



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 Specific Plan Amendment No. 97-55C and Tentative Tract Map 37124. The project consists of the following: 1.) A text amendment to the Rio Vista Village Specific Plan (RVVSP) to add Section 5.8: General Residential Site Development Standards for R-2 Cluster Single-Family Development, and to add references to other sections of the RVVSP text referring to the development standards of Section 5.8, and 2.) A subdivision of 7.06 acres into 58 single-family cluster lots. The overall maximum number of dwelling units currently allowed within this Specific Plan will not change. This development is located west of Landau Blvd., north of Verano Road, and south Rio Largo Drive, in the City of Cathedral City, Riverside County, 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, the City Staff has concluded 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 project site is not on the list compiled pursuant to Government Code section 65962.5.

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

The review period for the Initial Study and Draft Mitigated Negative Declaration will be from February 9, 2017 to March 1, 2017. Any person wishing to comment on this matter must submit comments, in writing, to the City during the public review period. Comments from 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: [rodriguez@cathedralcity.gov](mailto:rodriguez@cathedralcity.gov)  
Phone: 760-770-0344

On March 15, 2017, or as soon thereafter as the matter may be heard, the Planning Commission is scheduled to consider the project and the Draft Mitigated Negative Declaration at a public hearing. If the Planning Commission finds that the project will not have a significant effect on the environment with the implementation of mitigation measures, it will adopt the Mitigated Negative Declaration.



# **Draft Initial Study and Mitigated Negative Declaration**

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

**Applicant:**

Verano Recovery LLC  
Mr. Mohamad Younes  
6430 W. Sunset Blvd. Suite 460  
Los Angeles, CA 90028

**Date:**

February 9, 2017

**Prepared for:**

Cathedral City Planning Department  
68-700 Avenida Lalo Guerrero  
Cathedral City, CA 92234  
760-770-0339



**Cathedral City**

**Prepared by:**

David Leonard, Contract Planner

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- A. Cultural Resources Report, E. Gary Stickle, Nov. 10, 2016
- B. TTM 37124 Cluster Development Air Quality and Greenhouse Gas Assessment

## **1.1 Purpose and Authority**

This Initial Study has been prepared to evaluate the environmental effects associated with an amendment to the Rio Vista Village Specific Plan (SPA 97-55C) and Tentative Tract Map 37124. The Rio Vista Specific Plan encompasses approximately 303 acres that is partially developed with residential dwelling units, recreation facilities, infrastructure, and storm water control facilities. The proposed specific plan amendment would establish new standards for cluster single-family development within the R2 Zone, and update other sections of the specific plan text that are applicable to the new section. These new standards could be applied to any land within the specific plan. However, the current implementation of the new standards is limited to 7.08 acres contained within Tract 37124.

Land use density and zoning for the 7.06-acre tract map was established under Specific Plan Amendment 97-55B for a maximum of 58 lots within the R-2 Zone. The proposed subdivision features condominium 'air space' residential ownerships, consisting of traditional street frontage and four-unit clusters, served by a common driveway. All streets would be privately maintained and not gated. Three areas are designated for guest parking. There are three common open space areas to link with lands adjoining the subdivision. The subdivision includes a 1.21-acre retention basin and entry feature along the east end, and a 0.30-acre retention basin at the northwest corner of the subdivision. The site has been rough graded as part of the overall grading of the specific plan.

This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et. seq. and the CEQA Guidelines (California Code of Regulations, Title 14, sec. 15000 et seq.). The City of Cathedral City will serve as the lead agency for this project pursuant to CEQA.

## **1.2 Determination**

On the basis of this Initial Study, the prior Initial Study for Specific Plan Amendment No. 97-55B, General Plan Amendment 16-003 and Zone Change 16-003; and the evaluation of the City of Cathedral City's General Plan and the Environmental Impact Report thereon, it has been determined that the project will not have a significant impact on the environment, and a Mitigated Negative Declaration is proposed for adoption.

## CHAPTER TWO – PROJECT SUMMARY

### 2.1 Project Location

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

Tentative Tract 37124 is located within the Rio Vista Village Specific Plan. Rio Largo Drive and the Rio Vista Community Center border the project site on the north and Verona Road borders the site on the south. Landau Blvd. forms the east boundary, and the Rio Vista Elementary School is located along the west boundary, as shown in Figure 2-2.

### 2.2 Project Description

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

Land use density and zoning for the 7.06-acre tract map were established under Specific Plan Amendment 97-55B allowing a maximum of 58 lots within the R2 Zone. The proposed subdivision features condominium 'air space' residential ownerships that consists of units with traditional street frontages and four-unit clusters served by a common driveway. All streets will be privately maintained and not gated. Three areas are designated for guest parking. There are three common open space areas to link with lands adjoining the subdivision. The subdivision includes a 1.21-acre retention basin and entry feature along the east end, and a .30-acre retention basin at the northwest corner of the subdivision. The site has been rough graded as part of the overall grading of the specific plan. The tentative tract map is shown in Figure 2-3.

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

Rio Largo Dr., Verona Road, and Landau Boulevard are existing roadways within the specific plan area. All dry utilities, and water and sewer services are provided at the site.

Landscape plans have been submitted and reviewed by staff for consistency with the CVWD *Lush and Efficient Gardening in the Coachella Valley* guidelines as required

under the proposed specific plan amendment. The preliminary landscape plan is shown in Figure 2-4.



Figure 2-2  
Project Site



**Figure 2-3  
Tentative Tract Map 37124**





## 2.3 Mitigation Measures

### Air Quality

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

### 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 Secretary of the Interior qualified archaeologist shall be called to the site, at the cost of the applicant, to identify the resource and propose mitigation if the resource is culturally significant. Determination of significance and any proposed mitigation of any artifact found to be associated with prehistoric tribal cultural resources shall occur in consultation with the appropriate local tribes. Work shall resume after consultation with the City of Cathedral City and implementation of the recommendations of the archaeologist. If archaeological resources are discovered, the archaeologist will be required to provide copies of any studies or reports to the Eastern Information Center for the State of California located at the University of California Riverside and the Agua Caliente Tribal Historic Preservation Office (THPO) for permanent inclusion in the Agua Caliente Cultural Register.

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

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

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

## Noise

N-1. Construction equipment and construction-related traffic shall enter and leave the site from the Verona Road entrance whenever possible.

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

October 1 through April 30:

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

May 1 through September 30:

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

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

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

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

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

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

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

N-9 The following uses are prohibited:

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

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

## CHAPTER THREE – ENVIRONMENTAL CHECKLIST

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

Tentative Tract 37124 is located within the Rio Vista Village Specific Plan. Rio Largo Drive and the Rio Vista Community Center exist along the north boundary, and Verona Road along the south boundary. Landau Boulevard border the site on the east, and the Rio Vista Elementary School borders the site on the west.

5. **Project Applicants' Name and Address:**  
Verano Recovery LLC  
Mr. Mohamad Younes  
6430 W. Sunset Blvd. Suite 460  
Los Angeles, CA 90028
6. **General Plan Designation:**  
RL Rio Vista Village Specific Plan: R-2
7. **Zoning Designation:**  
R-2
8. **Description of Project:**  
Specific Plan Amendment 97-55C establishes a new Section 5.8 of the Specific Plan text that outlines building setbacks and separation, common open space requirements, access requirements, guest parking, and landscape requirements. The new section is provided as follows:

5.8 GENERAL RESIDENTIAL SITE DEVELOPMENT STANDARDS FOR R-2-CLUSTER SFD DEVELOPMENT

CLUSTER SFD: Small lots with detached dwellings arranged in nontraditional clusters, frequently using private auto courts or common drives and arranged without regard for frontage on public streets. The following standards establish the permitted densities, setbacks, heights and massing

requirements for the design of individual homes and multi-family attached dwellings on parcels within the project

5.8.1 SETBACK REQUIREMENTS FOR RESIDENTIAL SITES

- A STANDARD FRONT SETBACK: 8 feet if fronting on Private Local Street and 2 feet if fronting on a Common Drive.
- B REDUCED FRONT SETBACK: Not Applicable
- C STANDARD SIDE SETBACK: 5 feet.
- D SIDE SETBACK WITH DRIVEWAY: Not Applicable
- E SHARED SIDE SETBACK: 5 feet.
- F ZERO SIDE SETBACK: Zero feet: no projections, encroachments or openings permitted.
- G CORNER SIDE SETBACK: 10 feet.
- H REDUCED SIDE SETBACK: Not Applicable
- I REAR SETBACK WITH SERVICE LANE: Not Applicable
- J REAR SETBACK: 10 feet.

