrounding area, and whether the project would have a negative impact on any cultural resources found to be present. In order to identify such resources, the study included a search of records and literature review, a survey of the project site and surrounding area, and a review of the Sacred Lands File held by the Native American Heritage Commission (NAHC). The following background and analysis is based on the cultural resources assessment prepared for the project in 2015 and on the City of Cathedral City Comprehensive General Plan.

Regulatory Framework

California Register of Historical Resources

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

a. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
b. Is associated with the lives of persons important in our past.
c. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
d. Has yielded, or may be likely to yield, information important in prehistory or history [PRC 5024.1(c)].

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

Assembly Bill 52 (AB 52)

AB 52, which went into effect on July 1, 2015 requires a lead agency to consider a project's impacts on Tribal

Cultural Resources (TCRs). TCRs as defined in Public Resources Code § 21074 are as follows:

(a) "Tribal cultural resources" are either of the following:
  (1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
    (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
    (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
  (2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

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

(c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms to the criteria of subdivision (a).

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

Historical Context

Prehistoric Periods – A detailed description of the historic context of the site and surrounding area is included in the CRA (Appendix C). Three prehistoric periods of human occupancy were identified:

a. Paleoindian Period (12,000-8,000 BP) included occupancy by “small, mobile bands exploiting small and large game collecting seasonally available wild plants”
b. Archaic Period (8,000-1500 BP) with archaeological evidence found in the northern Coachella Valley and focused on the area of Lake Cahuilla
c. Late Prehistoric Period (1500-200 BP) with Patayan settlements

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

Historic Period – This section is based on information provided in the City of Cathedral City General Plan’s Archaeological and Historic Resources Element. The historic period includes:

a. the Spanish period,
b. the Mexican period, and

c. American period.

All of the historic periods are detailed in the CRA report. The report details how settlement of the Coachella Valley is related to transportation and agriculture. Of particular importance is the establishment of the railroad system from Southern California into the Coachella Valley and east to Arizona.

European explorers began to use a trading route through the valley as early as 1815. It became the primary route between the Los Angeles Basin and the gold mines in Arizona. In the Coachella Valley, Highway 111 closely follows the Bradshaw Trail, the first road across Riverside County to the Colorado River. The Bradshaw Trail was blazed by William Bradshaw in 1862 as an overland stage route that was used extensively between 1862 and 1877 to haul miners and other passengers to the gold fields to the town once known as La Paz, Arizona.

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

Records Search
The results of the records search indicated that 28 recorded resources were located within the area of the three project sites. Only one remains with the rest having been demolished since the resources were recorded. No archaeological resources have been recorded within ¼ mile of the project site. Given that the site is surrounded by urban development, it was concluded that there is little potential for identification of additional archaeological resources to be discovered. It was also concluded that unidentified historic period archaeological resources would be unlikely to remain.

NAHC Sacred Lands
The CRA included a requested search of the Sacred Lands File from the Native American Heritage Commission (NAHC). No Native American cultural resources were found in the immediate project area.

Native American Participation
Native American participation was initiated with the filing a Sacred Lands File and Native American Contacts List Request with the California Native American Heritage Commission (NAHC). The NAHC reported that no Native American cultural resources were found on or near the project site in previous surveys. The NAHC provided a list of local tribal contacts to be consulted for further information, all of which were contacted by mail or email. As of the date of this report, only one response been received. Katie Eskew, an archaeologist with the Agua Caliente Tribal Historic Preservation Office, recommended that a mitigation measure be imposed on the project requiring that if human remains are uncovered during construction they be identified and the NAHC contacted regarding disposition of the remains if determined to be Native American in accordance with California law. Mitigation Measure CR-3 has been included to provide for accidental uncovering of human remains.

Field Survey
On July 31, 2015, a field survey was conducted on the site to record any historical or archeological resources that could be found. No evidence of any human activities dating to the prehistoric or historic period was found. Scattered modern refuse was observed along the eastern project boundary, none of which was of any historical or archaeological interest. At the time of the survey, four historical-period resources were found present within the project site. These included three commercial buildings and one street segment. None of the historic resources present were found to meet the criteria for listing in the CRHR. Since the survey was conducted, only

one of the historic-period buildings remain.

Native American Consultation

In accordance with SB 18 requirements, representatives from five Native American groups in the region (from the list provided by the NAHC) were contacted by email or letter between October 15 and 23, 2015. Representatives of the responding tribes stated their tribes have no comments on the project and have no specific information about cultural resources in the project area.

In accordance with AB 52 requirements, letters requesting consultation were mailed to seven tribes on February 17, 2016. Two tribes responded. The Agua Caliente Tribe stated that previous surveys conducted in the area were positive for the presence of cultural resources and requested that a survey of the site be conducted before development. The survey was completed and, as discussed above, no cultural resources were found. In accordance with the tribe's request, a copy of the survey will be sent to the tribe. The second response letter from the Soboba Band of Luiseno Indians stated that the Soboba Band did not have any specific concerns regarding the project, but requested continued consultation. The letter also included a request that a Native American monitor be present during any future ground disturbing activities associated with the project.

City of Cathedral City General Plan

The City's General Plan Table IV-2 indicates six areas of Cahuilla Cultural Value located within the City. Four are located along the base of the San Jacinto Mountains, two are located within streambeds and the seventh is in the Edom Hill area in the northwestern portion of the City. None of the sites are in close proximity to the project site, the closet of which is over a mile from the project site.

A city-wide historic resources survey was conducted in the early 1980s by the Riverside County Historical Commission. Although several of the historic resources were located on the project site, they have since been demolished. The commercial building remaining on the site was reviewed for historic significance in the CRA; and it was determined that the building on the site did not meet the criteria for listing on the CRHR and, therefore, is not significant with respect to CEQA.

CHECKLIST RESPONSES:

a. **No impact.** Only one historic era building was found to be present within the project site or within the APE. The building does not meet the criteria for listing on the CRHR. Therefore, the building is not a significant historic resource with respect to CEQA. The project would not result in any impacts to historic resources.

b. **Less than significant with mitigation.** The cultural resources field survey did not indicate the presence of any archaeological resources on the project site. A review of cultural resources records research did not indicate any known archaeological resources on or near the project site. In addition, the project site has been disturbed by urban development that has since been demolished, and recently graded. However, since the project may involve excavation deeper than previous ground disturbance, there is a remote possibility that new archaeological resources may be uncovered during project excavation and grading activities. Accordingly, the project will be required to implement and comply with mitigation measure CR-1. With implementation of mitigation measure CR-1, the project will result in a less than significant impact to archeological resources.

c. **Less than significant.** Paleontological resources are fossilized remains or traces of prehistoric plant and animal life. Fossil remains such as bones, teeth, shells, leaves, and wood are found in geologic deposits or

rock formations where they were originally buried. The City's General Plan does not identify any paleontological resources on site or unique geological resources pursuant to CEQA Guidelines Section 15064.5. The Riverside County General Plan includes an inventory of paleontological and geological resources of the entire Riverside County. The inventory map shows Cathedral City as having low potential for finding paleontological resources. In addition, the project site is primarily sandy soils. No rock formations appear to be present on the site that would yield fossils. Therefore, it is unlikely that the project will result in the uncovering of significant paleontological resources and a less than significant impact on paleontological resources would result.

d. **Less than significant with mitigation.** The proposed site is not located on, or in proximity to a known cemetery and is not expected to disturb human remains. In the event human remains are discovered during earth disturbing activities for the project, the State of California requires all construction activities be stopped, the Riverside County Coroner's Office be contacted, and the find accessed by the appropriate professionals. Although it is unlikely human remains occur onsite, mitigation measure CR-2 has been added to ensure impacts are less than significant with mitigation.

e. **Less than significant with mitigation.** The project site has been substantially developed with residential and commercial buildings, the majority of which have been demolished. A CRA was prepared for the project site and no significant cultural resources were found to be present. The NAHC sacred lands files search did not indicate the presence of any Native American traditional cultural properties with the project site and immediate surrounding area. Tribal consultation was conducted in accordance with AB 52. In their response letter, a representative of the Agua Caliente Band of Cahuilla Indians (ACBCI) indicated that previous surveys with the project area were positive for cultural resources. Consequently, the ACBCI requested that a survey be conducted by a qualified archaeologist. The Soboba Band requested that although the tribe has no immediate concerns, tribal consultation continue to take place and requested that a Native American Monitor be present during future ground-disturbing activities associated with the project. Therefore, mitigation measures CR3 and CR4 have been included that will reduce any potential impacts on tribal cultural resources to less than significant.

Cultural Resources Mitigation Measures

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

CR-2 If human remains are uncovered during excavation or grading activities on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

A) The Riverside County Coroner has been contacted and determined that no investigation of the cause of death is required, and
B) If the coroner determines the remains to be Native American:

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

CR-3 A Native American monitor shall be present during all future ground-disturbing activities for the project. If cultural resources are uncovered, work in the vicinity of the find shall be stopped and the resource evaluated by a qualified archeologist. A tribal representative shall also be contacted and consulted regarding the find. If the resource is found to be significant, the archeologist in consultation with the appropriate tribal representative, and City representative shall confer with regard to mitigation.

CR4 If any tribal cultural resources or archeological resources are uncovered during site disturbing activities, the resources shall be relinquished to the appropriate tribe. Work shall not resume until the resource has been fully removed or otherwise mitigated.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS: Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☒	☐	☐

iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Program EIR

An evaluation of soils and geology is included in Section III-C *Soils and Geology* of the program EIR. The Downtown area was found to have a number of geologic and geotechnical hazards from earthquakes, seismically induced settlement, slope instability, and wind hazards. It is further stated that there are aboveground water reservoirs that may impact the area that may result in seismically induced seiches. Therefore, new development in the Downtown area may result in the exposure of more people to geologic hazards. In addition, significant impacts associated with soils and geology may also result from future development within the Downtown area. Mitigation measures that are included in this section are required of all new development within the DPP area to mitigate these impacts. The mitigation measures contained in the program EIR applicable to the project include the following:

A. A requirement for each new project to prepare a soils and geotechnical study. (This mitigation measure has been satisfied by the geotechnical report prepared for the project. See Appendix F.)
B. A requirement that new structures be designed and constructed in accordance with the most recently adopted versions of the Uniform Building Code, California Building Code, and the seismic parameters of the Structural Engineers Association of California. (Standard Condition of Approval)
C. All grading permits must include a blowsand/erosion prevention plan. (Standard Condition of Approval)
D. During site grading, all existing vegetation and debris shall be removed from areas that are to receive

compacted fill. Any trees to be removed shall have a minimum of 95% of the root systems extracted. Man-made objects shall be overexcavated and exported from the site. Removal of unsuitable materials may require excavation to depths ranging from two to four feet. (Condition of Approval)

E. All fill soil, whether on site or imported, shall be approved by the individual project soils engineer prior to placement as compaction fill. All fill soil shall be free from vegetation, organic material, cobbles, and boulders greater than six inches in diameter, and other debris. Approved soil shall be placed in horizontal lifts of appropriate thickness, as prescribed by the soils engineer and watered or aerated as necessary to obtain near optimum moisture content.
F. Fill materials shall be completely and uniformly compacted to not less than 90% of the laboratory maximum density, as determined by ASTM test method D-1557-78. The project soils engineer shall observe the placement of fill and take sufficient tests to verify the moisture content, uniformity, and degree of compaction obtained. In-place soil density should be determined by the sand-cone method, in accordance with ASTM test method D-1556-64 (74), or equivalent test method acceptable to the City Building Department.
G. Finish cut slopes shall not be included steeper than 2:1 (horizontal to vertical). Attempts to excavate near vertical temporary cuts for retaining walls or utility installations in excess of five feet may result in gross failure of the cut and possible damage to equipment and injure workers. All cut slopes must be inspected during grading to provide additional recommendations for safe construction.
H. Finish fill slopes shall not be inclined steeper than 2:1 (horizontal to vertical). Fill slope surfaces shall be compacted to 90% of the laboratory maximum density by either overfilling and cutting back to expose a compacted core or by approved mechanical methods.
I. Retaining walls shall be constructed to adopted building code standards and inspected by the building inspector.
J. Foundation systems that utilize continuous and spread footings are recommended for the support of one- and two-story structures. Foundations for higher structures must be evaluated based on structure design and on-site soil conditions.
K. Positive site drainage shall be established during finish grading. Finish lot grading shall include a minimum positive gradient of 2% away from structures for a minimum distance of three feet and a minimum gradient of 1% to the street or other approved drainage course.
L. An adequate subdrain system shall be constructed behind and at the base of all retaining walls to allow for adequate drainage and to prevent excessive hydrostatic pressure.
M. Utility trench excavations in slope areas or within the zone of influence of structures should be properly backfilled in accordance with the following recommendations:
    a. Pipes shall be bedded with a minimum of six inches of pea gravel or approved granular soil. Similar material shall be used to provide a cover of at least one foot over the pipe. This backfill shall then be uniformly compacted by mechanical means or jetted to a firm and unyielding condition.
    b. Remaining backfill may be fine-grained soil. It shall be placed in lifts not exceeding six inches in thickness or as determined appropriate, watered or aerated to near optimum moisture content, and mechanically compacted to a minimum of 90% of the laboratory maximum density.
    c. Pipes in trenches within five feet of the tope of slopes or on the face of slopes shall be bedded and backfilled with pea gravel or approved granular soils as described above. The remainder of the trench backfill shall be comprised of typical on-site fill soil mechanically compacted as described in the previous paragraph.

Site Specific Geotechnical Report

The site-specific Geotechnical Report was prepared in January 2008 for a similar hotel project proposed to be located on the same site. The report was updated for the current hotel project in December 2015. The 2015 update stated that the findings, recommendations, and conclusions in the 2008 report were still applicable,

with the exception of seismic parameters and pavement structures sections. New seismic parameters and pavement recommendations were provided in the 2015 report. The following discussion and analysis is based on the information provided in the 2008 geotechnical report and 2015 update, information provided in the program EIR, and Cathedral City General Plan.