5.8.2 SPACE BETWEEN BUILDINGS: For purposes of developing Cluster SFD Residential Development projects that do not follow the standard block pattern, adjacent buildings shall be presumed to have a property line/lot line between them for the purpose of measuring setbacks. The minimum building separations shall be 10 feet.

5.8.3 SPECIAL RESIDENTIAL SITE DEVELOPMENT STANDARDS FOR CLUSTER SFD RESIDENTIAL DEVELOPMENT PROJECTS

The following standards deal with areas of concern regarding the implementation of new urbanism concepts and for complying with applicable local ordinances.

5.8.3.1 COMMON OPEN SPACE: Common open space requirements are deemed met under the Rio Vista Village Specific Plan. Additional common open space shall be provided to establish pedestrian circulation links to areas within and beyond the project boundary.

5.8.3.2 PRIVATE OPEN SPACE: Each single family dwelling site in a Cluster SFD project must contain a minimum of 300 SF of contiguous private open space with a minimum dimension of 10 feet.

5.8.3.3 COMMON DRIVES: Use Private Street

A. Common drives serving Cluster SFD Residential Development shall be in the form of a private drive having a minimum width of 24 feet curb to curb where no street parking is allowed. Garages shall be setback a minimum of 25 feet.

B. Private Street shall have a minimum width of 26 feet and shall be signed as 'Emergency Access and Fire Lane-No Parking'. Emergency gated access shall be required that will enable access onto a public street other than the primary access road.

5.8.3.4 PARKING REQUIREMENTS:

A Each single family dwelling must be provided with a two car garage.

B If a standard single family lot pattern is used that accommodates on-street parking, no additional guest parking is required. When a the non-traditional lot pattern is used, one additional off-street parking space for every two units is required, to be allocated in proximity to dwelling units, and provided onsite.

C Aggregate parking areas for more than 10 cars must be landscaped so that a minimum of 50% of the paved area is shaded at noon, June 21, within 5 years of

issuance of the Certificate of Occupancy. Carports provided for parking where covered parking is not required may be used to meet this requirement.

**5.8.3.5 GARAGE ACCESS AND ACCESSIBILITY:**

A Garage may be accessed from either a common drive or directly from the private or public local street.

B No direct access to Rio Vista Boulevard is permitted.

C In all cases, from the garage door to the opposite side of the common drive minimum of 25 feet of clear backup space must be provided.

D Garages on interior lots directly accessing a local street must provide 25 feet of clear back-up space immediately in front of the garage door and occurring behind the front setback line the full width of the garage. The last 24 inches of the required 25 feet as well as the sides of the backup area may be in landscape material.

E. Garages must be equipped with automatic roll up doors and flanked by at least one wall-mounted carriage light.

**5.8.3.6 HEIGHT:** No dwelling shall exceed 35 feet or two stories in height measured to the peak of a sloping roof or the parapet of a flat roof.

**5.8.3.7 RESIDENTIAL LANDSCAPE REGULATIONS:** The following regulations apply to common residential areas. All proposed landscape species must be identified in the Lush and Efficient Gardening in the Coachella Valley produced by CVWD.

**A. Local Private Street Treatments**

(1) Local streets aligned along a project boundary shall include minimum 15 gallon trees spaced at 50 feet on center.

(2) Where dwelling units are oriented to the local street, minimum 15 gallon trees shall be planted at a ratio of 1:1.5 per dwelling unit along the street block.

(3) Alternative varieties of trees, minimum 15 gallon size, shall be planted at gateways into distinct neighborhoods..

(4) Street trees, minimum 15 gallon size, shall be planted in any island of the public use easement

(5) A three (3) foot landscape setback shall be provided between the sidewalk and the dwelling unit to be planted in groundcover, 4 feet on center and having a maximum plant height at maturity not exceeding 12 inches, with a two-inch thick layer of decomposed granite having a common accent color.

(6) Guest parking areas shall have a landscape island for every seven spaces and planted with one minimum 15 gallon tree. Guest parking nodes having more than 10 spaces shall have minimum 15 gallon trees planted 25 feet on center within the five foot landscape setback.

**5.8.4 SPECIAL RECREATION SITE DEVELOPMENT STANDARDS.**

**5.8.4.1 PARKING REQUIREMENTS:**

A The parking requirements of the Zoning Code shall apply with regard to the number of parking stalls required, sizes and parking area layout standards.

B Aggregate parking areas for more than 10 cars must be landscaped so that a minimum of 50% of the paved area is shaded at noon, June 21, within 5 years of issuance of the Certificate of Occupancy.

C Carports provided for parking where covered parking is not required may be used to meet this requirement.

5.8.4.2 OPEN SPACE: Open space must be landscaped, including paving, plant material, arbors, treillage, water features and seating areas. Since open space is a critical ingredient of community level recreation facilities, no mandatory area is required.

5.8.4.3 TRASH ENCLOSURES AREAS: All portions of the site devoted to trash collection must be screened from the view of all adjacent properties.

5.8.4.4 SITE LIGHTING: Site lighting shall conform to the applicable regulations of the City.

5.8.4.5 SIGNAGE: On-site signage shall conform to the requirements of the sign regulations of the City and according to the recommendations of the Community Character Criteria.

#### Tentative Tract Map 37124

Land use density and zoning for the 7.06-acre tract map was established under Specific Plan Amendment 97-55B allowing for a maximum of 58 lots within the R2 Zone. Tentative Tract 37124 would implement the provisions of Section 5.8 of the Rio Vista Village Specific Plan. The tract features 58 condominium 'air space' residential ownerships, consisting of traditional home layouts fronting a street and four-unit clusters served by a common driveway. All streets would be privately maintained and not gated. Three areas are designated for guest parking. Each residential unit will have an attached two-car garage. There are three common open space areas to link with lands adjoining the subdivision. The subdivision includes a 1.21-acre retention basin and entry feature along the east end, and a 0.30-acre retention basin at the northwest corner of the subdivision. The site has been rough graded as part of the overall grading of the specific plan.

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

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

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):**

Coachella Valley Water District (CVWD) for water and sewer. An agreement between CVWD and the developer is already in place.

Riverside County Airports Land Use Commission (ALUC). The project site lies within Zone E of the Palms Springs International Airport Land Use Compatibility Plan. The Airports land Use Commission, or their staff, will review this project for consistency with the Airport Influence Map

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agriculture Resources    | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources          | <input type="checkbox"/> Cultural Resources       | <input type="checkbox"/> Geology /Soils                     |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality  | <input type="checkbox"/> Land Use / Planning                |
| <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Noise                    | <input type="checkbox"/> Population/ Housing                |
| <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation               | <input type="checkbox"/> Transportation/Traffic             |
| <input type="checkbox"/> Utilities/Service Systems     | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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Lead Agency Signature

Planner

Rio Vista Village SPA 97-55C  
Tentative Tract Map 37124.

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Date

|                                      |   |  |              |
|--------------------------------------|---|--|--------------|
| Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporatio<br>n | Less<br>Than<br>Significan<br>t Impact | No<br>Impact |
|--------------------------------------|---|--|--------------|

**I. AESTHETICS** -- Would the project:

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

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

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

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

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

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

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

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

area?

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

**II. AGRICULTURE RESOURCES:** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

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

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

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

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of

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

Farmland, to non-agricultural use?

**Response to II d):** The proposed development involves lands designated on the General Plan and zoned for residential use. The site and immediate surrounding area are not being used for agriculture. The site has been prepared for residential use by rough grading and infrastructure improvements. Therefore the proposed project will not result in the conversion of farmland for non- agricultural use. No mitigation is required. (Source: Rio Vista Village Specific Plan)

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

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

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

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

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

The SCAQMD CEQA Handbook identifies two key measures of consistency:

1. Whether the project will result in an increase in the frequency or severity of existing air

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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.

- Whether the project will exceed the assumptions in the AQMP in 2012 or increments based on the year of project buildout and phase.

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

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

**Criterion 2 – Exceed Assumptions in the AQMP:**

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

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

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

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

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

**Criteria Pollutants and Ambient Air Quality Standards**

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

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

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

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

**Table 1- State and Federal Air Quality Standards1**

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

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

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

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

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

*Regional Air Quality*

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

*Local Air Quality*

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

*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

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health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs differ in that there is generally assumed to be no safe level of exposure and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic air toxins differ in that there is assumed to be a level below which no negative health impacts are expected to occur. These levels are determined on a pollutant-by-pollutant basis. Exposure can result from accidental exposure, industrial processes, gas stations, and motor vehicle exhaust.

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

**Mass Daily Thresholds**

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

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

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

**Ambient Air Quality Standards for Criteria Pollutants**

|  |  |
|--|--|
| NO2 1- hour average Annual arithmetic mean | SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal) |
| PM10 24-hour average                       | 10.4 ug/m3 (construction) & 2.5 ug/m3 (operation)  |
| Annual average                             | 1.0 ug/m3  |
| PM2.5 24-hour average                      | 10.4 ug/m3 (construction) & 2.5 ug/m3 (operation)  |
| SO2 1-hour average                         | 0.25ppm (state) & 0.075 (federal-99 <sup>th</sup> percentile)  |
| 24-hour average                            | 0.04 ppm (state)   |
| CO 1-hour average                          | SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards; 20 ppm (state) and 35 ppm (federal)                        |
| 8-hour average                             | 9.0 ppm (state/federal)  |

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|                         |                                 |
|-------------------------|---------------------------------|
| Lead                    | 1.5 ug/m <sup>3</sup> (state)   |
| 30-day average          | 0.15 g/m <sup>3</sup> (federal) |
| Rolling 3-month average |                                 |

- a. Source: SCAQMD CEQA Handbook (SCAQMD, 1993)
- b. Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).
- c. SCAQMD, March 2015

**Construction-Related Air Quality Impacts**

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

*Construction Emissions*

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

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

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

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

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

*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

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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, or convalescent facility where an individual may remain for 24 hours. The nearest sensitive receptors to the project site are single-family homes located immediately north and south of the project site.

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

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

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

|                        | <b>CO</b> | <b>NOx</b> | <b>PM10<sup>1</sup></b> | <b>PM2.5<sup>1</sup></b> |
|------------------------|-----------|------------|-------------------------|--------------------------|
| 2017 SCAQMD Thresholds | 75.3      | 109.7      | 9.37                    | 7.99                     |
|                        | 2,292     | 304        | 14                      | 8                        |
| Exceeds Threshold      | No        | No         | No                      | No                       |

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

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

Results show the LST thresholds would not be exceeded during project development. All development projects in the City must comply with Chapter 8.54 and 6.16 of the City Municipal Code requiring the preparation of a fugitive dust control plan before beginning construction. As such, the project will be required to 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

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

project will have a less than significant impact with the implementation of mitigation measure AQ-1 restricting daily site disturbance to five acres or less per day.

**Construction-Related Toxic Air Contaminant Impacts**

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

**Long-Term Operational Impacts**

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

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

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

|                   | CO  | NOx | ROG | Sox  | PM10 | PM2.5 |
|-------------------|-----|-----|-----|------|------|-------|
| Summer            | 44  | 5   | 17  | 0.11 | 7    | 5     |
| Winter            | 44  | 5   | 17  | 0.11 | 7    | 5     |
| SCAQMD            | 550 | 55  | 55  | 150  | 150  | 55    |
| Thresholds        |     |     |     |      |      |       |
| Exceeds Threshold | No  | No  | No  | No   | No   | No    |

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

As shown in Table 6, none of the analyzed criteria pollutants would exceed the regional emissions thresholds during operation of the project. It should be noted that the operational

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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
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emissions presented in the table do not show added efficiencies from design techniques, use of an energy mix with a portion of non-emitting sources, or water efficient landscaping. Therefore, the conservative calculation of operational emissions analysis yields emissions that are likely higher than expected to actually occur. In addition, the vehicles will likely shift in future years to include more electric vehicles, and alternative fuel vehicles, which could further reduce emissions associated with mobile sources. Therefore, a less than significant regional air quality impact would occur from operation of the project.

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

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

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

The SSAB is designated as nonattainment under both the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) for ozone and PM10. Emission of CO, NOX, and ROG that exceed the SCAQMD operational thresholds would contribute to the ozone nonattainment designation, while emissions 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. Therefore the project will result in a less than significant impact due to a cumulatively considerable net increase

|                                |   |                              |           |
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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
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in criteria air pollutant for which the area is in non-attainment.

d) Expose sensitive receptors to substantial pollutant concentrations?

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

Construction and operational emissions from the project will be less than significant with the implementation of a mitigation measure AQ-1 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) Create objectionable odors affecting a substantial number of people?

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

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

**IV. BIOLOGICAL RESOURCES --**

Would the project:

a) Have a substantial adverse effect,

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

**Response to IV a):** The Tract 37124 project site has been graded in compliance with City of Cathedral City requirements. Prior to any grading, a field survey was conducted in 2000 by Bon Terra biologists to determine the presence of any sensitive species and their habitats by any resource agency. The Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) was approved by the City after the original Rio Vista Village SP was adopted. Both the fringe toed lizard and the milk vetch are covered species under that plan and any impacts would be mitigated through payment of the fee.

The burrowing owl is a species not covered by the CVMSHCP. A project in areas where the owl may be present or having soils where the burrowing could take up residence requires a burrowing owl survey to be completed not more than 30 days before site disturbance. As a result of these mitigation efforts, no impact will occur to species covered under the CVMSHCP from the proposed development and a less than significant impact would result. A mitigation measure requiring a burrowing owl survey be conducted not more than 30 before site disturbance would mitigate any potential impacts. Therefore, the project will result in a less than significant impact with implementation of mitigation.

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

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

c) Have a substantial adverse effect on federally protected wetlands as defined

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by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

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

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

**Response to IV-d):** The project site for Tract 37124 has been fenced for several years and has been graded. The project site is also surrounded by urban development on all sides, which impede wildlife from using the site as a wildlife corridor. No natural water sources occur in the project area. Therefore there will be no impact on migratory patterns, wildlife corridors, or wildlife nurseries. No mitigation is required. (Source: Field review by staff)

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

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

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

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**Response IV-f):** The proposed development of Tract 37124 is consistent with the conservation objectives of the CVMSHCP. It is not located within or near a designated conversation area designated by the CVMSHCP and the project would be required to pay a fee to mitigate any impacts to covered species. Therefore there is no impact upon habitat or conservation plans, policies or regulations by any resource agency. No mitigation is required. (Source: field visit and Rio Vista Village Specific Plan Initial Study)

**Mitigation Measures:**

BIO 1: A burrowing owl clearance survey shall be conducted not more than 30 days from site disturbance consistent with the State of California and U.S. Fish & Wildlife Service survey protocol.

**V. CULTURAL RESOURCES -- Would the project:**

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| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?                                   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?                                | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?                                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| e) Would the project cause a substantial change in the significance of a tribal cultural resource as defined in Public Resources Code 21074? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

**Response to V a-d -.** A literature search and field investigation were performed for the site

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of Tract 37124 on November 3 and 4, 2016, where disturbance would occur as a result of project approval. The results of the search and investigation yielded no evidence of cultural resources being present. The project site has been graded in compliance with a grading permit and prior environmental review. Although the site has been rough graded, there remains a potential for subsurface artifacts and paleontological resources at depths below the area of prior disturbance to be uncovered during grading and construction. The related impacts are less than significant with the mitigation measures provided below.

e) The project was transmitted to all local Tribes who had requested consultation in accordance with AB 52 on August 1 and August 22, 2016. One response, dated August 5, 2016 was received from the Agua Caliente Band of Cahuilla Indians. They requested the following information:

- A cultural resources inventory of the project area by a qualified archaeologist prior to any development in this area.
- Copies of any cultural resource documentation (report and site records) generated in connection with this project.
- The presence of an appointed Native American Cultural Resource Monitor(s) during any ground disturbance activities (including archaeological testing and surveys). Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior’s Standards and Guidelines) to investigate and; if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer and the Agua Caliente Tribal Historic Preservation Office.