Geological Setting

The project site is located in the Coachella Valley portion of the Salton Trough physiographic province. The Salton Trough is a geologic structural depression resulting from large scale regional faulting. The trough is bounded on the northeast by the San Andreas Fault and Chocolate Mountains and the southwest by the Peninsular Range and faults of the San Jacinto Fault Zone. The Salton Trough represents the northward extension of the Gulf of California, containing both marine and non-marine sediments since the Miocene Epoch. Tectonic activity that formed the trough continues at a high rate as evidenced by deformed young sedimentary deposits and high levels of seismicity.

Seismicity
The City of Cathedral City is located within Southern California, a known seismically active area. GEO-1 Map of Local Faults contained in the Geotechnical Report shows that the Coachella Valley is crossed by multiple faults within the region.

Seismically Induced Geotechnical Hazards
Liquefaction is the total or substantial loss of shear strength of loose, sandy, saturated sediments in the presence of ground accelerants over 0.2g. Liquefaction occurs due to the tendency of these sediments to behave like a liquid substance. Liquefaction can result in structural distress and/or failure due to settlement, the buoyant rise of buried structures, the formation of mud spouts and sand boils, and seepage of water through ground cracks. General Plan Exhibit V-4 shows that the liquefaction potential for most of the City is low to none since most of the groundwater in the City is too deep to saturate the loose sediments of the valley floor. The southern area of the City's location adjacent to the Santa Rosa Mountains where groundwater may be less than 50 feet, the liquefaction potential is also not high due to the types of soils present.

Strong ground shaking can cause compaction of soils resulting in settlement of the ground surface. This damages structures and foundations as well as pipelines, canals, and other grade-sensitive structures. The potential for seismic related settlement of the ground is based on the intensity and duration of ground shaking. General Plan maps show the area of the project site as susceptible to seismically induced settlement.

Another result of seismic ground shaking is rock slides. In Cathedral City, there is a moderate to high potential for seismically induced rock slides and landslides. The Cove and the Downtown areas of Cathedral City have a moderate susceptibility to rock slides and landslides. (General Plan Exhibit V-6) However, the East and West Cathedral Canyon washes are expected to act as a buffer between the slopes of the Santa Rosa Mountains and the Cove and Downtown areas providing protection from rock falls and landslides.

Seiches are seismically induced oscillation of sloshing of water within an enclosed basin such as a reservoir. Damage from failure of large bodies of enclosed water may result in inundation of land and structures below them. Four water reservoirs owned by the Desert Water Agency are located on elevated terrain above the Cove and failure of the reservoirs may result in damage to structures and land within the Cove area. The risk from seiches on future development can be lessened by design elements for the reservoirs.

Related Regulations and Laws

Alquist-Priolo Earthquake Fault Zoning Act
Signed into law in 1972, the Alquist-Priolo Earthquake Fault Zoning Act has the primary purpose of mitigating

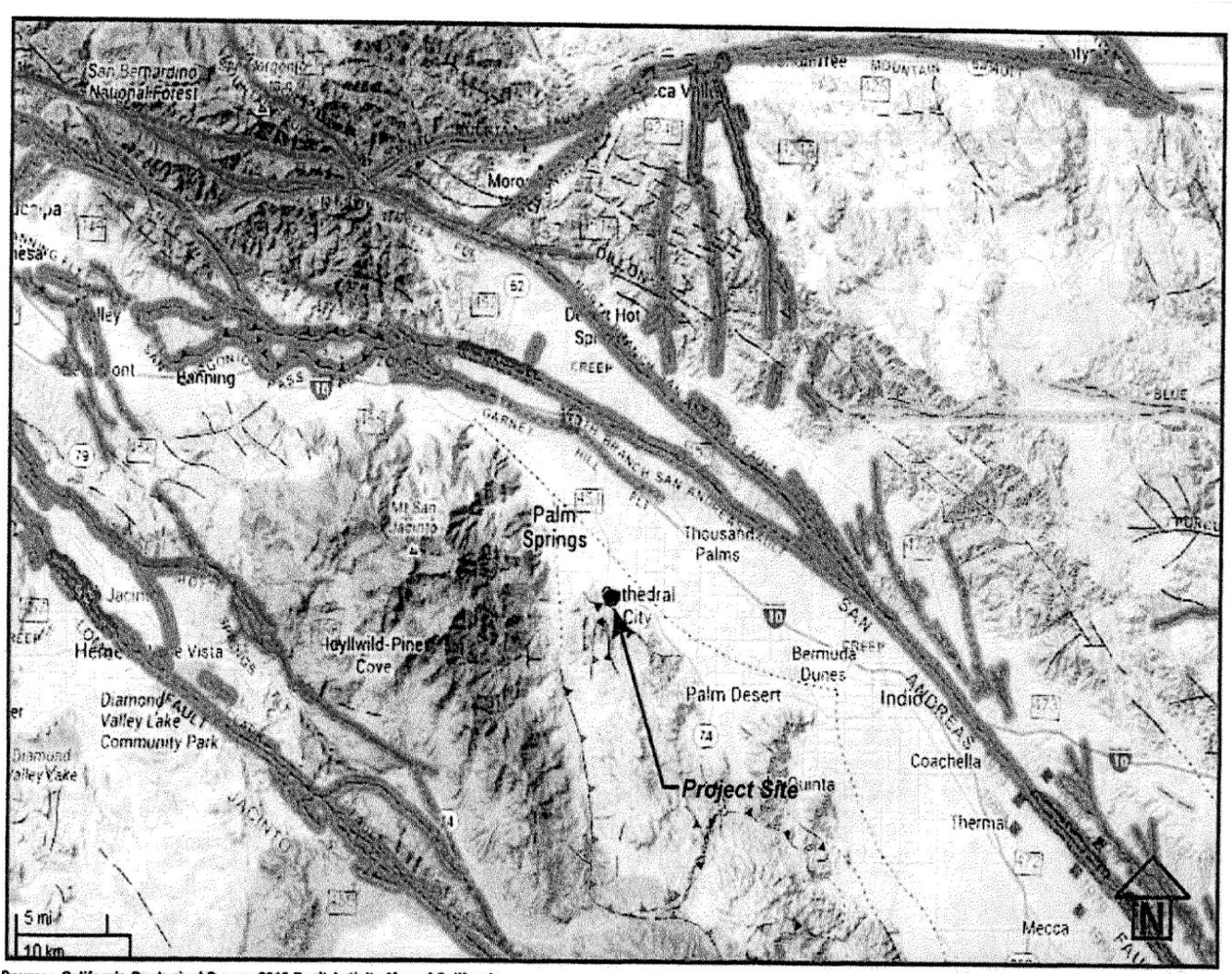
fault rupture hazards. It accomplishes this by prohibiting the location structures for human occupancy across an active fault. The state geologist is required to prepare maps delineating earthquake fault zones that show evidence of Holocene surface displacement along one or more of their segments and are clearly detectable by a trained geologist. The boundary of an earthquake fault zone is typically about 500 feet from active faults and 200 to 300 feet from one or more segments. The Act requires cities to withhold development permits for site within an earthquake fault zone.

The City's General Plan Geotechnical Element Exhibit V-3[5] (Faults in the Cathedral City General Plan Area) shows two known fault zones within the City. The San Andreas Fault line is located approximately six miles north of the project site, and considered an active fault with respect to the Alquist-Priolo Earthquake Fault Zoning Act. The San Andreas Fault historically has produced moderate to severe earthquakes and the project would be thus subject to secondary effects from earthquakes stemming from this fault. The Garnet Hill Fault is approximately four miles north of the project site.

Uniform Building Code

The primary tool used by the City to ensure seismic safety is the UBC. The UBC describes minimum lateral forces needed to resist seismic shaking based on the area's seismic zone, type of structural system, building configuration, and height and soil profile.

Figure GEO-1 Map of Local Faults



Source: California Geological Survey 2010 Fault Activity Map of California
http://www.quake.ca.gov/gmaps/FAM/faultactivitymap.html#

CHECKLIST RESPONSES:

Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

a.i) **No Impact.** The project site does not lie within a currently delineated State of California, *Alquist-Priolo* Earthquake Fault Zone. Well-delineated fault lines cross through this region as shown on California Geological Survey [CGS] maps; however, no active faults are mapped in the immediate vicinity of the site. As such the project would not result in exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault.

a.ii) **Less than significant impact with mitigation.** Although the probability of primary surface rupture is considered low, ground-shaking hazards caused by earthquakes along regionally active faults exist and would be considered in the design and construction of the project as required by the California Building Code. In addition, the geotechnical report prepared for the project includes specific recommendations related to seismicity on the construction of the building. Mitigation measure GEO-1 requires that the project include the geotechnical recommendations provided in the geotechnical report in the project design and that the project demonstrate consistency with the seismic requirements of the most recent edition of the California Building Code. Therefore, the project would result in a less than significant impact from rupture of a known earthquake fault and strong seismic ground shaking with implementation of mitigation.

a.iii. **Less than significant impact.** According to the Cathedral City General Plan Geotechnical Exhibit V-4[6] (Liquefaction susceptibility map) the project site is located in an area with low to very low probability of liquefaction susceptibility. The geotechnical report evaluated liquefaction potential of the site and found that it unlikely that subsurface soil will liquefy under seismically induced ground shaking since the groundwater is deeper than 50 feet. Based on this, it was concluded that no mitigation is needed for liquefaction. In addition, all structures must comply with the seismic requirements of the Field Act, Uniform Building Code, and recommended engineering design measures. Compliance with these standards will limit hazards from seismic ground failure, including liquefaction, to less than significant.

a.iv. **Less than significant impact.** The project site and surrounding area are located on moderately sloping land. The steeply rising slopes of Santa Rosa Mountains are located just to the south of the project site. This results in the potential for landslides to enter the project site. The General Plan Ex. V-6[7] (Areas susceptible to seismically induced slope instability) shows that the project site is within an area of moderate susceptibility to rockslides and seismically induced mudslides. However, the East Cathedral Canyon Wash is adjacent to the southeast of the project site and would act to reduce the potential for landslides from the Santa Rosa Mountains to the south to impact the project site. In addition, the geotechnical study found that landslide hazards are unlikely to impact the project site due to the regional planar topography. Therefore, the project would result a less than significant impact resulting from landslides.

b. **Less than significance impact.** The City's General Plan Wind Hazards Zone map shows the project site, as

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

well as the majority of the City, is located within an area of moderate to very severe wind erosion hazards. According to the program EIR, the project site is located within an area that experiences severe wind erosion hazards where soils show distinct evidence of wind removal and/or accumulation in hummocks 24 to 48 inches high. Construction of the project would result in disruption of on-site soils and exposure of uncovered soils, thereby increasing the potential for wind or water-related erosion and sedimentation until the construction is completed. In accordance with the South Coast Air Quality Management District Rules 403 and 403.1 pertaining to fugitive dust, the project developer will be required to submit a fugitive dust control plan to the City for approval before issuance of grading permits. The plan must contain "best available control measures" that will avoid or minimize soil erosion caused by high winds. After construction, the site soils will be stabilized long term by landscaping, paving, and structures. Consequently, the project will result in a less than significant impact from soil erosion and loss of topsoil.

c. **Less than significance with mitigation.** The project would be required to comply with all applicable standards in the California Building Code and pertinent building code requirements of the City of Cathedral City. The City requires a geotechnical/soils investigation to evaluate the potential for seismically induced settlement. The geological report prepared for the project evaluated the potential for seismically induced settlement. Mitigation Measure GEO-1 requires that the project demonstrate that all recommendations contained in the report have been included in the construction design. As such, the project will result in a less than significant impact with the incorporation of mitigation relating to unstable soils, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

The Phase I Environmental Site Assessment prepared for the project found the project site was occupied by residential development beginning in the 1950s to about 2005. Therefore there is the potential for underground septic tanks and leach fields to remain on the site. These remnants if not properly abandoned have the potential to result in subsidence of the soils and, consequently the soils may not support the foundations of the proposed hotel. Mitigation measure GEO-2 requires the project developer/applicant to abandon the septic systems in accordance with the requirements of the project geotechnical engineer and the Riverside County Department of Environmental Health before start of construction.

With the implementation of mitigation measures GEO-1 and GEO-2, the project will result in a less than significant impact resulting from location on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

d. **Less than significant impact.** The City's General Plan states that expansive soils (i.e. soils that expand due to water intake), can cause pressure on loads placed on them, including buildings, and can result in structural damage. According to the City's General Plan Geotechnical Element[8], there is a relatively minor amount of expansive soils in the City and that expansive soils are not considered a hazard within the City. Therefore, the project would result in a less than significant impact from location of buildings on expansive soils.

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

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

MITIGATION MEASURES

GEO-1: Before issuance of building permits, the project applicant shall submit plans to the City Engineer for review and approval demonstrating project compliance with the most recent California Building Code seismic requirements and the recommendations of the 2008 *Geotechnical Report for the Proposed Hotel Project* and 2015 update. All soil engineering recommendations and structural foundations shall be designed by a licensed professional engineer. The approved plans shall be incorporated into the proposed project. All on-site engineering activities shall be conducted under the supervision of a licensed geotechnical engineer.

GEO-2: Before start of construction, all remnants from the septic system from the previous residential occupancy, including septic tanks, cesspools, leach lines or seepage pits, and associated piping systems, shall be abandoned in accordance with the project geotechnical engineer, Phase I study recommendations, all City and Riverside County requirements and Riverside County Department of Environmental Health. Proof of abandonment shall be submitted to the City before issuance of building permits for the project.

STANDARD CONDITIONS OF APPROVAL

A. All grading permits must include a blowsand/erosion removal and prevention plan.
B. Landscaping, planting material, and hardscape is required to withstand high winds and the potential accumulation of blowsand.

See additional conditions of approval D through M under Program EIR mitigation.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Program EIR

Greenhouse gas emissions (GHG) were only required to be addressed in CEQA documents beginning in 2007 with the State of California adoption of SB 97. Since it predates the GHG requirements, the program EIR did not address greenhouse gas emissions. The Air Quality and Greenhouse Gas Report (Appendix B) prepared for the project included an analysis of project GHG impacts. The following discussion and analysis is based on the

information presented in the report.