In response to these requests, staff provided the Agua Caliente Band of Cahuilla Indians with a digital copy of the cultural resource survey prepared by Stickle. The Tribe was also informed that a Native American Monitor was on site at the time the property was surveyed. However, since discovery of unknown cultural resources on the site was found to be low, a Native American Cultural resource monitor will be contacted if any unexpected tribal cultural resources are uncovered during construction and any other ground disturbing activities.

(Source: Rio Vista Village Specific Plan, Letter Report for Cultural Resources Survey for the Rio Vista Plan Amendment Tentative Tract Map (TTM) 37124, Cathedral City, Riverside County, California.).

**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 Secretary of the Interior qualified archaeologist shall be called to the site, at the cost of the applicant, to identify the resource and propose mitigation if the resource is culturally significant.

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Determination of significance and any proposed mitigation of any artifact found to be associated with prehistoric tribal cultural resources shall occur in consultation with the appropriate local tribes. Work shall resume after consultation with the City of Cathedral City and implementation of the recommendations of the archaeologist. If archaeological resources are discovered, the archaeologist will be required to provide copies of any studies or reports to the Eastern Information Center for the State of California located at the University of California Riverside and the Agua Caliente Tribal Historic Preservation Office (THPO) for permanent inclusion in the Agua Caliente Cultural Register.

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

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

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

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

**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:

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

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| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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**Response to VI A) ii:** The Coachella Valley region is susceptible to severe ground shaking due to the proximity to the San Andreas and Garnet Hill faults. The proposed text changes within the RVV Specific Plan will have no effect upon the seismic hazards at the project site. The Cathedral City General Plan calls for all new development to be constructed in accordance with seismic design requirements set forth in the most recent edition of the California Building Code. Geotechnical design recommendations are routinely provided at the time the building pad sites are designed. This will be addressed through the conditions of approval for TTM 37124. No mitigation is required and a less than significant impact will result.

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| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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**Response to VI a) iii:** The proposed text changes within the RVV Specific Plan will have no effect upon the ground failure and liquefaction hazards. The project area has a low to very low liquefaction susceptibility according to Exhibit V-4 of the Cathedral City General Plan. The impact is less than significant and no mitigation is required. 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

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will limit hazards from seismic ground failure, including liquefaction, to less than significant. (Source: Cathedral City General Plan).

iv) Landslides?

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

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

**Response to VI b):** The proposed text changes within the RVV Specific Plan will have no effect upon erosion and loss of top soil at the project site. The Cathedral City General Plan EIR identifies the site as within a very severe blowsand hazard area. The Cathedral City General Plan calls for all new development to be constructed in accordance with site-specific geotechnical investigations as well as design requirements set forth in the most recent edition of the California Building Code. Implementation of Mitigation Measure GEO-1 will reduce the impact to a level of insignificance. In addition, Best management practices will be provided under the project Storm Water Pollution Prevention Permit (SWPPP) to control erosion. These provisions will be addressed through the conditions of approval for TTM 37124. 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 with the recommended mitigation from soil erosion and loss of topsoil.

**Mitigation Measure:**

GEO-1 “The Applicant, and/or assignees, shall be responsible for blowsand, dust, debris, trash, rubbish, weeds and deleterious material removal in all areas of the Project and Project frontages, including gutter pans, sidewalks, parkways, right of way, private streets, parking lots, drive aisles and all interior areas during construction and after Occupancy Permits are issued. The Applicant, and/or assignees, shall record a City Approved Maintenance Covenant and/or Covenants, Conditions and Restrictions (CC & Rs) over the entire property that guarantees for perpetuity the immediate removal of blowsand, dust, debris, trash, rubbish, weeds and all deleterious material, and further ensures that the Project will be maintained in a blowsand, dust, debris, trash, rubbish, weeds and deleterious material free condition per the approved Plans and Conditions of Approval.”

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c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

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| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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**Response to VI c):** The proposed text changes within the RVV Specific Plan will have no effect upon the soil stability, landslides, lateral spreading, subsidence, liquefaction, or collapse. No wells are proposed that could induce soil subsidence and collapse. The General Plan calls for all new development to be constructed in accordance with seismic design requirements set forth in the most recent edition of the California Building Code. Geotechnical design recommendations are routinely provided at the time the building pad sites are designed as part of site specific geotechnical investigation. The City requires a site specific geotechnical investigation be prepared for the project before start of construction and grading. This will be addressed through the conditions of approval for TTM 37124 as recommended in the investigation. As such the project will result in a less than significant impact related to geologic or soil stability with implementation of mitigation measure GEO-2.

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?

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**Response to VI d):** The proposed text changes within the RVV Specific Plan will have no effect upon expansive soil potential. The Cathedral City General Plan calls for all new development to be constructed in accordance with site-specific geotechnical investigations as well as design requirements set forth in the most recent edition of the California Building Code. Best management practices will be provided under the project Storm Water Pollution Prevention Permit (SWPPP) to address soil shrinkage and expansion. These provisions will be addressed through the conditions of approval for TTM 37124. Mitigation Measure GEO-2 will reduce the impact to a level of insignificance.

GEO-2. Before issuance of building permits, a soils/geotechnical report shall be submitted and approved by the City Engineer that includes addressing 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 in construction of the project.

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| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/>       | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**Response to VI e):** The proposed text changes maintain the requirement for new development to connect to a community sewer system. No impact is identified and no mitigation is required. (Source: Rio Vista Village Specific Plan)

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

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| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**Response to VII a-c):** The proposed text revisions to the Rio Vista Specific Plan, and the residential nature of TTM 37124, will not result in the transport or disposal of hazardous materials. With the construction of homes, petroleum-based fuels and hydraulic fluid will be used by the construction equipment where there is a possibility of accidental release. However, risk from accidental spills would not be significant due to the small volume and low concentration of hazardous materials used during construction. During construction, BMPs would be required to be implemented by the City as well as standard construction controls and safety procedures that would avoid or minimize the potential for accidental release of these substances. Standard construction practices would be observed so that any materials released are appropriately contained and remediated as required by local,

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stated, and federal law. The Rio Vista Elementary School exists adjacent to TTM 37124. Any accidental spills as stated above would be minimal and required to adhere to standard construction practices. After construction only typical cleaning products and landscape maintenance chemicals will be used and stored on the site. Therefore, the risk of exposure to hazardous materials by school children would not be significant and no mitigation is required. (Rio Vista Specific Plan and TTM 37124)

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

**Response to VII d):** Government Code Section 65962.5 requires the California Environmental Protection Agency to compile a list of hazardous waste and substance sites (Cortese List) that is updated at least annually. The data resources that provide information regarding the facilities or sites meeting the Cortese List requirements were reviewed as required by CEQA included the following sources:

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

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

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

**Response to VII e):** The project area is located approximately two miles east of the Palm Springs International Airport. The project site is located within Zone E on Table 2A: Basic Compatibility Criteria of the *Riverside County Airport Land Use Compatibility (ALUC) Plan Policy Document (Adopted October 2004)*, which provides land use policies for

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development in the Palm Spring International Airport vicinity. The proposed project would not exceed the height limit and is consistent with the land use restrictions for Zone E. The project site was recently reviewed by the ALUC staff under Rio Vista Village Specific Plan Amendment No. 97-55B and the proposed development was determined to be consistent with the 2005 Palm Springs Airport Land Use Compatibility Plan. This finding was made subject to mitigation measures N-8 through N-10, and prohibitions that will be addressed in the standard conditions of approval for TTM 37124. In addition the project will be reviewed by ALUC before approval by the City and any additional conditions of approval will be added at that time. The project is not expected to have any additional impacts over those placed on SPA 97-55B. Therefore, the project will result in a less than significant impact with implementation of mitigation measures N-8 through N-10 from location within an airport land use plan.