Existing Conditions

Gases that trap heat in the atmosphere are known as Greenhouse Gases (GHGs) and are believed to be responsible for the global average increase in the surface temperature of the earth. The release of GHGs into the atmosphere has become a worldwide concern since the quantity of GHGs is known to have increased significantly during the 20th century.

Carbon dioxide is the primary GHG that has raised global warming concerns. The year 2004 saw the State of California generating 492 million metric tons of carbon dioxide equivalent (CO2E). In 2013 the State of California generated an overall decrease of 7% since 2004. During the 2000 to 2013 period, per capita GHG emissions in California have continued to drop from a peak in 2001 of 14.0 tons per person to 12.0 tons per person in 2013; representing a 14% decrease. GHG emission reductions are attributed to energy conservation measures such as use of more fuel-efficient vehicles, energy efficient appliances and building materials that are prescribed under Title 24 of the California Building Code.

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

Regulatory Setting

- *California AB 32 – California Global Warming Solutions Act of 2006*
  Finding that global warming presents a serious threat to the, "economic well-being, public health, natural resources, and the environment of California", the California State Legislature adopted AB 32 in 2006. AB 32 requires the California Air Resources Board (CARB or ARB) to develop regulations and market mechanisms to reduce California's greenhouse gas emissions to 1990 levels by the year 2020. GHGs as defined under AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The Air Resources Board (ARB) is the state agency charged with monitoring and regulating sources of greenhouse gases. The ARB has implemented statewide programs and standards that will help reduce GHG emissions that may be generated by the project. The proposed project may also choose to implement the CalGreen Building Codes that include energy efficiency standards that are much more stringent than in the past.
- *California SB 375* was signed by the Governor in 2008. The intent of SB 375 is to at least in part implement GHG reduction targets set forth in AB 32. The bill encourages regional land use planning to reduce vehicle miles traveled and requires jurisdictions to adopt a sustainable communities strategy.
- *Senate Bill 97 (SB 97),* adopted in August 2007, acknowledges that climate change is a predominant environmental issue that requires analysis under CEQA. SB 97 directed the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to CARB guidelines for feasible mitigation of GHG emissions. Pursuant to the requirements of SB 97, the Natural Resources Defense Council adopted amendments to the CEQA guidelines to address GHGs. However, no GHG emissions thresholds of significance were provided and no specific mitigation measures identified. The GHG emission reduction amendments went into effect on March 18, 2010, and are summarized as follows:
  - Climate action plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based on its compliance with the plan.
  - Local governments are encouraged to quantify GHG emissions of proposed projects and to select models and methodologies that best meet their needs.

- When creating thresholds of significance, local governments may consider thresholds of significance adopted by other agencies or recommended by experts.
- OPR stipulates that, "to qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project; general compliance with a plan, by itself, is not mitigation."

GHGs Analyzed in the Air Quality and GHG Report

For the purpose of the analysis in the report, the following GHGs are evaluated:

- *Carbon dioxide (CO2)* – is an odorless and colorless gas that is emitted from natural sources such as the decomposition of dead organic matter, respiration of bacteria, plants, animals and fungus, evaporation from oceans, and volcanic out gassing. Manmade sources of CO2 include the combustion of coal, oil, natural gas, and wood. Carbon dioxide is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks.
- *Methane (CH4)* is released naturally as part of biological processes such as in low oxygen environments like swamplands, bogs, or in rice production (at the roots of the plants) and in cattle raising. Mining of coal, the combustion of fossil fuels and biomass burning also generate methane emissions. Methane is a more efficient absorber of radiation compared to CO2, however its atmospheric concentration is less than CO.
- *Nitrous oxide (N2O)* is more commonly known as laughing gas and is a colorless GHG that in small doses can cause dizziness, euphoria, and sometimes slight hallucinations.
- *Carbon dioxide equivalent (CO2E)* includes a combination of hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

CHECKLIST RESPONSES:

a. Less than significant impact.

Construction Related Greenhouse Gas Emissions

Construction activities will result in short-term GHG emissions. Table GHG-1 summarizes the estimated GHG emissions from construction of the project. Currently, there are no construction-related GHG emission thresholds for projects of this nature. However, development of the project will adhere to current California Building Codes and incorporate sustainable technologies and various forms of resource conservation to minimize GHG emissions.

GHG emissions from construction are temporary and will not substantially affect air quality or interfere with a GHG reduction plan. All components of construction, including equipment, fuels, materials, and management practices, will be subject to current regulations of GHGs. To determine if construction emissions will result in a cumulative considerable impact, buildout GHG emissions were amortized over a 30-year period and added to annual operational emissions. (See the Operational GHG Emissions Summary below.)

Table GHG-1 – Construction GHG Emissions Summary (Metric Tons/Year)

	CO_2	CH_4	N_2O	Total CO_2e
2017	694.56	0.10	0.00	696.66
Source: CalEEMod Versions 2013.2.2. See Appendix A of the Air Quality and Greenhouse Gas Report for detailed tables. Values shown represent the total unmitigated GHG emission projections for construction of the proposed project.				

Operational Greenhouse Gas Emissions

Table GHG-2 shows the projected operations-related emission of GHGs per phase during operation of the proposed project. There are five emission source categories that contribute either directly or indirectly to operational GHG emissions, including energy/electricity usage, water usage, solid waste disposal, area emissions, and mobile sources. The SCAQMD currently has adopted one GHG threshold of 10,000 metric

tons a year of CO2e for operation of industrial facilities. However, there are currently no thresholds formally adopted by the SCAQMD for GHG emissions for other land uses comparable to those proposed as part of the project. It should be noted that the Project's total calculated operational and amortized construction GHG emissions at Buildout (5,329.74 metric tons per year), would be substantially below the 10,000 annual metric ton threshold adopted for industrial projects. Therefore, impacts related to operational GHG emissions would be considered less than significant.

Table GHG-2 – Operation-Related GHG Emissions Summary (Metric Tons/Year)

CO_2	CH_4	N_2O	Total CO_2e
5,235.13	2.50	0.06	5,306.52
Buildout plus amortized construction emissions[1]			5,329.74
Source: CalEEMod Versions 2013.2.2. See Appendix A of the Air Quality and Greenhouse Gas Report for detailed tables. Values shown represent the total unmitigated GHG emission projections for operation of the proposed project. [1]Buildout construction emissions were amortized over 30-years then added to buildout operational GHG emissions, 696.66/30=23.22			

b. Less than significant impact. Cathedral City adopted a Climate Action Plan in November 2013 that includes development and implementation of policies directed at reducing GHG emissions within the City. The Climate Action Plan will implement 77 measures in three phases over the course of eight years to reduce GHG emissions. Emission reduction measures are divided into several spheres including live, work build, mobility, etc. Phase I will be implemented over the calendars years 2013 and 2014. One of the Phase I measures aimed at new buildings, directs the City to promote Voluntary Green Building Program to prepare for enhanced Title 24 requirements and green building standards. Since construction of the project will not begin until 2016 or later, it will be required to be consistent with the enhanced Title 24 requirements. As such, the project will be consistent with the Climate Action Plan Phase I measures aimed at new buildings.

Scoping Plan – Emission reductions in California alone would not be able to stabilize the concentration of greenhouse gases in the earth's atmosphere. However, the State of California reasoned that California's actions should set an example and drive progress towards a reduction in greenhouse gases elsewhere. As the state has further reasoned that if other states and countries were to follow California's emission reduction targets, moderate to high global temperature increases could be avoided and severe consequences of climate change would not be of consequence.

This Scoping Plan calls for an "ambitious but achievable" reduction in California's GHG emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today's levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman and child in California down to about 10 tons per person by 2020.

Project consistency with applicable strategies in the Climate Change Scoping Plan was assessed in the GHG study. As shown in Table GHG-3[9] the project is consistent with the applicable strategies and the project would result in a less than significant impact. The project's operational GHG emissions do not

[9] P. 59, Wilson, K., Torres, E., Ballard, C., Kunzman, W., The District Air Quality and Global Climate Change Impact Analysis, Nov. 5, 2014

exceed the draft SCAQMD threshold for all land uses. Although the project would generate GHG emissions, directly or indirectly, these emissions would not have a significant impact on the environment.

Table GHG-3 – CARB SCOPING MEASURE PROJECT COMPARISON

Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy
Energy Efficiency – Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California	Consistent. The project will be compliant with the current Title 24 standards.
Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy
Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that will become mandatory in the 2010 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases.	Consistent. CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the project that are required to comply with the measures will comply with the strategy.
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 50 percent reduction required in AB 939
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The project will comply with all applicable City ordinances.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Program EIR

The program EIR did not address hazards and hazardous materials specific to the project and no mitigation was proposed.

Phase I ESA

A Phase I ESA Report (Appendix D) was prepared for the project to address the potential for the project site and immediate surrounding area to contain hazardous materials. The following discussion and analysis is partially based on the information provided in the report.

Current Site Conditions

The 14-acre site is predominantly vacant land with one commercial building and parking lot located on the northwest corner. The project site is bounded by East Palm Canyon Drive on the north, Date Palm Drive to the east, D Street on the south, the Cathedral Canyon flood control channel on the southeast, and Van Fleet Avenue on the west. The site is enclosed with a chain-link fence except for the area around A Street and the business in the northwest corner. The site has sandy soils with a stockpile of gravel in the southwest corner of the site. Underground utilities are found along the southern margin of the site.

The surrounding properties are occupied by a mix of commercial and residential uses. Across East Palm Canyon Drive to the north there is a mix of small commercial buildings and vacant land. To the east of the project site is mixed commercial and residential uses. To the south, single-family residential predominates. The Cathedral Canyon flood control channel is adjacent to the southeast.

The site slopes gently to the northeast. The site is approximately 330 feet above sea level in the southwest corner and 300 feet in the east corner of the site. A detailed description of geological conditions within the area can be found in the ESA in Appendix D.

US Soil Conservation Service maps indicate that the surficial deposits at the site and surrounding area consist predominantly of Carsitas, gravelly sand and cobbly sand of the Riverside County soil group (see Plate 3 of the ESA report.) The ESA report states that the soil permeability on the site is expected to be high.

According to the Coachella Valley Water District (CVWD) and the ESA, groundwater is approximately 90 to 100 feet below the surface in the vicinity of the site. Historically ground water in the area of the site has fluctuated between 120 to 150 feet below the ground surface over the last 60 years.

CHECKLIST REPONSES:

a., b. & c. Less than significant impact. Development of the site and operation of the proposed project is not expected to significantly increase the amount of hazardous waste materials stored, transported, or used on the project site. The project involves the development of an approximately 14-acre site with a 312-room resort hotel with ancillary meeting and recreational uses, and associated infrastructure improvements. As such, this type of use would not be expected to involve routine transport, use or disposal of significant amounts of hazardous materials. The hotel may store and use materials such as landscape fertilizers and typical cleaning products. The City of Palm Springs has a Household Hazardous Waste Facility that accepts all household hazardous waste from Riverside County residents.

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

During construction of the proposed project, petroleum-based fuels and hydraulic fluid will be used by the construction equipment where there is a possibility of accidental release. However, risk from accidental spills would not be significant due to the small volume and low concentration of hazardous materials used during construction. During construction, BMPs will be required to be implemented by the City as well as standard construction controls and safety procedures that would avoid or minimize the potential for accidental release of these substances. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, state, and federal law.

There are no schools within a quarter-mile radius of the project site. As stated above, any accidental spills would be minimal and required to adhere to standard construction practices. After construction, only typical cleaning products and landscape maintenance chemicals will be used and stored on the site. Therefore, the risk of exposure to hazardous materials by school children would not be significant.

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

d. Less than significant with mitigation. This section is primarily based on the Phase I ESA prepared by LandMark Consultants for the project in July 2015. (Appendix D) Preparation of the ESA included a records review and regulatory database review to identify environmental impairment on or within the site and within a one-mile radius of the site. The ESA review included a site reconnaissance and interviews with local government officials. The records search included a review of federal, tribal, state,

and local environmental databases and included the following databases:

Federal Records:
- National Priority List (NPL)
- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)
- CERCLIS No Further Remedial Action Planned (CERCLIS-NFRAP)
- Federal Resource Conservation Recovery Act (RCRA) Notifiers List
- Federal Emergency Response Notification System (ERNS) list

State and Local Records:
- State and Local NPL
- State and tribal leaking underground storage tank site
- State and tribal underground storage tank site
- Solid waste disposal/landfill facilities
- California Department of Toxic Substance Control (DTSC) records Envirostor database
- California State Water Resources Control Board records GeoTracker database

Historic Use Records

A review of standard historical sources was conducted that included aerial photographs, fire insurance maps, property tax files, land title records, topographic maps, city directories, telephone directories, building department records, and zoning/land use records. The general historic use was identified at five-year intervals unless the specific use of the property appears to have been unchanged for over a period of five years.

A review of the aerial photographs was done for the years 1953, 1967, 1972, 1984, 1996, 2002, 2005, and 2012. The Phase I ESA includes reproductions of the historical aerial photos reviewed. According to the photographic records, single-family homes occupied a majority of the site in 1953 between D Street and A Street. Areas to the south and west also were also residential. The northern portion of the site along East Palm Canyon Drive appears to have been occupied by commercial businesses including a gas station and auto parts store. The site was cleared of the majority of the residential structures between 2002 and 2005. The commercial structures were cleared from the site between 2005 and 2015. Currently the site is occupied by one commercial building remaining at the northwest corner of the site. Although the site on which the commercial building site is located is not currently part of the project, it may be included in the future. Therefore the Phase I ESA included the commercial building site as part of the analysis.

A “recognized environmental condition” (REC) is defined in the ESA report as “the presence or likely presence of any hazardous substance or petroleum product on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property.” REC includes hazardous substances or petroleum products that might be in compliance with laws. “ The ESA found no evidence of RECs in connection with the site.

The ESA also found evidence of a “historical recognized environmental condition” (HREC) present. An HREC is defined as an environmental condition that has occurred in the past, but is no longer considered an REC based on subsequent assessment or regulatory closure. The Phase I ESA found that World Oil operated a gas station in the north-central portion of the subject site. The gas station is listed in government records as having minor hydrocarbon contamination from underground storage tanks. The

tanks were removed in the early 2000s when the facility was demolished. The Regional Water Quality Control Board evaluated the case and issued a "No Further Action" letter in 1996.