. (Riverside County Airport Land Use Compatibility (ALUC) Plan and aerial maps)

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

**Response to VII f):**

There are no private airstrips within the project vicinity. The project would not result in any impacts that would cause a safety hazard for people residing or working in the project area from location near an airport. The impact is less than significant and no mitigation is required)

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

**Response to VII g):** The Cathedral City Fire Department will review the proposed text revisions to the Rio Vista Village Specific Plan and TTM 37124 to evaluate emergency response. Their evaluation will be addressed as standard conditions of approval for TTM 37124.

All design and construction activities are required to be conducted in compliance with standard regulations related to emergency response contained with the City's Municipal Code. Construction of the proposed project may require some temporary work within Rio Largo Drive and Verona Road. Any street closure or reduced travel lanes would require review and approval by the City's Public Works Department and alternative routes provided

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as needed. Fire and Police Department personnel would also be notified of any street closures. TTM 37124 is designed with one point of entry to serve the proposed 50 homes, as well as a gated emergency access to Verona Road. The project would result in a less than significant impact to emergency response or emergency evacuation plans and no mitigation is required.

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

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

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

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

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

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

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a level which would not support existing land uses or planned uses for which permits have been granted)?

**Response to VIII b):**

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

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

c) 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

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systems or provide substantial additional sources of polluted runoff?

f) Otherwise substantially degrade water quality?

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

Activities that have the potential to discharge pollutants into the waters of the United States are regulated under the authority of the federal Clean Water Act's National Pollution Discharge Elimination System (NPDES) permit program. In California, the [NPDES](#) permit program is administered through the State Water Boards. The City of Cathedral City requires the submittal of a Water Quality Management Plan (WQMP) before construction of projects that meet certain criteria. The project would be required to prepare and submit a WQMP to the City before issuance of construction permits in compliance with the NPDES permit program. Construction-related impacts will be reduced through the implementation of measures to reduce runoff during construction through the implementation of s Storm Water Pollution Prevention (SWPPP). The SWPPP must list Best Management Practices (BMPs) the discharger will use to protect storm water runoff.

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

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?

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

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

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

j) Inundation by seiche, tsunami, or mudflow?

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

The project site is also not located near any areas with mudslide potential (Exhibit V-6, General Plan Geotechnical Element) such that mudslides would present a hazard at the project site. Therefore the project would not result in the placement or people or structures where there is potential for inundation from a seiches, tsunamis or mudslides and would result in no impacts from these hazards. (Source: Cathedral City General Plan)

**IX. LAND USE AND PLANNING -**  
Would the project:

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a) Physically divide an established community?

**Response to IX a):** The RVV Specific Plan is a comprehensively designed specific plan area that includes mainly residential development with some commercial, a street system, recreational areas, and open space. The proposed text changes to the RVV Specific Plan will serve to implement the Rio Vista Village Specific Plan as set forth by Specific Plan Amendment 97-55B. TTM 37124 serves to implement the proposed text changes. Therefore, the proposed actions will not cause the division of an established community and no impacts will result. No mitigation is required. (Source: Rio Vista Village Specific Plan)

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

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

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

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

The purpose of the CVMSHCP is to act as a multi-agency conservation plan to ensure ecological diversity and the preservation of habitat and sensitive species residing in the Coachella Valley. The CVMSHCP establishes conservation areas that ensure the conservation of covered species and natural communities. According to the CVMSHCP Conservation Areas Map (Fig. 4-1), the project site is not within or adjacent to a designated

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conservation area, as defined in the plan, and will have no impact to conservation areas. Since the site is within the plan boundaries, the developer would be required to pay a fee to offset incremental impacts to plants and wildlife protected under the CVMSHCP. The project would, therefore, not conflict with the provisions of the CVMSHCP and result in a no impact response. (Source: Cathedral City General Plan, and CVMSHCP)

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

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

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

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

**Response to XI a):** The City of Cathedral City General Plan Noise Element provides noise standards that are intended to guide location of future noise generators (p. V-45). Table V-2 of the Noise Element shows established noise levels for land use compatibility for

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

sensitive uses. As shown on the table, unacceptable noise levels for single-family residential uses are 70 CNEL (dBA) and above. The City’s noise ordinance restricts construction noise to daytime hours Monday through Saturday.

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

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

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

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

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

Residential activities do not generate high levels of noise and a six-foot masonry wall will be constructed around the perimeter of the site that will reduce noise impacts from Verona Road. The impact will be less than significant with the recommended mitigation measures. (Cathedral City General Plan EIR and TTM 37124 site plan)

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Mitigation Measures.

N-1. Construction equipment and construction-related traffic shall enter and leave the site from the Verona Road entrance whenever possible.

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

October 1 through April 30:

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

May 1 through September 30:

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

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

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

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

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

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

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any openings where pipes, hoses or cables penetrate the enclosure structure.

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

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

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

Typically, residential uses are not major sources of ground-borne vibration or noise. In addition, operation of the project would not introduce new sources of ground-borne vibration or ground borne noise. Consequently the project would result in less than significant impact with mitigation from ground borne vibration or noise. (Source, Cathedral City General Plan EIR and Caltrans *Transportation- and Construction-Induced Vibration Guidance Manual*)

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

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project?

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

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

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

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Response to IX e): Riverside County Airport Land Use Compatibility Plan Policy Document (the Plan)( March 2005) establishes compatibility zones for areas within the airport flight paths for airports within Riverside County. The Plan also indicates noise contours surrounding airports within Riverside County (Fig. 8-6, *Airport Noise Contours*). The airport land use compatibility map for Palm Springs International Airport shows that the project site is located within Compatibility Zone E, Other Airport Environs, of the Palm Springs compatibility map. Zone E indicates an area where the noise generated by aircraft will be low and beyond the 55-CNEL contour with occasional overflights that may be intrusive to some outdoor activities.

The City of Cathedral City Comprehensive General Plan shows the project site is also outside of the peak season 65 CNEL noise contours which are projected to be entirely within the City of Palm Springs beginning in 2005. (p. V-40, City of Cathedral City General

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Plan Noise Element) Therefore the project will result a less than significant impact excessive noise levels from location within an airport land use plan with the mitigation measures below. (Source: Palm Springs International Airport Land Use Compatibility Map, Airports Land Use Commission)

**Mitigation Measures**

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

N-9 The following uses are prohibited:

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

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

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

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

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**XII. POPULATION AND HOUSING --**

Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| A) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

**XIII. PUBLIC SERVICES**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response time or other performance objectives for any of the public services.

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

|                    | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact        | No Impact                |
|--------------------|--------------------------------|---|-------------------------------------|--------------------------|
| Police protection? | <input type="checkbox"/>       | <input type="checkbox"/>                            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

*Fire and Police Protection*

The City of Cathedral City operates its own fire and emergency services from three stations located within the City. The nearest station is located at 27610 Landau Blvd. and lies within a three-minute response time to a call. The City also has its own police force that operates out of City Hall. Since the project involves construction of a 58 new homes on a vacant undeveloped parcel, it would result in a minor increase in the need for police and fire services. The current General Plan (2002, amended 2009) indicates that the existing ratios of firefighters and police to number of residents, (1.0 firefighters to 1,000 residents and 1.5 officers to 1,000 residents respectively) is adequate at this time. The project would generate an increase of approximately 130 people, the ratios would not be altered to a level of impacting overall service. However, the project will pay development impact fees to offset the cost of services in the city. The impact is less than significant and no mitigation is required. (Source: Cathedral City General Plan and website).

|          |                          |                          |                                     |                          |
|----------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----------|--------------------------|--------------------------|-------------------------------------|--------------------------|

*Schools*

The Palm Springs Unified School District (PSUSC) provides kindergarten through 12th grade educational services and facilities to the City of Cathedral City. The project would involve the construction of 58 residential units which would increase student population and impact local schools. The schools serving the project would be the adjacent Rio Vista Elementary School, James Workman Middle School, and Cathedral City High School. The developer will be required to pay school impact mitigation fees under state law that will reduce the impact to less than significant. No further mitigation is required. (Source: Palm Spring Unified SD website)

|                          |                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| Parks?                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

*Parks and other facilities.*

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

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

**XIV. RECREATION --**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

**Response to XIV a-b):** The Rio Vista Village Specific Plan established a master plan for parks and recreation facilities within the development. The proposed text changes and density transfer within the RVV Specific Plan will not alter the provision for common parks and open space established within the specific plan. The proposed project will allow a reduction of private open space from 400 square feet (SF) per unit to 300 SF per unit. This reduction is offset by the proximity to the adjoining recreation facility. The overall number of units will remain with the same service implications and impacts that were originally analyzed in conjunction with the Rio Vista Village Specific Plan. No Mitigation Measures are required.

**XV. TRANSPORTATION/TRAFFIC --**

Would the project:

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

b) Exceed, either individually or cumulatively, a level of service standard

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established by the county congestion management agency for designated roads or highways?

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

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

**Response to XV c):** Riverside County Airport Land Use Compatibility Plan Policy Document (the Plan)( March 2005) establishes compatibility zones for areas within the airport flight paths for airports within Riverside County. The airport land use compatibility map for Palm Springs International Airport shows that the project site is located within Compatibility Zone E, Other Airport Environs, of the Palm Springs compatibility map.

The site is outside other zones that define the runway protection zones and areas within the building restriction line, the inner approach and departure zone, areas adjacent to the runway, extended approach and departure zone, primary traffic zone, and height review overlay zone. The project was reviewed by the RCALUC and found to be consistent with the plan, subject to Mitigation measures N8 through N10, and would not result in significant impacts with the implementation of mitigation. The project would not affect or change air traffic levels at the Palm Springs International Airport and would not create safety risks or obstructions to air navigation. Therefore, the project would result in a less than significant impact. (Source: Airport land Use Commission letter dated October 4, 2016)

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

**Response to XV d):** All streets have or will be designed in conformance with Cathedral City standards to avoid dangerous intersections. The design of TTM 37124 has been

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reviewed by the City Engineer and conditions of approval have been prepared to assure traffic safety. The impact is less than significant and no further mitigation is required.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Result in inadequate emergency access?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Result in inadequate parking capacity?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

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

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

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| a) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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| Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact |
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**Response to XVI a and b):** The developer of Rio Vista Village Specific Plan addressed water and sewer infrastructure with the water and sewer provider, Coachella Valley Water District under Domestic Water and Sanitation System Installation Special Agreement recorded on November 12, 2002. The agreement set a baseline of water service at 3000 gallons per minute (gpm) for the elementary school, 1500 gpm for any commercial uses, and 1000 gpm for residential uses for a duration of two hours.

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

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environment effects?

**Response to XVI c):** Provision of adequate stormwater drainage facilities was reviewed under the original RVVSP environmental analysis and any impacts required to be mitigated under the RVVSP stormwater management plan. The proposed text changes and TTM 37124 will result in additional effects on community storm water facilities over that analyzed under the original RVVSP. TM 37124 includes two storm water retention facilities that were constructed as part of a storm water management plan for the entire specific plan. The tract is designed to convey onsite flows to the basin that was designed to accept them. Therefore, no mitigation measures are required.

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

|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporation | Less Than Significant Impact | No Impact                           |
|--|--------------------------------|---|------------------------------|-------------------------------------|
| <p>serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?</p> | <input type="checkbox"/>       | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

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

|  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>g) Comply with federal, state, and local statutes and regulations related to solid waste?</p>                             | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

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

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

The project would not generate a significant amount of solid waste and the City's diversion programs would act to further contain the need to dispose solid waste in landfills. The project would be accommodated in the landfills serving the City and comply with federal, state, and local statutes and regulations related to solid waste, and thereby result in a less than significant impact. The proposed Specific Plan text changes and TTM 37124 will not

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

result in an overall increase in the number of units allowed and will therefore have no effect on solid waste disposal beyond the analysis provided for the original project. The development must comply with the statutes and regulations governing waste management by all levels of government. No Mitigation Measures are required and a less than significant impact to landfill capacity and consistency with federal, state and local regulation will result from the project.

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

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

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

*Construction Emissions*

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

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

| Emission Source                               | Estimated Emissions | CO <sub>2e</sub> |
|---|---------------------|------------------|
| Construction Emissions                        |                     |                  |
| Total   | 232.93 (MT)         |                  |
| Annual Construction (Amortized over 30 years) | 7.76 (MT/Yr)        |                  |

Notes: CO<sub>2e</sub>= carbon dioxide equivalent; MT =metric tons; MT/yr = metric tons per year.

**Operational Emissions**

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

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

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

As shown in Table 9, the proposed project's total net annual GHG emissions would be approximately 752.24 MTCO<sub>2</sub>e per year (detailed calculations are included in the Appendix). This would not exceed the County's screening threshold of 3,000 MTCO<sub>2</sub>e per year. Therefore, the net increase in GHG emissions resulting from implementation of the proposed project would be less than significant.

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

| Emission Source  | Estimated Emissions CO <sub>2</sub> e (MT/yr) |
|--|---|
| <b>Construction</b>  |   |
| Annual Mitigated Construction<br>(Amortized over 30 years) | 7.76  |
| <b>Project Operations</b>                                  |   |
| Area Sources   | 18.97   |
| Energy Consumption   | 195.98  |
| Mobile Sources   | 498.80  |
| Waste  | 5.42  |
| Water  | 25.31   |
| <i>Total (Construction and Operational Emissions)</i>      | 752.24  |
| Significance Threshold                                     | 3,000   |
| Exceed thresholds?   | No  |

NOTES: CO<sub>2</sub>e= carbon dioxide equivalent; MT/yr = metric tons per year.

As described above, the proposed project would result in 752.24 MTCO<sub>2</sub>e/year, which is less than the Tier 3 GHG screening threshold.

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

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

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

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

| Scoping Plan Measure   | Project Consistency with Measure   |
|--|--|
| California Light-Duty Vehicle Greenhouse Gas Standards. Implement adopted standards and plan second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.             | Consistent. These are CARB enforced standard vehicles that access the project site would be required to comply with the standards and will be consistent with the measure.                             |
| Energy Efficiency. Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers in California. | Consistent. The project will be compliant with the current Title 24 standards.   |
| Low Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.  | Consistent. These are CARB enforced standard vehicles that access the project site would be required to comply with the standards and will be consistent with the measure.                             |
| Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.   | Consistent. These are CARB enforced standard vehicles that access the project site would be required to comply with the standards and will be consistent with the measure.                             |
| Medium/Heavy-Duty Vehicles. Adopt medium and heavy-duty vehicle efficiency measures.   | Consistent. These are CARB enforced standard vehicles that access the project site would be required to comply with the standards and will be consistent with the measure.                             |
| Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.  | Not applicable to this project.  |
| High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases   | Consistent. CARB identified five measures that reduce emissions from vehicular and commercial refrigeration systems; vehicles that access the project that are required to comply with these measures. |

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

Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste. Not applicable to this project.

Water – Continue efficiency programs and use cleaner energy sources to move and treat water. Not applicable to this project.

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

Based on the above analysis, the project would result in a less than significant impact from either: a) violation of any air quality standard or contribute substantially to an existing or project air quality violation either during construction or operation of the project; or b) a cumulatively considerable net increase in any criteria pollutant for which the region is in non-attainment. Therefore, the project would be consistent with the CARB Scoping Plan and the project would result in a less than significant 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

**Response to XVIII a):** The Tract 37124 project site has been graded in the past in compliance with City of Cathedral City requirements and has been fenced. Therefore, the proposed project would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or

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

animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, the project would be required to mitigation potential impacts to the burrowing owl through a required survey before start of construction.

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

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

**Response XVIII b):** The proposed text changes and TTM 37124 follow the sequence of analysis of cumulative impacts conducted with the original approval of the specific plan. The text changes and TTM would not intensify overall development within the Specific Plan and would therefore not result in greater cumulative impacts than were previously analyzed under the IS/MND dated November 21, 2000. No mitigation measures are required.