The Phase I ESA also discusses several "de minimis" conditions present on the site. Per the ASTM Standard a de minimis condition is "a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies." *De minimis* conditions are not RECs and generally don't pose risks. The ESA conditions described in the report include the following:

- The building at the northwest corner of the site may contain asbestos containing materials and lead based paint due to the age of the structure.
- There is the possibility that the residences that previously occupied the site may have had septic tanks and leach fields for wastewater.

The geotechnical section of this report addresses septic tanks on the project site from a geologic hazard standpoint. Mitigation measure GEO-2 addresses this issue. The Phase I ESA did not consider the possible existence of septic tanks on the site as comprising a significant threat to public health or the environment.

The building located on the northwest corner of the site is not currently part of the project site. However, if, in the future it becomes part of the site and demolished, current federal regulations will require that all buildings of a certain age be tested for the presence of asbestos and, if found, removal must be done before the demolition in accordance with required procedures.

In keeping with the records review, no evidence of harmful environmental conditions was found in connection with the property. There are two minor conditions present on the site that would require some action in accordance with existing regulations, but would not result in any hazardous materials that would impact human health or the environment. Any demolition is required to adhere to SCQAMD rules for removal. Therefore, the project will result in a less than significant impact would result from the project.

e. **No impact.** The project site is approximately three miles southeast of the closest runways at the Palm Springs International Airport. Volume 1 of the Riverside County Airport Land Use Compatibility Plan (the Plan) adopted on October 2004 provides land use policies for development in the vicinity of airports within Riverside County. The Plan establishes policies applicable to land use compatibility for those areas within the airport's "influence". Although the Palm Springs International Airport areas of influence include the majority of the City of Cathedral City, the project site is located at the southern portion of the city and outside of the airport areas of influence. Therefore, the project would not result in any impacts to an existing airport land use plan.

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

g. **Less than significant impact.** The General Plan Preparedness Element[10] states that City is a member of the Riverside County Emergency Services Organization and has also developed its own Emergency Operations Plan that would plan for different types of emergencies. Construction of the proposed project may require some temporary work within the public right-of-way. However, any street closures would

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

only include one lane and work in the right-of-way would be required to be reviewed and approved by the City's Public Works Department and alternative routes provided as needed. Fire and Police Department personnel would also be notified of any street closures. In addition, the project must be reviewed by the City's Fire Department before development to ensure proper Fire Department access is provided to the project site and surrounding areas after construction. Therefore, the project would result in a less than significant impact to emergency response or emergency evacuation plans.

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

Mitigation Measures:

None required.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐

j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒

Program EIR

The programmatic EIR addressed water supply for the buildout of the Downtown area, which includes the project site. The analysis in the EIR states that with the buildout of the Downtown area water demand would increas 146% over existing conditions. Buildout of the Downtown area would contribute to incremental increase in the demand for regional water supply. One of the main efforts to manage the water supply on a regional basis within the Coachella Valley is through long-term efforts such as the Coachella Valley Water Management Plan (CVWMP). The main goal of the CVWMP is to reverse the overdraft of water currently occurring in the Coachella Valley and meeting future needs. The CVWMP includes water conservation measures as well as identification of new sources of water to serve the Coachella Valley. The Cathedral City supports the goals of the CVWMP.

EIR mitigation measures aimed at water conservation for future development specific to the project include:

A. All future development proposals shall be carefully analyzed by the City, Coachella Valley Water District (CVWD), and/or Desert Water Agency to determine the potential impacts of the project on local groundwater resources.

Regulatory Background

The Federal Clean Water Act (CWA) provides the statutory basis for the National Pollutant Discharge Elimination System (NPDES) permit program which controls water pollution by regulating point sources that discharge pollutants into waters of the United States. The CWA allows for the delegation of certain responsibilities of water quality control and water quality planning to the states. California's Regional Water Quality Control Boards (RWQCB) implement portions of the CWA, such as the NPDES program. The Porter-Cologne Water Quality Control Act establishes the responsibilities and authorities of California's nine Regional Water Quality Control Boards (RWQCB).

The City of Cathedral City is located in the Colorado River Basin RWQCB, Region 7. The Colorado River Basin Region covers approximately 20,000 square miles in the southeastern portion of California. It includes all of Imperial County and portions of San Bernardino, Riverside, and San Diego Counties. It is bounded on the east by the Colorado River; to the south by the Republic of Mexico; the west by the Laguna, San Jacinto, and San Bernardino Mountain Ranges; and to the north by the New York, Providence, Granite, Old Dad, Bristol, Rodman, and Ord Mountain Ranges. Each regional water quality control board is responsible for preparation of water quality control plans for their region that set water quality standards for surface waters and groundwater. The RWQCB prepares the Water Quality Control Plan that sets the regulatory standards for water quality in the Colorado River Basin.

Local Regulations

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

Checklist Responses:

a. & f. Less than significant impact.

Construction Activities

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

Sewer

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

Water Quality Management Plan

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

In summary, the project must comply with all local, state, and regional regulatory standards and permitting requirements regarding water quality and storm water discharge. Before start of construction, the project developer is required to prepare a SWPPP to show how the project will minimize runoff through the use of BMPs. In addition, the developer's project-specific WQMP will ensure compliance with the RWQCB water quality regulations and minimize runoff. The project will also be required to connect to the sanitary sewer system operated by the DWA which operates in compliance with the RWQCB water quality regulations. Therefore, the project would result in a less than significant impact resulting from violation of any water quality standards or waste discharge requirements and from runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff or otherwise degrade water quality.

b. **Less than significant impact.** The project involves the construction of a 312-room resort hotel with recreational amenities that include a fitness club, swimming pools, and tennis courts. The project would not result in a demand for water that could interfere with groundwater recharge. One of the largest demands for water would come from the installation of landscaping. In 2010, the City adopted the Coachella Valley Water District's (CVWD) Ordinance establishing Landscaping and Irrigation System Design requirements intended to conserve water in the Coachella Valley region through the use of desert landscaping, limited turf areas, and water conservation irrigation techniques. The project landscaping would be required to be consistent with the CVWD landscape ordinance through plan submittal and approval by the CVWD. Onsite buildings would also be constructed pursuant to Title 24 standards which require the implementation of water conservation measures in the construction of new buildings.

Water will be supplied to the site by the Desert Water Agency (DWA). This part of the City is covered by the DWA's Urban Water Management Plan 2010 Update, which is a long-term planning document that helps the DWA plan for current and future water demands. Before approval of the project, the developer/project applicant is required to receive approval from the DWA indicating sufficient water supplies are available for the project's needs in the form of a "Will Serve" letter from the DWA attesting to sufficient water availability for the project. On June 26, 2015, a letter was received from the DWA, which stated that the Agency would provide water to the project once the DWA required facilities described in the letter are installed. Therefore, the project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge and a less than significant impact will result.

c., d. & e. Less than significant impact. Short-term construction activities have the potential to impact surface water quality as a result of minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into local storm drains. Post construction, the project would involve the introduction of impervious surfaces on a currently unimproved site. As such the project will result in the increase in surface runoff and some alteration of an existing drainage patterns on the site. There are no streams or rivers on or adjacent to the property.

Activities that have the potential to discharge pollutants into the waters of the United States are regulated under the authority of the federal Clean Water Act's National Pollution Discharge Elimination System (NPDES) permit program. In California, the NPDES permit program is administered through the State Water Boards. Construction-related impacts will be reduced through the implementation of measures to reduce runoff during construction through the implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) the discharger will use to protect storm water runoff.

The City of Cathedral City requires the submittal of a Water Quality Management Plan (WQMP) before construction of projects that meet certain criteria in compliance with the NPDES permit program. As part of the WQMP, the project would also be required to show how storm water will be retained on site after construction. The applicant/developer has prepared a preliminary drainage study for the project to determine how the project will meet the City's requirements for retaining storm water onsite. The study determined that the project will need to retain post development storm runoff from a 100-year three-hour storm on site. As such, the project includes an underground storm drain system and retention area on the project site that will handle the predicted runoff from a 100-year three-hour storm event. With the implementation of the WQMP, the project will be in compliance with NPDES permit program

requirements and result in a less than significant impact from erosion or siltation, flooding and polluted runoff or otherwise degrade water quality.

g. & h. No impact. The project involves construction of a 312-room resort hotel and does not involve housing. In addition, the project site is not located within a 100-year flood hazard zone. The applicable FIRM shows the project site as located with Flood Zone X that constitute areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage area of less than 1 square mile; and areas protected by levees from100-year flood. As such the project would not place housing or structures within a 100-year flood hazard area as delineated on a Flood Insurance Rate Map (FIRM).

i. Less than significant impact. The project site is presently vacant, with the exception of the two-story commercial building located on the northwest corner of the site. The project site is not located within a 100-year flood hazard area as mapped on a FIRM.

According to the Cathedral City General Plan, there are four water reservoirs located on the mountain slopes above the Cove area. Only two of the reservoirs are elevated where floodwaters resulting from failure of the towers could potentially reach the Cove area and the project site. However, the reservoirs are fully enclosed and built to building code standards at the time of construction. The water towers receive regularly safety inspections. Per the City Engineer, if the upstream water towers fail as a result of ground shaking from an earthquake, flood waters would drain into either, or both, the East Cathedral Canyon or West Cathedral Canyon flood control channel, taking it around the homes within the Cove area and the project site, and eventually flowing into the White Water River Channel. Therefore, the project would not result in exposure of people or structures to flooding result from failure of a dam or levee.

j. No impact. According to the National Oceanic and Atmospheric Administration's (NOAH) website, a seiche is a standing wave that oscillates in a body of water from strong winds and rapid changes in atmospheric pressure that push water from one end of a body of water to the other. Bodies of water that are subject to seiches are enclosed or partially enclosed such as lakes, reservoirs and harbors. There are no bodies of water near the City of Cathedral City that are large enough to present a hazard from seiches. The existing water reservoirs located on elevations above the project site are enclosed and are located at sufficient distance away from the project site so as not to pose a threat from a seiche.

Tsunamis are large ocean waves resulting from earthquake or volcanic activity that can have devastating consequences when they reach shore. The project site is located over 75 miles from the Pacific Ocean and is not in an area prone to tsunamis as determined by the California Department of Conservation.

According to the geotechnical investigation prepared for the project, groundwater is deeper than 50 feet below the site and liquefaction is not a concern. According to the Cathedral City General Plan (Exhibit V-6), the project site is not within an area susceptible to seismically induced instability where mudflows would be a potential hazard for the project site. Therefore, the project would not result in any impacts from seiches, tsunamis, or mudflows.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Program EIR

The program EIR broadly addressed the development of the Downtown area with the new land uses proposed under the DPP that included development of the project site with 300 hotel rooms and an increase in the number of multiple-family units. The EIR found that the proposed changes to the land use designations within the DPP area were not expected to result in significant land use impacts since the proposed land use changes were more reflective of existing and anticipated development patterns. This conclusion was based on proposed zoning designations that progressed from commercial/office/institutional development along the East Palm Canyon Drive corridor to less intensive residential to the south. The hotel was anticipated to act as a buffer between the existing single-family residential to the south of the DPP area and high-density residential and commercial/office/institutional uses proposed to be located along East Palm Canyon Drive.

Program EIR Mitigation

A. All individual project proposals, especially those involving a mix of residential and other uses, as well as those in close proximity to sensitive land uses, shall be fully assessed during the project review process to assure that all land use capability issues are addressed and mitigated, if necessary. (This mitigation is being addressed by this initial study in the analysis of project specific impacts.)

CHECKLIST REPONSES:

a. No impact. The majority of the project site is vacant, with the exception of a two-story building at the northwest corner. The site is bounded by East Palm Canyon Drive on the north, East Cathedral Canyon wash to the east, single-family residential to the south, and mixed commercial and residential to the west.

Therefore, the site is not part of an established community. The project site currently buffers the single-family homes to the south from traffic noise on East Palm Canyon Drive. Once the project has been constructed, the hotel building will further buffer the single-family uses to the south from more intense uses along East Palm Canyon Drive. As such, development of the project is compatible with the surrounding area and would not physically divide an established community.

b. **Less than significant impact.** The proposed project involves development of a vacant property with a 312-room resort hotel with recreation amenities, and underground and surface parking. The project site has a split zoning. The rear portion is located within the Downtown Residential Neighborhood (DRN) and front portion is within the Mixed Use Commercial (MXC) zoning district. Resort hotels are permitted uses within the MXC district. Although the DRN permits hotels with a conditional use permit (CUP), the zoning code allows the MXC permitted uses to take precedence over the DRN CUP requirement. Hotels are consistent with the DTC (Downtown Commercial) General Plan land use designation. No specific plans are currently in place for the area. The project will require approval through the City's Design Review process, and must be found consistent with the applicable design guidelines and standards, landscape treatment, site plan requirements including traffic and noise. As such, the project will be compatible with surrounding development and will result in a less than significant impact from any conflicts with the General Plan, or Zoning Ordinance.

c. **No impact.** The City of Cathedral City has adopted the CVMSHCP which encompasses the Coachella Valley region of Riverside County. The CVMSHCP is a regional conservation plan comprising approximately 1.1 million acres that includes conservation of 240,000 acres of open space and protection of 27 special status plant and animal species. The CVMSHCP currently includes a number of permittees taking part in the plan including nine cities, Riverside County, the Coachella Valley Association of Government, various water districts, and public land agencies.

The purpose of the CVMSHCP is to act as a multi-agency conservation plan to ensure ecological diversity, and preservation of habitat for sensitive species residing in the Coachella Valley. The CVMSHCP establishes certain areas for conservation of covered species and natural communities where development is strictly limited. According to the CVMSHCP Conservation Areas Map[11], the project site is not within or adjacent to a designated conservation area, as defined in the plan, and will have no impact to conservation areas. Since the site is within the CVMSHCP boundaries, the developer would be required to pay a fee to offset incremental impacts to plants and wildlife protected under the CVMSHCP that may be present on the site. The project will, therefore, not conflict with the provisions of the CVMSHCP and result in a no impact response.

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Program EIR

The program EIR did not address mineral resources and no mitigation was proposed.

General Plan

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

CHECKLIST RESPONSES:

a. & b. No impact. The General Plan Energy and Mineral Resources Element describes sand and gravel, found throughout the valley, as the sole locally important mineral resources. The project site does not have any known mineral resources except for gravel and no mineral production occurs on or adjacent to the project site. Mineral production is not compatible with the project area due to urbanization and location of residential uses adjacent to the project site. Therefore, the project will not result in any adverse impacts to a significant mineral resource.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Program EIR

The program EIR provides an analysis of potential noise impacts on the DPP area from future development as permitted by the plan. Project impacts from increased traffic, railroads, airports, and grading and construction activities were considered. Major noise sources within the City, with the exception of traffic-generated, include the Union Pacific Railroad corridor, approximately 4.5 miles north of the project site; and the Palm Springs International Airport, approximately three miles north of the project site. Because of the distance from the project site, airport and railroad noise impacts from those uses were considered insignificant for the project.

Noise levels from traffic generated by buildout of the DPP were expected to reach 66.6 CNEL at 100 feet from East Palm Canyon Drive. This scenario includes the buildout all potential development within the Downtown area expected to occur in 2010 as a worst-case scenario.

Noise Regulations:

- Cathedral City Noise Ordinance (CCMC Chapter 11.96)
- California Noise Insulation Standards (California Administrative Code, Title 25, Chapter 1, Subchapter 1; Adopted February 22, 1974) Article 4. Noise Insulation Standards) regulates interior noise from noise intensives sources such as high traffic roadways. Hotel rooms are required to meet interior community noise equivalent (CNEL) of 45 dB in any room.

CHECKLIST RESPONSES:

a. & c. Less than significant with mitigation. The City of Cathedral City General Plan Noise Element provides noise standards intended to guide location of future noise generators (p. V-45). Table V-2 of the Noise Element shows established noise levels for land use compatibility for sensitive uses. The standard for maximum outdoor noise in residential areas is a CNEL (Community Noise Equivalent Level) of 65 dBA. The City also has established a one-hour limit for outdoor noise levels within residential areas as 55 dBA. Table V-2 of the General Plan establishes a slightly higher CNEL of 65 dBA for hotels.

On-Site Noise Impacts

An increase in traffic volume along East Palm Canyon Drive would result in additional noise impacts on the hotel. The outdoor noise levels reaching the recreational areas would be partially mitigated by the hotel and fitness center buildings that will create a buffer between the roadway and the recreational areas located on the south and southeast sides of the hotel.

The California Administrative Code requires that the interior of hotel rooms are required to meet the CNEL of 45 dB with windows closed. Therefore, consistency with the CA noise insulation standards would reduce traffic noise impacts from East Palm Canyon Drive to less than significant with respect to interior noise within the hotel rooms.

The project site is primarily vacant and has been for several years. Consequently, the project site is relatively quiet with the principle noise source from East Palm Canyon Drive and occasional use by trucks picking up and delivering gravel to the site. The only noise sensitive uses in the immediate vicinity are single-family homes located directly across D Street to the south.

Construction Noise

Short-term noise impacts on the surrounding sensitive uses would result from project construction where noise is generated by operation of heavy construction equipment. Long-term noise impacts would result

from operation of the project. The residences located immediately south of the project site may be adversely impacted by noise generated by construction and operational activities. The City's noise ordinance (CCMC CH 11.96) restricts construction noise to daytime hours Monday through Saturday. Per the noise ordinance, construction is limited to the following days and hours:

October 1 through April 30:

Monday to Friday 7 a.m. to 5:30 p.m.

Saturday 8 a.m. to 5:00 p.m.

Sunday no permissible hours

May 1st through September 30th

Monday to Friday 6 a.m. to 7 p.m.

Saturday 8 a.m. to 5:00 p.m.

Sunday no permissible hours

However, construction noise has the potential to exceed noise standards established by the General Plan. Typical noise levels of construction equipment shown in the following table would exceed the noise levels compatible with sensitive uses established in the General Plan. Mitigation measures N-1 through N-7 will reduce construction noise impacts on adjacent residential during construction to less than significant.

Operational Noise

The project may also result in long-term noise impacts from operation of the project on the surrounding area. The project may expose future residents of the project to noise levels in excess of standards established in the City's General Plan. Project operational noise impacts on residences directly south of the site would mainly result from outdoor activities from the outdoor recreational areas and from truck deliveries at the rear of the building. The majority of noise impacts from traffic generated by the project would mainly originate from East Palm Canyon Drive. The proposed hotel building would block noise from traffic on East Palm Canyon Drive from reaching the residences. Noise from outdoor recreation areas would also be blocked by the proposed six-foot-high block wall along the rear of the project site, and the fact that the recreation areas will be a significantly lower in elevation that the single-family homes.

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

Long-term noise impacts from operation of the project will result from increased traffic and outdoor activities associated with the project site. Single-family residences to the south of the project site are the closest sensitive receptors and would be the most impacted by noise from the operation of the project. Due to the location and lower elevation of proposed outdoor recreational activities located along the southeast property line, noise generated from outside activities on the project site will be less than significant. The tennis courts and volleyball courts would be approximately 10 to 35 feet below the level of D Street.

Traffic will enter and exit the site at one of three driveway entrances located at East Palm Canyon Drive, Van Fleet Avenue, and D Street. The primary entrance will be at East Palm Canyon Drive. The hotel building will block noise from increased traffic generated by the hotel along East

Palm Canyon Drive from reaching the single-family residences on D Street. Traffic occurring on Van Fleet Avenue and D Street will increase with operation of the project. However, the traffic study found that the during both am and pm peak hours, the increase in traffic along D Street would be minor. In addition, the speed limit along D Street is 25 miles per hour, which would also reduce traffic noise impacts. Noise within the hotel surface parking would also be limited due to the lower elevation and proposed six-foot-high wall along the rear and side property lines. Therefore, the traffic noise impacts generated by operation of the hotel would not result in a significant impact on nearby single-family residences.
Trucks using the rear loading area will be subject to the noise ordinance requirement that limits loading and unloading to between the hours of seven a.m. and eight p.m. Therefore, long-term operation impacts caused by the project will not be significant.

With implementation of mitigation measure N-1 through N-7, the project will result in a less than significant impact resulting from exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance.

b. **Less than significant with mitigation.** During construction, nearby residences have the potential to be exposed to excessive vibration from the use of large bulldozers during construction. No pile drivers will be used during construction of the project. The Caltrans *Transportation- and Construction-Induced Vibration Guidance Manual* (Caltrans 2004) shows the vibration damage threshold for continuous/frequent intermittent sources as 0.25 peak particle velocity (PPV) inches/second for historic and old buildings, 0.3 PPV inches/second for old residential structures, and 0.5 PPV inches/second for new residential structures. The same manual shows vibration annoyance potential criteria to be barely perceptible at 0.01 PPV inches/second, distinctly perceptible at 0.04 PPV inches/second and strongly perceptible at 0.10 PPV inches/second.

The Caltrans *Transportation- and Construction-Induced Vibration Guidance Manual* (Caltrans 2004) shows that a large bulldozer would generate approximately 0.089 PPV inches/second when measured at 25 feet. The closest residences are located approximately 30 feet from the construction boundary and may be subject to a worst-case ground borne vibration of 0.089 PPV inches/second.

Table N-1: Typical Noise Levels of Construction Equipment		
Equipment	Typical Sound Level at 50 feet (dBA)	Exceeds 70 CNEL (Dba) threshold
Air compressors	80 dBA	Yes
Backhoe	80 dBA	Yes
Bulldozer, Concrete mixer, cranes	85 dBA	Yes
Concrete pump	82 dBA	Yes
Dump trucks, tractors	84 dBA	Yes
Excavator, scraper/grader	85 dBA	Yes
Front end loader	80 dBA	Yes
Generators	82 dBA	Yes

Vibration levels associated with construction of the project would be below the damage threshold for new buildings. The use of bulldozers during construction has the potential to produce ground-borne vibration and noise. Although the vibration levels would be distinctly perceptible to nearby residential, ground-borne vibration and noise would be intermittent and temporary. In addition, implementation of mitigation measures N-1 through N-7 will reduce any ground-borne vibration and noise levels to less than significant.

Typically, resort hotels are not major sources of ground-borne vibration or noise such that operation of the project would not introduce new sources of ground borne vibration or ground borne noise. Consequently, the project will result in less than significant impact with mitigation from ground borne vibration or noise.

d. **Less than significant with mitigation.** The project would result in construction-related noise impacts from an increase in ambient noise levels from construction activities. Mitigation measures N-1 through N-7 will reduce temporary increase in ambient noise levels to less than significant. Therefore, the project will not result in substantial temporary or periodic increase in ambient noise levels with the imposition of mitigation measures.

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

The City of Cathedral City Comprehensive General Plan shows the project site is also outside of the peak season 65 CNEL noise contours that are projected to be entirely within the City of Palm Springs beginning in 2005[12]. Therefore, the project will result a less than significant impact from location within an airport land use plan.

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

Noise Mitigation Measures:

N-1. Construction equipment and construction-related traffic shall enter and leave the site from the either the East Palm Canyon Drive or Van Fleet Avenue entrances whenever possible.

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

October 1 through April 30:

- 7:00 a.m. to 5:30 p.m. on Monday through Friday

[12] p. V-40, City of Cathedral City General Plan Noise Element

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

May 1 through September 30:

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

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

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

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

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Program EIR

The Program EIR states that the population of Cathedral City has experienced considerable population growth to the year 2000. Buildout of the DPP area was expected to result in a considerable increase in population. The population increase within the Downtown area was expected to primarily result from increased population density permitted under the new land use designations. Most of the increase would result from development of multiple-family residential uses.

CHECKLIST RESPONSES:

a. Less than significant impact. The project consists of the construction of a 312-room resort hotel. A minor increase in population could result from workers moving from elsewhere into the City to work at the hotel. The project site is an infill property and infrastructure to the site is existing. No housing or roads, except on-site driveways, are proposed as part of the project. Therefore, the project would result in less than significant impact resulting from population growth either directly or indirectly.

b. & c. No impact. The project involves the construction of a 312-room resort hotel on a vacant mostly undeveloped site. The only structure currently located on the site is a two-story commercial building. Therefore, the development of the project will not result in the displacement of housing or people.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES:				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain				

acceptable service ratios, response times or other performance objectives for any of the public services:					
a.	Fire protection?	☐	☐	☒	☐
b.	Police protection?	☐	☐	☒	☐
c.	Schools?	☐	☐	☒	☐
d.	Parks?	☐	☐	☒	☐
e.	Other public facilities?	☐	☐	☒	☐

Program EIR

The program EIR includes an analysis of future impacts on public services resulting from the development of the DPP. The EIR concludes that with buildout of the Downtown area as proposed under the DPP there will be significant impacts on the provision of public services to the area. However, the conclusion is based a worst-case scenario and does not take into account current City and community fees that mitigate development impacts. The following provides an analysis specific to the proposed project's impacts on the provision of services.

CHECKLIST RESPONSES:

a. **Less than significant impact.** The City of Cathedral City operates its own fire and emergency services from three stations located within the City. The City also has its own police force that operates out of the Civic Center. The project involves construction of a 312-room resort hotel on a mostly vacant undeveloped parcel and would result in a minor increase in the need for police and fire services. The current General Plan (2002, updated 2009) indicates that the existing ratios of firefighters and police to number of residents, (1.0 firefighters to 1,000 residents and 1.5 officers to 1,000 residents respectively) is adequate. The proposed project would not significantly affect those ratios. The project site is an infill site currently served by the City's Police and Fire Departments. Therefore, the project will result in a less than significant impact on fire and police protection services.

b. **Less than significant impact.** The Palm Springs Unified School District (PSUSD) provides kindergarten through 12th grade educational services and facilities to the City of Cathedral City. The project does not involve the construction of single-family homes that would directly increase the student population. A small increase in student population may result from workers moving into the City to work at the hotel. The PSUSD requires payment of fees to offset impacts from commercial and residential development on schools. However, commercial rates are lower than residential due to a smaller impact on school facilities. Development of the project would not result in additional housing that may negatively impact existing school facilities, and payment of school fees would offset any secondary impacts. Therefore, the project will result in a less than significant impact on schools.

c. **Less than significant impact.** The General Plan goal is a minimum of three acres per one thousand population. As of the 2009 General Plan update, the City does not have sufficient park space available for its current (2001) population. The project may result in a small increase in use of nearby city parks. However, the project site is close to the Santa Rosa and San Jacinto National Monument that encompasses over 280,000 acres and includes extensive recreational opportunities. In addition, the project will include over 84,852 square feet of open recreational areas and an on-site fitness center. Therefore, the project will result in a less than significant impact on parks within the project vicinity.

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Program EIR

The Program EIR does not specifically address impacts from buildout of the DPP area on parks and recreational facilities other than to state that the Downtown area population will increase with buildout of the DPP area. No mitigation measures are proposed for recreational impacts.

CHECKLIST RESPONSES:

a. **Less than significant impact.** The project involves the construction of 312-room resort hotel that proposes to include extensive on-site recreational opportunities for the hotel guests. The construction of the project may increase demands on nearby recreational facilities. Since the project will provide approximately 84,852-square-feet of outdoor recreational areas on-site, the project would result in fewer impacts on neighborhood parks in the area. Other than City parks, there are large national parks in the project vicinity that include the Santa Rosa and San Jacinto Mountain National Monument located just

south of the project site. Although the project could result in a minor increase in the use of the nearby parks, it would not cause substantial deterioration of these facilities. Therefore, the project will result in a less than significant impact on nearby recreational facilities.

b. **Less than significant impact.** The project proposes approximately 84,852-square-feet of outdoor recreational areas on the project site. Environmental impacts resulting from the construction and long-term use of the landscape and hardscape areas would be minor in nature. Therefore, the project will result in a less than significant resulting from construction of recreational facilities.

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

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Program EIR

Traffic impacts from development of the DPP area were included in the EIR analysis. Buildout of the proposed DPP was expected to result in an increase of 9,360 daily trips including 687 trip-ends during the evening peak hour and 480 more trip-ends during morning peak hours. According to the analysis, the daily trips will likely be less due to replacement of existing uses with proposed land uses. Although a portion of the trips was expected to be from pass-by trips, no reduction was taken for those types of trips.