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

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



November 10, 2016

Mohamad T Younes, P.E.  
Senior Vice President  
Inland Communities Corporation  
6430 W. Sunset Blvd. , Suite 460  
Los Angeles, CA 90028

Delivered via email to [mohamad.y@inlandcorp.com](mailto:mohamad.y@inlandcorp.com)

**RE: Letter Report for Cultural Resources Survey for the Rio Vista Plan Amendment Tentative Tract Map (TTM) 37124, Cathedral City, Riverside County, California.**

**Dear Mr. Younes:**

The following letter report details the results of a Phase One Cultural Resources Study conducted at your request for the Proposed Rio Vista Plan Amendment in support of the SB-18 and AB-52 Zone Changes and Density Transfer Project, Cathedral City, Riverside County, California.

**Purpose and Scope:** At the request of Inland Communities Corporation, a Phase One Cultural Resources Study was completed in support to determine if any cultural resources were located in the already disturbed project Area of Potential Effects (APE) of SB-18 and AB-52 zone changes and density transfer project for the proposed Rio Vista Plan Amendment. The project site is located on a private property south of Interstate 10 and north of the Vista Chino and Landau Boulevard intersection in Cathedral City (Figure 1).

**Project Description:** On October 21, 2016, Inland Communities Corporation requested a Cultural Resources survey and report services in support to identify any archaeological and historical resources within the APE of the Rio Vista Plan Amendment Project. Archaeologist Gregorio Pacheco (M.A. Candidate, CSU Los Angeles), conducted a Phase One Cultural Resources Study in two stages 1) a literature search and 2) a 5-meter transect survey of the 7.05 acres of the APE. Archaeologist Gary Stickel Ph.D., RPA supervised the methodology, served as a report author and provided quality control for the report. Richard Montijo M.S. produced report figures and managed spatial data for the project.

**Project Location:** The proposed project is located within Section 005, Township 4 South, Range 5 East, as shown on the Cathedral, California 7.5-minute USGS topographic quadrangle (Figure 2). As per standard professional procedure, the local Cahuilla Indian Tribe and the major knowledgeable anthropologist for the area, Dr. Lowell Bell, were notified of the project.

**Environmental Setting:** The highly disturbed property supports only pockets of native vegetation. Nevertheless, it is located at the northwestern edge of the Sonoran Desert and supports representative plant species of the Sonoran Creosote Bush Scrub community. Common species include creosote bush (*Larrea tridentata*), brittlebush (*Encelia farinosa*). The northwestern corner includes a depression that provides water for desert willow (*Chilopsis linearifolius*) and honey mesquite (*Prosopis glandulosa* var. *torreyana*).

Other shrubs, such as desertbroom (*Baccharis sarothroides*) and Emory's indigobush (*Psoralea emoryi*) also occur on the site, but nowhere do the shrubs form uniform cover. Instead, disturbance throughout the property and nuisance water from adjacent properties have encouraged non-native, sometimes ornamental plants to proliferate. Among the common invasive forbs are Mediterranean beardgrass (*Schismus barbatus*), red brome (*Bromus madritensis* ssp. *rubens*), and Bermuda grass (*Cynodon dactylon*). Tamarisk (*Tamarix aphylla*) is an invasive tree found along the western and northern property edges. One Mexican fan palm (*Washingtonia robusta*) occurs near the property's southern edge. Cultivars include lantana (*Lantana* sp.), Bougainvillea (*Bougainvillea* sp.) and fountain grass (*Pennisetum setaceum*) (Figure 3).

Wildlife observed consisted primarily of birds, including several fall migrants. Among the most frequently observed species were resident horned lark (*Eremophila alpestris*), common raven (*Corvus corax*) and house finch (*Haemorhous mexicanus*). Migrants included yellow-rumped warbler (*Setophaga coronata*) and white-crowned sparrow (*Zonotrichia leucophrys*). Mammals detected by tracks or sign included domesticated dog (*Canis lupus familiaris*) and black-tailed jackrabbit (*Lepus californicus*). A full list of scientific and common names for both plants and wildlife are provided in the Appendix as Table 1.

**Literature Search:** On November 3, 2016, Archaeologist Gregorio Pacheco conducted a literature search, which involved visiting the State of California archive which houses archaeological site information for the general area in question, which is called the Eastern Information Center (EIC) and located at the University of California Riverside. The intent was to gather information on the actual or potential cultural resources that might be present and of concern. Mr. Pacheco researched the project site and the area around it for ½ mile radius. The intent was to ascertain if any cultural resources, either prehistoric or historic had been discovered on the property and if so what was the nature of that data. The prehistoric resources could date back as far as 13,000 years ago with recent-most culture of the chronology being the Cahuilla Indian Tribe, which still occupies the general area today. No prehistoric archaeological sites have been recorded previously discovered within the study area. However one reddish brown potsherd of Indian pottery known as Tizon Brow-ware had been recorded previously. That potsherd was located approximately 450 ft south from the perimeter of the subject project area. Regarding historic data (i.e. dating to the sequent Spanish, Mexican and American eras, which may have been adobes, ranch houses, or other structures), no historic sites or artifacts had been noted previously reported to the Information Center. Given the close proximity of the potsherd, there was a potential for finding Native American data on the subject property.

**Field Methods and Results:** On November 4, 2016 qualified archaeologist Gregorio Pacheco conducted an on-site archaeological survey of the 7.05-acre APE. The property was found to be flat with several deposits of modern trash and construction debris (Figure 4). Modern wooden fence materials were also found in the project area (Figure 5). The project site has not been previously developed except extensive recent grading was in evidence across its extent (Figure 6). The archaeological survey was conducted in 5 meter transects across the entire property. Such transect spacing assures both a rapid but yet comprehensive search for any relevant data. No cultural resources, either prehistoric or historic, were observed on the entire property. Therefore, given standard procedures for the conduct of such Cultural Resources Management projects, it is unlikely that any cultural resources of a significant nature will be found on the property. When the property is built upon, if any artifacts or other cultural data is encountered, then Mr.

Pacheco should be notified so he and I can make appropriate recommendations as to how to handle such finds.

**Recommendations:** Given the results of the literature search and the negative results of the field site survey, there is no evidence that cultural resources will be a concern to the planned development. However if any are encountered, then either Mr. Pacheco or myself can be contacted to assist in that matter.

Truly yours,

A handwritten signature in black ink that reads "E. Gary Stickel". The signature is written in a cursive, flowing style.

E. Gary Stickel, Ph.D (UCLA)  
Consulting Archaeologist  
Ph. (323) 937-6997; email: dregarystickel@att.net

## APPENDIX

| <b>PLANTS</b>                                    |                          |                |
|--|--------------------------|----------------|
| <b>Scientific Name</b>                           | <b>Common Name</b>       | <b>Family</b>  |
| <i>Amaranthus albus</i>                          | Tumbleweed               | Amaranthaceae  |
| <i>Ambrosia salsola</i> *                        | Cheesebush               | Asteraceae     |
| <i>Baccharis sarothroides</i>                    | Desertbroom              | Asteraceae     |
| <i>Bebbia juncea</i>                             | Sweetbush                | Asteraceae     |
| <i>Bougainvillea</i> sp. **                      | Bougainvillea            | Nyctaginaceae  |
| <i>Bromus madritensis</i> ssp. <i>rubens</i> *   | Red Brome                | Poaceae        |
| <i>Chilopsis linearis</i>                        | Desert Willow            | Bignoniaceae   |
| <i>Croton californicus</i>                       | Desert Croton            | Euphorbiaceae  |
| <i>Cucurbita palmata</i>                         | Coyote Melon             | Cucurbitaceae  |
| <i>Cynodon dactylon</i> *                        | Bermuda Grass            | Poaceae        |
| <i>Dalea</i> sp.                                 | Dalea                    | Fabaceae       |
| <i>Encelia farinosa</i>                          | Brittlebush              | Asteraceae     |
| <i>Funastrum cynanchoides</i>                    | Climbing Milkweed        | Asclepiadaceae |
| <i>Hilaria rigida</i>                            | Big Galleta Grass        | Poaceae        |
| <i>Lantana</i> sp. **                            | Lantana                  | Verbenaceae    |
| <i>Larrea tridentata</i>                         | Creosote                 | Zygophyllaceae |
| <i>Pennisetum setaceum</i> *                     | Fountain Grass           | Poaceae        |
| <i>Peratoma arborea</i>                          | Bladderpod               | Cleomaceae     |
| <i>Petalonyx thurberi</i>                        | Sandpaper Plant          | Loasaceae      |
| <i>Prosopis glandulosa</i> var. <i>torreyana</i> | Honey Mesquite           | Fabaceae       |
| <i>Psoralea emoryi</i>                           | Emory's Indigo Bush      | Fabaceae       |
| <i>Salsola tragus</i> *                          | Russian Thistle          | Chenopodiaceae |
| <i>Schismus barbatus</i> *                       | Mediterranean Beardgrass | Poaceae        |
| <i>Sporobolus airoides</i>                       | Alkali Sacaton           | Poaceae        |
| <i>Tamarix ramosissima</i> *                     | Tamarisk                 | Tamaricaceae   |
| <i>Tigulia plicata</i>                           | Plicate Coldenia         | Boraginaceae   |
| <i>Washingtonia robusta</i> **                   | Mexican Fan Palm         | Arecaceae      |
| <b>WILDLIFE</b>                                  |                          |                |
| <b>Scientific Name</b>                           | <b>Common Name</b>       | <b>Taxon</b>   |
| <i>Charadrius vociferus</i>                      | Killdeer                 | Bird           |
| <i>Columba livia</i>                             | Rock Pigeon              | Bird           |
| <i>Corvus corax</i>                              | Common Raven             | Bird           |