Buildout traffic impacts on key intersections within the Downtown area was also included in the analysis. The analysis included the following intersections:

A. Cathedral Canyon Drive at Perez Road
B. Cathedral Canyon Drive at Office Vasquez Road
C. Cathedral Canyon at East Palm Canyon Drive
D. East Palm Canyon Drive at W. Buddy Rogers Ave.
E. East Palm Canyon Drive at Van Fleet Ave.
F. East Palm Canyon Drive at Allen Ave.
G. Date Palm Drive at Perez Road
H. Date Palm Drive at East Palm Canyon Drive

Peak hour traffic volumes results are shown in Exhibits III-16, III-17, and III-18 in the Program EIR. Table III-18 in the Program EIR shows conditions with and without project-related traffic. The average delay was projected to increase at all signalized key intersections, with three intersections projected having reduced Level of Service (LOS). Those intersections where LOS will be reduced include: 1) East Palm Canyon Drive and Van Fleet Avenue; 2) East Palm Canyon Drive and W. Buddy Rogers Road; and 3) East Palm Canyon Drive and Allen Avenue. At all three intersections, LOS was projected to decrease from A to B. The East Palm Canyon Drive and Buddy Rogers

intersection was projected to drop from LOS B to LOS C. Therefore, the EIR concludes that the buildout of the DPP will result in less than significant impacts to LOS at the studied intersections.

The Program EIR includes the following traffic mitigation measures that are directly applicable to the project:

A. Clear, unobstructed sight distances shall be provided at all access locations proposed within the DPP area and General Plan planning area. Detailed development and preliminary roadway improvements plans are required to be submitted to the City for approval showing consistency with mitigation measures. (See analysis under section d. below. Project will be conditioned on submittal of plans showing consistency with the mitigation.)
B. Prior to the approval of development projects, the City and developers shall confer with the Sunline Transit Agency to determine where bus turnouts and covered bus shelters shall be placed within the project and/or project vicinity. (To be included as a condition of project approval.)
C. All development proposals and circulation projects shall comply with the current policies and procedures set forth by the Riverside County Transportation Commission's Congestion Management Plan (CMP). (See analysis under section b. below.)
D. The City, as necessary, shall require the preparation of project-specific and/or phase-specific traffic impact analyses for subdivision and other project approvals. Such analyses may require the identification of buildout and opening year traffic impacts and service levels, and may lead to exact mitigation measures on an individual and cumulative project or phased basis. (This mitigation measure has been fulfilled by the project-specific traffic impact analysis prepared for the resort hotel.)

CHECKLIST RESPONSES:

a. Less than significant impact.

The following analysis is based on the traffic impact analysis (Appendix E) prepared for the project. The objective of the study was to review and analyze whether the project would generate traffic that may result in negative impacts on level of service on surrounding roadways and intersections. The City of Cathedral City has established Level of Service (LOS) D as the city-wide target for the maximum allowable threshold for the operation of intersections. Therefore, LOS E or F is considered an unacceptable level of operation of intersections.

The traffic study was prepared specifically to determine the level of service (LOS) during peak hours for the following scenarios:

1. Existing 2015 Traffic: determined current conditions.
2. Existing 2015 plus Project Traffic
3. Existing plus Ambient plus Project (EAP 2017)
4. Existing plus Ambient plus Project plus Cumulative (EAPC 2017)

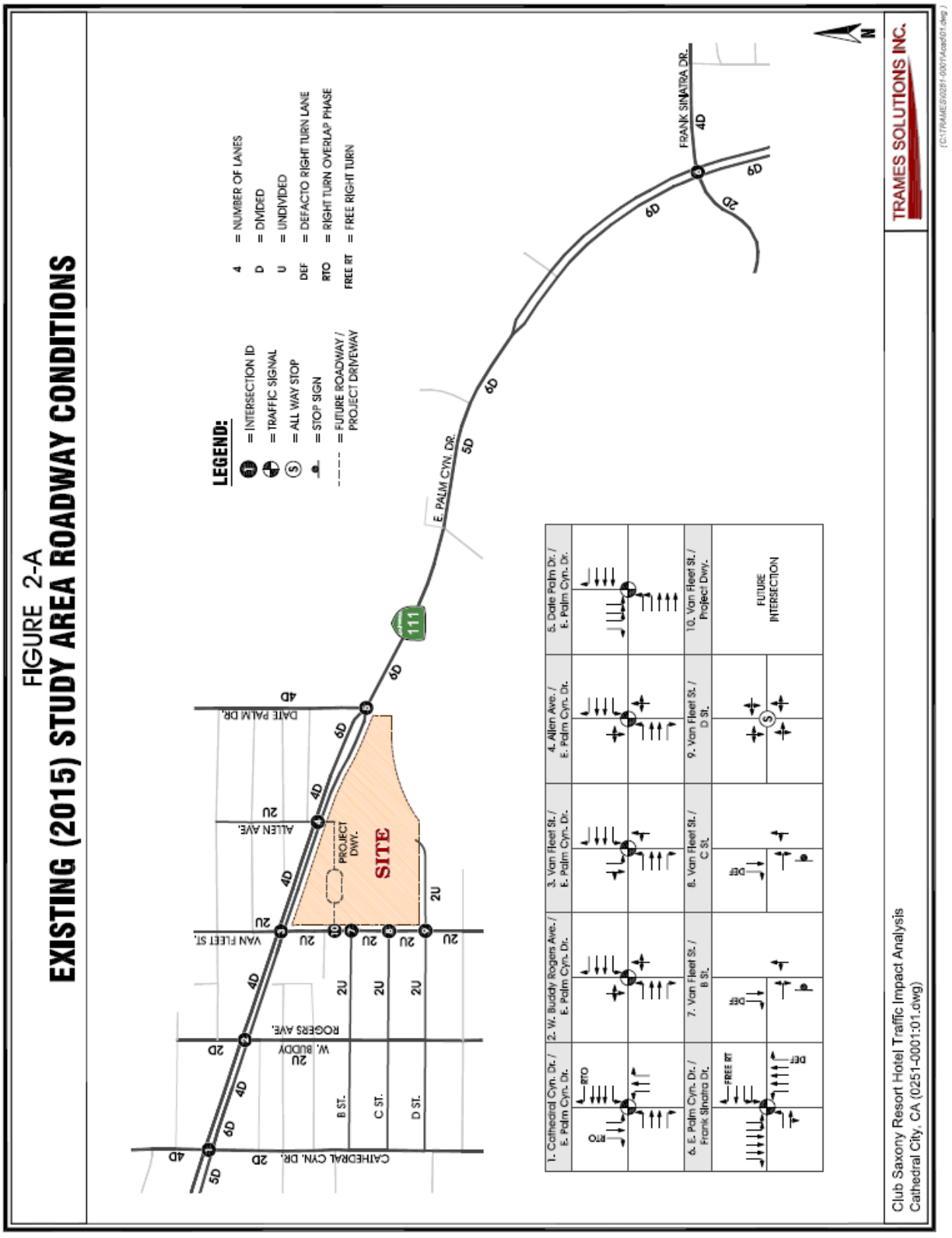
Ambient growth rate for scenarios 3 and 4 were based on a 2.4% ambient growth rate. The 2.4% rate was used to account for traffic not attributed to the project or other planned developments in the study area. To access existing plus ambient plus cumulative traffic conditions, project traffic was combined with existing traffic, area-wide growth, and other future development projects that have been approved or are in the process of being approved.

Intersections included in the study where a collector or higher classification street intersected with another collector roadway or higher street at which the project would add 50 or more peak hour trips within a five-mile radius of the project site. Based on those parameters, the following intersections were

included in the traffic analysis:

- Cathedral Canyon Dr. (NS) and East Palm Canyon Drive (EW)
- W. Buddy Rogers (NS) and East Palm Canyon Drive (EW)
- Van Fleet St. (NS) and East Palm Canyon Drive (EW)
- Allen Ave. (NS) and East Palm Canyon Drive (EW)
- Date Palm Drive (NS) and East Palm Canyon Drive (EW)
- East Palm Canyon Drive (NS) and Frank Sinatra Dr. (EW)
- Van Fleet St. (NS) and B St. (EW)
- Van Fleet St. (NS) and C St. (EW)
- Van Fleet St. (NS) and D St. (EW)
- Van Fleet St. (NS) and project driveway (EW)

Exhibit 2-A – Studied Intersections



Current Conditions

Exhibit 2-A identifies the existing roadway conditions for the intersections and roadways included in the Traffic Impact Analysis. Current level of service (LOS) calculations were based on AM and PM peak hour turning movements from November 2015. The traffic analysis was based on the City's use of LOS D for the maximum allowable threshold for intersection operations. LOW E and LOS F are considered unacceptable and require improvement measures. The results of the existing conditions analysis are show in Table 2-A which shows that the study area intersections are operating at LOS D or better.

Table 2-A – Intersection Analysis for Existing (2015) Conditions

ID	Intersection	Traffic Control[1]	Intersection Approach Lanes[2]												Delay[3] (secs.)		Level of Service[3]	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	Cathedral Cyn. Dr. / E. Palm Cyn. Dr.	TS	1	1	1	1	1	1>	1	2	1	1	3	1	35.5	35.2	D	D
2	W. Buddy Rogers Ave. / E. Palm Cyn. Dr.	TS	0	1!	0	0	1!	0	1	2	1	1	2	1	3.1	3.8	A	A
3	Van Fleet St. / E. Palm Cyn. Dr.	TS	0.5	0.5	1	1	1	0	1	2	1	1	2	1	12.1	11.5	B	B
4	Allen Ave. / E. Palm Cyn. Dr.	TS	0	1!	0	0	1!	0	1	2	1	1	2	1	2.4	2.7	A	A
5	Date Palm Dr. / E. Palm Cyn. Dr.	TS	0	0	0	3	0	1	2	3	0	0	3	1	20.1	23.0	C	C
6	E. Palm Cyn. Dr. / Frank Sinatra Dr.	TS	1	3	d	2	3	1	1	1	0	2	1	1>>	35.9	36.0	D	D
7	Van Fleet St. / B St.	CSS	0.5	0.5	0	0	1	d	0	1!	0	0	0	0	8.9	9.1	A	A
8	Van Fleet St. / C St.	CSS	0.5	0.5	0	0	1	d	0	1!	0	0	0	0	8.9	9.0	A	A
9	Van Fleet St. / D St.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	7.3	7.5	A	A
10	Van Fleet St. / Project Dwy	CSS	0	1	d	0	1	0	0	0	0	0	0	0	Future Intersection			

[1] TS = Traffic Signal

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

[3] Delay and level of service calculated using the following analysis software: Traffix 8.0 R1

Projected Future Traffic

The number of trips found to be generated by the project were calculated based on an ambient 2.4% growth rate, and the specific land use. The land use assumption was evaluated for 312 resort hotel rooms. Project trip generation rates were based on the specific use proposed for the site. Trip generation rates are based on data from the Institution of Traffic Engineers. A summary of the project trips is shown in Table 3-2. The project is expected to generate approximately 1,310 trip-ends per day with 97 vehicles per hour during the AM peak hour and 131 during the PM peak hour.

TABLE 3-1

PROJECT TRIP GENERATION RATES[1]

Land Use	ITE Code	Quantity[2]	Peak Hour Trip Rates						Daily[3]
			AM			PM			
			IN	OUT	Total	IN	OUT	Total	
Resort Hotel	330	312 RM	0.22	0.09	0.31	0.18	0.24	0.42	4.20

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

[2] RM = Rooms

[3] Daily Trip Rate based on 10*PM Peak Hour Rate

TABLE 3-2

PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity[1]	Peak Hour						Daily
		AM			PM			
		In	Out	Total	In	Out	Total	
Resort Hotel	312 RM	69	28	97	56	75	131	1,310
Total Project Trip Generation		**69**	**28**	**97**	**56**	**75**	**131**	**1,310**

[1] RM = Rooms

The assignment of traffic from the site to the adjacent roadway system was based on the site's trip generation, trip distribution, proposed arterial highway and local street systems, which would be in place by the time of initial occupancy. For details on trip generation assignment on the nearby roadways please refer to Figures 3-B and 3-C and project average daily traffic (ADT) volumes on Figure 3-D in the Traffic Impact Analysis in Appendix E.

Other Trip Generation Factors

Commercial developments are located within the proposed project boundary. These developments currently produce trips onto the adjacent roadway system. Since the study, one commercial building has been demolished and one remains. The study did not take into account these factors to ensure a conservative estimate of project traffic impacts.

Cumulative Traffic (Background)

The cumulative traffic analysis for ambient plus cumulative plus project traffic conditions, project traffic was combined with existing traffic, area-wide growth and other future developments which were approved or were being processed in the study area. An 2.4% ambient growth was assumed for projects to be built. The ITE trip generation rates were used for cumulative projects.

For existing plus project traffic conditions, the traffic analysis found that the studied intersections were projected to operate at LOS D or better during peak hours. The results are presented in Table 3-5 below.

TABLE 3-5

INTERSECTION ANALYSIS FOR
EXISTING PLUS PROJECT (E+P) CONDITIONS

ID	Intersection	Traffic Control[1]	Intersection Approach Lanes[2]												Delay[3] (secs.)		Level of Service[3]	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	Cathedral Cyn. Dr. / E. Palm Cyn. Dr.	TS	1	1	1	1	1	1>	1	2	1	1	3	1	36.7	36.4	D	D
2	W. Buddy Rogers Ave. / E. Palm Cyn. Dr.	TS	0	1!	0	0	1!	0	1	2	1	1	2	1	3.1	3.8	A	A
3	Van Fleet St. / E. Palm Cyn. Dr.	TS	0.5	0.5	1	1	1	0	1	2	1	1	2	1	12.7	12.9	B	B
4	Allen Ave. / E. Palm Cyn. Dr.	TS	0	1!	0	0	1!	0	1	2	1	1	2	1	2.6	3.2	A	A
5	Date Palm Dr. / E. Palm Cyn. Dr.	TS	0	0	0	3	0	1	2	3	0	0	3	1	20.1	23.0	C	C
6	E. Palm Cyn. Dr. / Frank Sinatra Dr.	TS	1	3	d	2	3	1	1	1	0	2	1	1>>	36.1	36.7	D	D
7	Van Fleet St. / B St.	CSS	0.5	0.5	0	0	1	d	0	1!	0	0	0	0	8.9	9.1	A	A
8	Van Fleet St. / C St.	CSS	0.5	0.5	0	0	1	d	0	1!	0	0	0	0	8.9	9.0	A	A
9	Van Fleet St. / D St.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	7.3	7.5	A	A
10	Van Fleet St. / Project Dwy	CSS	0	1	d	0.5	0.5	0	0	0	0	1	0	1	8.8	8.8	A	A

[1] TS = Traffic Signal

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

[3] Delay and level of service calculated using the following analysis software: Traffix 8.0 R1

Delay and LOS analysis was calculated for existing plus ambient plus project plus cumulative. For these conditions, the study area intersections were projected to operate at acceptable LOS during peak hours. The results of the analysis are shown in Table 4-2 below.

TABLE 4-2

INTERSECTION ANALYSIS FOR
EXISTING PLUS AMBIENT PLUS CUMULATIVE PLUS PROJECT (EACP 2017) CONDITIONS

ID	Intersection	Traffic Control[1]	Intersection Approach Lanes[2]												Delay[3] (secs.)		Level of Service[3]	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	Cathedral Cyn. Dr. / E. Palm Cyn. Dr.	TS	1	1	1	1	1	1>	1	2	1	1	3	1	39.6	40.6	D	D
2	W. Buddy Rogers Ave. / E. Palm Cyn. Dr.	TS	0	1!	0	0	1!	0	1	2	1	1	2	1	3.4	4.1	A	A
3	Van Fleet St. / E. Palm Cyn. Dr.	TS	0.5	0.5	1	1	1	0	1	2	1	1	2	1	12.5	12.9	B	B
4	Allen Ave. / E. Palm Cyn. Dr.	TS	0	1!	0	0	1!	0	1	2	1	1	2	1	2.7	3.3	A	A
5	Date Palm Dr. / E. Palm Cyn. Dr.	TS	0	0	0	3	0	1	2	3	0	0	3	1	20.4	24.1	C	C
6	E. Palm Cyn. Dr. / Frank Sinatra Dr.	TS	1	3	d	2	3	1	1	1	0	2	1	1>>	37.8	39.2	D	D
7	Van Fleet St. / B St.	CSS	0.5	0.5	0	0	1	d	0	1!	0	0	0	0	9.0	9.1	A	A
8	Van Fleet St. / C St.	CSS	0.5	0.5	0	0	1	d	0	1!	0	0	0	0	9.0	9.1	A	A
9	Van Fleet St. / D St.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	7.3	7.5	A	A
10	Van Fleet St. / Project Dwy	CSS	0	1	d	0.5	0.5	0	0	0	0	1	0	1	8.8	8.8	A	A

[1] TS = Traffic Signal

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

[3] Delay and level of service calculated using the following analysis software: Traffix 8.0 R1

The findings of the traffic analysis are summarized as follows:

1. 2015 traffic conditions were found to be operating at acceptable LOS during peak hours with existing geometry.
2. For existing plus project conditions were projected to operate at an acceptable LOS during peak hours with existing geometry.
3. For existing plus Ambient plus project conditions were projected to operate at an acceptable LOS during peak hours with existing geometry.
4. For existing plus ambient plus project plus cumulative conditions were projected to operate at an acceptable LOS during peak hours with existing geometry.

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

b. **Less than significant impact.** Every county in California is required to develop a Congestion Management Program (CMP) that looks at the links between land use, transportation and air quality. In its role as Riverside County's Congestion Management Agency, the Riverside County Transportation Commission (RCTC) prepares and periodically updates the county's CMP to meet federal Congestion Management System guidelines as well as state CMP legislation. The Southern California Association of Governments (SCAG) is required under federal planning regulations to determine that CMPs within its region are consistent with the Regional Transportation Plan. RCTC's current CMP was adopted in December 2011.
RCTC does not require Traffic Impact Assessments for development proposals. However, local agencies are required to maintain minimum level of service (LOS) thresholds included in their respective general plans. Therefore, Traffic Impact Assessments on developments are required by the local agencies. Local agencies whose development impacts cause the LOS on a non-exempt segment to fall to "F" must prepare deficiency plans. These plans outline specific mitigation measures and a schedule for mitigating the deficiency. The traffic study (Appendix E) prepared for the project found that the project would not contribute to any of the studied intersections falling to an unacceptable Level of Service in any of the scenarios studied (existing traffic, existing plus project traffic and cumulative plus existing and project traffic) for the project. Since the project will not cause any of the studied intersections to fall below the LOS D threshold either directly or cumulatively, there would be a less than significant impact resulting from a conflict with the regional Congestion Management Plan.

c. **No impact.** The project involves the construction of a 321-room resort hotel on an approximately 14-acre site. As such, it may result in a minor increase in population due to workers locating in the area. In addition, some guests staying at the hotel may arrive by plane. However, any increase in travelers using the local airport would be minor, and would not cause a significant increase in air traffic levels. In addition, the project site is located over three miles southeast of the Palm Springs International Airport. The project site is located within Zone E on Table 2A: Basic Compatibility Criteria of the Riverside County Airport Land Use Compatibility Plan Policy Document, which provides land-use policies for development in the Palm Spring International Airport vicinity. The proposed project would not exceed the plan's height limit and is consistent with the land use restrictions for Zone E. There are no private airstrips within the project vicinity. Therefore, the project would have no impact on air traffic patterns.

d. **Less than significant with mitigation.** Primary vehicular access to the project site will be from the main entrance from East Palm Canyon Drive and secondary access will be from Van Fleet Avenue and D Street. The driveways could have hazards whereby traffic from the project would be impacted without changes to the entrances, particularly the East Palm Canyon Drive entrance. The Traffic Impact Analysis included an analysis of the project site circulation and made recommended improvements that are included as mitigation measure T-1.

During construction of the project, there may be temporary detours, lane closures and off-road construction equipment that may pose a temporary hazard. A traffic control plan is required to be submitted to the City that will assure that any delays, lane closures or traffic rerouting are minimized. Construction equipment will be stored in a staging area onsite and set back from the existing streets so as to avoid incompatibility or reduced visibility. Therefore, potential hazards associated with incompatible design features will be less than significant with implementation of mitigation measures.

e. **Less than significant impact.** The project would be required to meet all emergency access requirements of both the Cathedral City Police and Fire Departments. The site plan has been reviewed by both departments for consistency with their requirements. The project includes two vehicular entrances that include a primary entrance on East Palm Canyon Drive and secondary accesses on Van Fleet Avenue and D Street, which satisfy access requirements of both departments regarding the provision of driveways that can accommodate emergency vehicles. The City also requires that emergency access be provided during construction activities and notification of emergency services including Police and Fire Department of lane closures. As such, the project will result in a less than significant impact from inadequate emergency access.

f. **Less than significant impact.** The project includes the improvements to sidewalks on East Palm Canyon Drive, Van Fleet Avenue, and D Street. The installation of sidewalks and on-site walkways will improve pedestrian access to and from the project site.

The City of Cathedral City adopted the Coachella Valley Association of Government Non-Motorized Transportation Plan Update in 2010 which includes an existing and proposed bike paths and bike facilities plan for the City of Cathedral City. The plan serves as the basis for master planning of these facilities within the City and the Coachella Valley region. None of the existing or proposed bike paths or facilities within the City of Cathedral City is adjacent to the project site.

A bike path is proposed to be located along East Palm Canyon Drive to the west of the project site, but not along the portion of the roadway adjacent to the project site. The project will include bike storage racks and roadway improvements to accommodate bicycles. Therefore, the project would not conflict with the bike paths or facilities plan and would not decrease the performance of such plan. Therefore, the project will result in a less than significant impact due to a conflict with adopted policies, plans or programs relating to transit, bicycle or pedestrian facilities.

Mitigation Measures

T-1: The project applicant/developer shall provide revised site plans showing the following on-site roadway improvements shall be implemented for the project and shall be consistent with Figure 5-A in the Traffic Impact Analysis prepared for the project dated 11/30/15:

a. Construct the appropriate half section improvements along East Palm Canyon Drive between Van Fleet

Street and the easterly project boundary which includes curb/gutter, sidewalk, landscaping, etc.

b. Construct the appropriate half section improvements along Van Fleet Street between East Palm Canyon Drive and D Street which includes curb/gutter, sidewalk, landscaping, etc.
c. Construct the appropriate half section improvements along D Street between Van Fleet Street and the easterly project boundary which includes curb/gutter, sidewalk, landscaping, etc.
d. Provide stop sign control at the project driveways.
e. On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.
f. Verify that minimum sight distance is provided at the project access points.
g. Modify the traffic signal at Allen Avenue/ East Palm Canyon Drive to accommodate the southerly leg of the intersection.
h. The current eastbound right turn pocket (200 feet) and westbound left turn pocket (130 feet) along East Palm Canyon Drive at the project driveway is expected to sufficiently accommodate the future queues entering the site.

Standard Conditions of Approval

A. Prior to the approval of development projects, the City and developers shall confer with the Sunline Transit Agency to determine where bus turnouts and covered bus shelters shall be placed within the project and/or project vicinity.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Program EIR – Wastewater, Water Supply and Solid Waste

Water Supply Impacts

The Program EIR addressed water supply impacts resulting from the future buildout of the DPP. Impacts were projected to be less than significant with respect to water supplies for the future buildout of the DPP. It was not anticipated that additional wells, storage facilities, or pump stations would be required to serve the DPP area. New water mains and lines were projected to be required to connect new structures to existing water delivery. Water for irrigation was expected to be limited as the landscaping would consist of drought tolerant plants with low water requirements.

Mitigation Measures

A. All development proposals shall be reviewed by the City, CVWD, and/or the DWA to assess the potential for adverse impact on water quality and quantity. Project proponents shall be required to mitigate any insignificant impacts. (Standard Condition of Approval for all projects)

Wastewater

In the discussion on potential wastewater impacts from the DPP amendment, the Program EIR stated that most of the DPP area did not have access to the DWA's sewer system. Consequently, buildout of the DPP would result in significant demands on the future sewer system. The Program EIR further stated that the City and DWA were in the processing of planning for expansion of the sewer system in the DPP area. However, since the time of the preparation of the Program EIR, the sewer system has expanded to serve both the Cove area and the entire Downtown area of the City. Therefore, the following discussion and analysis is based on the current conditions within the Downtown area relating to sewer system service.

Mitigation Measures

A. All existing and new development shall be connected to a citywide sewer system, to the greatest extent feasible. Septic systems shall be prohibited where soil conditions do not permit percolation. (The City currently requires all new projects to connect to the sewer system. This requirement is a standard condition of approval.)

Solid Waste

The Program EIR projected that buildout of the DPP area would result in an increase in generation of solid waste. The buildout of the DPP area was expected to generate approximately 7% of all solid waste within the City. This increase was not found to be significant with respect to landfill capacity or Waste Management's ability to service the area. However, the following mitigation measures were included to encourage recycling of waste material:

A. All new large-scale development shall establish recycling programs as part of the planning process. Programs shall include recycling provision for residences as well as commercial establishments. (Standard Condition of Approval)
B. Recycling provision for commercial and business establishments should include separate recycling bins for various items, such as paper, glass, cardboard, and aluminum cans. (Standard Condition of Approval)
C. The City shall assure that al hazardous materials, whether from construction of the operation of land uses within the planning area, are handled stored and/disposed of according to all existing laws and standard as the time the activity takes plans. (Standard Condition of Approval)

Checklist Responses:

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

Implementation of the proposed project would result in an increased demand for wastewater services. Increases in demand for wastewater service can result in the exceedance of the wastewater treatment plant's wastewater treatment requirements, as well as the need for new wastewater treatment and collection/ conveyance facilities or expansion of existing facilities.

The project will be required to connect to the existing sanitary sewer system, operated and maintained by DWA. DWA's wastewater collection system utilizes sewer mains ranging in size from 8 to 18 inches in diameter.[13] Wastewater is conveyed through sewer lines ranging from 4 to 24 inches in diameter. DWA does not operate a wastewater treatment plant, but instead its wastewater collection system connects to

[13] P. VI-3, Water, Sewer & Utilities Element, Cathedral City Comprehensive General Plan, adopted Sept. 31, 2002, as amended Nov. 18, 2009

the CVWD sewer system whereby wastewater is transported to the Cook Street Wastewater Reclamation Plant (WRP-10).

The Cook Street Wastewater Reclamation Plant (WRP-10) currently has a capacity of 20 million gallons per day[14] (mgd) and consists of an activated sludge treatment plant, a tertiary wastewater treatment plant, a lined holding basin, 6 storage basins and 21 infiltration basins (CVWD 2010 UWMP). WRP-10 has a designed capacity of 18 mgd and treats an annual average daily flow of 10.8 mgd from the activated sludge plant. Therefore, the proposed project will be adequately served by existing wastewater treatment plants and construction or expansion of additional wastewater treatment facilities will not be required.

Given that adequate wastewater treatment and collection/conveyance infrastructure and capacity would be provided to the project from existing infrastructure, the project would not result in the need for new or expanded wastewater collection or treatment facilities. The development of the project would connect to existing sewer system by extension of the existing sewer main and adequate sewer collection facilities exist to serve the proposed project. Therefore, the project would result in a less than significant impacts resulting from exceeding wastewater treatment requirements of the Colorado River Basin Regional Water Quality Control Board, or require new construction of wastewater treatment facility or expansion of existing facilities.

c. **Less than significant impact.** As noted in Section IX. Hydrology and Water Quality of this Initial Study, construction of the project would increase the amount of impervious surfaces compared to existing conditions. Existing stormdrain facilities include the City's primary drainage facility, the Whitewater River Stormwater Channel with a capacity of 40,000 AFY (CVWD 2010 UWMP). The Whitewater River Stormwater Channel extends from Vista Chino, southeast to East Palm Canyon Drive. Dikes, levees, and detention/retention basins have been constructed to manage community and regional drainage systems in the City.

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

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

d. **Less than significant impact.** The CVWD and DWA are the primary water service providers for the City. The proposed project will be served by DWA for domestic water. The proposed development of a 312-room resort hotel on the project site will result in additional water demands. One of the largest demands for water would come from the installation of landscaping. In 2010, the City adopted the Coachella Valley Water District's Ordinance establishing Landscaping and Irrigation System Design requirements intended to conserve water in the Coachella Valley region with desert landscaping, limiting turf areas, and water conservation irrigation techniques. The project landscaping would be required by the Coachella Valley Water District Ordinance 1302 to be consistent with the ordinance's landscape design criteria through

[14] P. VI-3, Cathedral City Comprehensive General Plan, adopted July 31, 2002, amended Nov. 18, 2009.

plan submittal and approval by the CVWD before issuance of water meters for the project.

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

Water will be supplied to the site by the DWA. The City is covered by the DWA's Urban Water Management Plan 2010 Update, which is a long-term planning document that helps the DWA plan for current and future water demands. Before approval of the project, the developer/project applicant is required to receive approval from the DWA indicating sufficient water supplies are available for the project's needs. The project applicant has provided a letter, dated June 6, 2014, from DWA acknowledging that sufficient water supplies are available to meet the project demand. Therefore, the project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

f. & g. Less than significant impact. The project involves construction of a 312-room resort hotel. As such, the project will result in a need for solid waste disposal. Burrtec Waste Industries provides solid waste collection and disposal services to the City of Cathedral City through an exclusive franchise agreement and is required to meet all local, state and federal standards for solid waste disposal. According to the City's General Plan, solid waste from the City is transported to the Copper Mountain Landfill, which has a remaining capacity of 50 years.

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a. Less than significant with mitigation

Biological resources

The project site has sandy soils, and minimal vegetation, and has been graded. The site is vacant, with the exception of a two-story commercial building on the northwest corner. Until recently, the site was

developed with commercial and residential buildings. All of the residential buildings were demolished within the last ten years. Most of the commercial buildings were demolished within the last four years. Although the site has been graded and is surrounded by urban development on three sides, there is some potential for burrowing owls to enter the site. The project will require that a burrowing owl survey be conducted no more than 14 days before start of construction to further ensure that no burrowing owls have taken up residence on the site. In addition, the project will also require a nesting survey (BIO-2) if construction is to occur during the MBTA nesting cycle (February 1-September 30).

The site also has a very small potential for the desert tortoise to be present. However, measure BIO-1 requires that a desert tortoise survey be conducted using USFWS protocols for surveying desert tortoise (FWS 2010) at the same time as the burrowing owl survey.

With the implementation of mitigation for the burrowing owl and desert tortoise, development of the site will not threaten to eliminate a plant or animal species or reduce the number or restrict the range of rare or endangered plant or animal species.

Cultural Resources

The project site is vacant and undeveloped. No historical or archaeological resources were found on the site. The project site is not included in any list of known historical resources. However, there is a remote possibility that archaeological resources may be uncovered during site disturbance activities. Accordingly, the project would be required to implement and comply with mitigation measure CR-1. Implementation of this mitigation measure will reduce the impact from potential discovery of subsurface cultural resources to less than significant.

Other Resources

The proposed site is not located on, or in proximity to a known cemetery and is not expected to disturb human remains. In the event of human remains are discovered during earth disturbing activities for the project, the State of California requires all construction activities be stopped, the Riverside County Coroner's Office be contacted, and the find accessed by the appropriate professionals. Although it is unlikely human remains occur onsite, mitigation measure CR-3 has been added to ensure impacts are less than significant with mitigation.

b. **Less than significant impact.** The project is consistent with the City's General Plan land use designation and the City's long-range plan for future development for the project area. Public utility providers will be capable of serving the project with existing facilities. Potential environmental impacts are expected to remain at levels below significance and long-term environmental goals are not expected to be adversely impacted by the project. Impacts from the project will not be cumulatively significant.

c. **Less than significant with mitigation.** As demonstrated in this analysis, the project may have short-term impacts associated with construction noise. However, implementation of the project will require mitigation measures that will reduce construction noise to less than significant. The project site is not located within a flood hazard area that may expose people to flooding. All other impacts on humans resulting from the project are expected to be less than significant either directly or indirectly.

CHAPTER 3 – Mitigation Monitoring and Reporting Program (MMRP)

Mitigation measures are included within each section of the initial study checklist and are provided below. The Mitigation Monitoring Program outlines the potential impacts and mitigation measures of the proposed project, and assigns responsibility for the oversight of each mitigation measure. This Table shall be included in all bid documents and included as a part of the project development.

Section	Mitigation Measure	Monitoring responsibility	Timing	Impact after mitigation
Air Quality	**AQ-1** During all phases of project construction, grading and earthmoving activities shall be limited to a maximum of five acres per day.	City Engineer	During construction	Less than significant
Biological	**BIO-1.** Before issuance of any building permit for the project, a pre-construction survey shall be conducted for the burrowing owl and desert tortoise no more than 14 days before any ground disturbing activities begin using the proper protocols (USFWS and CDFW). The survey shall be conducted as close to the actual construction initiation date as possible. If evidence of the burrowing owl or desert tortoise is found on the site, then the developer shall follow the recommendations of a professional biologist, hired by the City at the developer's expense, on the find before restarting the ground-disturbing activities. Evidence of the completed surveys shall be submitted to the City Planner before grading permit issuance.	City Planner Biologist	Not more than 14 days before start of construction / before building permit issuance	Less than significant
	BIO-2. If construction is to occur during the MBTA nesting cycle (February 1-September 30), a nesting bird survey shall be conducted by a qualified biologist, contracted by the applicant or City and paid by the applicant, not more than 14 days before start of ground-disturbing activities. Disturbance that cause nest abandonment and/or loss of reproductive effort (e.g. killing or abandonment of eggs or young) may be considered take and is potentially punishable by fines or imprisonment. Active bird nests shall be mapped utilizing a hand-held global positioning system (GPS) and a 300' buffer shall be flagged around the nest (500' buffer for raptor nests). Construction shall not be permitted within the buffer areas while the nest continues to be active (eggs, chicks, etc.). Results of the survey shall be submitted to the City	City Planner Biologist	Not more than 14 days before start of construction / before issuance of building permits	Less than significant

Section	Mitigation Measure	Monitoring responsibility	Timing	Impact after mitigation
	Planner before issuance of building permits.			
Cultural Resources	**CR-1** If during the course of excavation, grading or construction, artifacts or other archaeological resources are discovered, all work in the immediate area of the find shall be halted and the applicant shall immediately notify the City Planner. A qualified archaeologist shall be called to the site by, and at the expense of, the applicant to identify the find and propose mitigation if the resource is culturally significant. Work shall resume after consultation with the City of Cathedral City and implementation of the recommendations of the archaeologist. If archaeological resources are discovered, the archaeologist will be required to provide copies of any studies or reports to the Eastern Information Center for the State of California located at the University of California Riverside and the Agua Caliente Tribal Historic Preservation Office (THPO) for permanent inclusion in the Agua Caliente Cultural Register.	City Planner Archaeologist	During construction activities	Less than significant
	CR-2 If human remains are uncovered during excavation or grading activities on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: A) The Riverside County Coroner has been contacted and determined that no investigation of the cause of death is required, and B) If the coroner determines the remains to be Native American: The coroner shall contact the Native American Heritage Commission (NAHC) or the Agua Caliente Tribal Historic Preservation Office (THPO) within 24 hours. The NAHC or THPO shall identify the person or persons it believes to be the Most Likely Descendent (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and	City Planner County Coroner NAHC	During exaction/construction activities	Less than significant

Section	Mitigation Measure	Monitoring responsibility	Timing	Impact after mitigation
	any associated grave goods as provided in Public Resources Code Sec. 5097.98. The City and developer shall work with the designated MLD to determine the final disposition of the remains.			
	CR-3 A Native American monitor shall be present during all future ground-disturbing activities for the project. If cultural resources are uncovered, work in the vicinity of the find shall be stopped and the resource evaluated by a qualified archeologist. A tribal representative shall also be contacted and consulted regarding the find. If the resource is found to be significant, the archeologist in consultation with the appropriate tribal representative, and City representative shall confer with regard to mitigation.	City Planner NAHC/THPO Archeaologist	During construction activities	Less than significant
	CR4 If any tribal cultural resources or archeological resources are uncovered during site disturbing activities, the resources shall be relinquished to appropriate tribe. Work shall not resume until the resource has been fully removed or otherwise mitigated.	City Planner Archaeologist NAHC/THPO	During construction activities	Less than significant
Geology	**GEO-1:** Before issuance of building permits, the project applicant shall submit plans to the City Engineer for review and approval demonstrating project compliance with the most recent California Building Code seismic requirements and the recommendations of the 2008 *Geotechnical Report for the Proposed Hotel Project* and 2015 update. All soil engineering recommendations and structural foundations shall be designed by a licensed professional engineer. The approved plans shall be incorporated into the proposed project. All on-site engineering activities shall be conducted under the supervision of a licensed geotechnical engineer.	City Engineer	Before issuance of building permits	Less than significant
	GEO-2: Before start of construction, all remnants from the septic system from the previous residential occupancy, including septic tanks, cesspools, leach lines or seepage pits, and associated piping systems, shall be abandoned in accordance with the project geotechnical	City Engineer	Before start of construction	Less than significant

Section	Mitigation Measure	Monitoring responsibility	Timing	Impact after mitigation
	engineer, Phase I study recommendations, all City and Riverside County requirements and Riverside County Department of Environmental Health. Proof of abandonment shall be submitted to the City before issuance of building permits for the project.			
Noise	**N-1.** Construction equipment and construction-related traffic shall enter and leave the site from the either the East Palm Canyon Drive or Van Fleet Avenue entrances whenever possible.	Developer City Engineer	Before issuance of grading permits	Less than significant
	N-2. During construction of the project, the construction contractor shall limit all construction-related activities to the following hours, in accordance with the Construction Noise Standards set forth in Chapter 11.96 (Noise Control) of the City of Cathedral City Municipal Code: October 1 through April 30: • 7:00 a.m. to 5:30 p.m. on Monday through Friday • 8:30 a.m. to 5:00 p.m. on Saturday Construction prohibited at any time on Sunday or a state holiday. May 1 through September 30: • 6:00 a.m. to 7:00 p.m. on Monday through Friday • 8:00 a.m. to 5:00 p.m. on Saturday Construction prohibited at any time on Sunday or a State of California holiday.	City Code Compliance	During construction	Less than significant
	N-3. Construction equipment will use available noise suppression devices and properly maintained mufflers. Construction noise shall be reduced by using quiet or "new technology", equipment, particularly the quieting of exhaust noises by use of improved mufflers where feasible. All internal combustion engines used at the project site will be equipped with the type of muffler recommended by the vehicle manufacturer. In addition, all equipment will be maintained in good mechanical condition so as to minimize noise created by faulty or poorly maintained engine, drive-train and other components.	Developer City staff	During construction	Less than significant

Section	Mitigation Measure	Monitoring responsibility	Timing	Impact after mitigation
	N-4. During all site preparation, grading and construction, contractors shall minimize the staging of construction equipment and unnecessary idling of equipment in the vicinity of residential land uses.	Developer City staff	During construction	Less than significant
	N-5. The equipment staging area will be situated so as to provide the greatest distance separation between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.	Developer City staff	During construction	Less than significant
	N-6. Stationary noise sources shall be located as far from sensitive receptors as possible, and shall be muffled and enclosed within temporary sheds, or insulation barriers or other measures shall be incorporated to the extent feasible.	Developer City staff	During construction	Less than significant
	N-7. Temporary walls/barriers/enclosures will be erected around stationary construction equipment when such equipment will be operated for an extended period of time and where there are noise sensitive receptors substantially affected. Noise barriers and enclosures will consist of absorptive material in order to prevent impacts upon other land uses due to noise reflection. In addition, complete enclosure structures will close or secure any openings where pipes, hoses or cables penetrate the enclosure structure.	Developer City staff	During construction	Less than significant
Traffic	**T-1:** The project applicant/developer shall provide revised site plans showing following on-site roadway improvements shall be implemented for the project and shall be consistent with Figure 5-A in the Traffic Impact Analysis prepared for the project dated 11/30/15: a. Construct the appropriate half section improvements along East Palm Canyon Drive between Van Fleet Street and the easterly project boundary which includes curb/gutter, sidewalk, landscaping, etc. b. Construct the appropriate half section improvements along Van Fleet Street between East Palm Canyon Drive and D Street which includes curb/gutter, sidewalk, landscaping, etc. c. Construct the appropriate half section	City Engineer	Before issuance of grading permits	Less than significant

Section	Mitigation Measure	Monitoring responsibility	Timing	Impact after mitigation
	improvements along D Street between Van Fleet Street and the easterly project boundary which includes curb/gutter, sidewalk, landscaping, etc. d. Provide stop sign control at the project driveways. e. On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project. f. Verify that minimum sight distance is provided at the project access points. g. Modify the traffic signal at Allen Avenue/ East Palm Canyon Drive to accommodate the southerly leg of the intersection. h. The length of the current eastbound right turn pocket (200 feet) and westbound left turn pocket (130) along East Palm Canyon Drive at the project driveway are expected to sufficiently accommodate the proposed queues entering the site.			

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APPENDICES:

A. Visual Impact Analysis
B. Air Quality and Global Climate Change Impact Analysis
C. Cultural Resources Assessment
D. Phase I Environmental Site Assessment
E. Traffic Impact Analysis
F. 2008 Geotechnical Report and 2015 Geotechnical Report Update for the Saxony Hotel Project

Appendix A – Visual Impact Analysis Study

Appendix B – Air Quality and Global Climate Change Impact Analysis

Appendix C – Cultural Resources Assessment

Appendix D – Phase I Environmental Site Assessment

Appendix E – Traffic Impact Analysis

Appendix F – 2008 Geotechnical Report and 2015 Geotechnical Report Update for the Saxony Hotel Project