|                                |                         |        |
|--------------------------------|-------------------------|--------|
| <i>Eremophila alpestris</i>    | Horned Lark             | Bird   |
| <i>Geococcyx californianus</i> | Greater Roadrunner      | Bird   |
| <i>Haemorhous mexicanus</i>    | House Finch             | Bird   |
| <i>Mimos polyglottos</i>       | Northern Mockingbird    | Bird   |
| <i>Pyrocephalus rubinus</i>    | Vermilion Flycatcher    | Bird   |
| <i>Sayornis nigricans</i>      | Black Phoebe            | Bird   |
| <i>Sayornis saya</i>           | Say's Phoebe            | Bird   |
| <i>Setophaga coronata</i>      | Yellow-rumped Warbler   | Bird   |
| <i>Zonotrichia leucophrys</i>  | White-crowned Sparrow   | Bird   |
| <i>Canis lupus familiaris</i>  | Domesticated Dog        | Mammal |
| <i>Lepus californicus</i>      | Black-tailed Jackrabbit | Mammal |
| <i>Sylvilagus audubonii</i>    | Desert Cottontail       | Mammal |

Table 1. Plant and Wildlife list.

\* Non-native Invasive Species

\*\* Non-native Cultivar



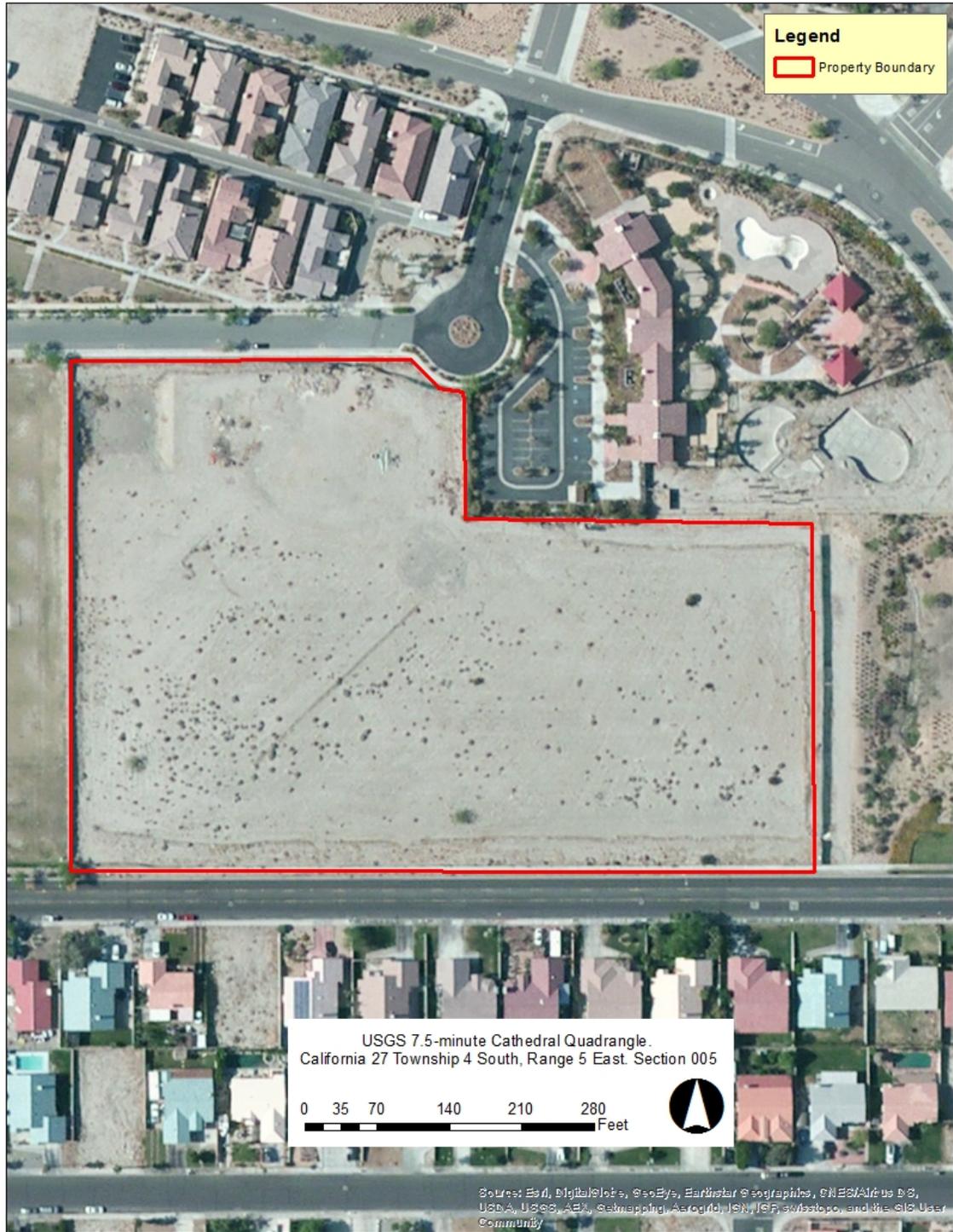


Figure 2. APE Location Map.



Figure 3. APE Plant Location Map with Photos.



Figure 4. Modern Refuse Deposits and Construction Debris. View to the south.



Figure 5. APE Previous Metal and Wood Fence Lines. View to the west.



Figure 6. Tire Track Equipment Disturbances. View to the southeast.



## TECHNICAL MEMORANDUM

# TTM 37124 Cluster Development

**PREPARED FOR:** Mohamad T Younes, P.E.  
Senior Vice President  
Inland Communities Corporation

**PREPARED BY:** Entech Consulting Group

**DATE:** January 10, 2017

**SUBJECT:** TTM 37124 Cluster Development Air Quality and Greenhouse Gas Assessment

## 1.0 Introduction

TTM 37124 proposes to construct a cluster development of 58 single-family, detached condominium homes on a 7.06-acre vacant lot (Lot 293 of Tract 28639-1) in Cathedral City. The development would require a Specific Plan Amendment to the Rio Vista Village Specific Plan to amend the following:

- 1) Change the zoning for Planning Area 2.2 from R-6 to R-2.
- 2) Establish design standards for the R-2 zone

This Air Quality and Greenhouse Gas (GHG) analysis has been prepared to support the Rio Vista Development Project through the environmental review and entitlement process and to provide information regarding potential impacts to air quality and GHG associated with the approval of the proposed project. The proposed project would generate changes in air quality and GHG emissions resulting from construction of the cluster development and emissions from additional trips generated by the proposed project. Due to these changes in air quality and GHG emissions, an analysis is required to compare emission levels to applicable South Coast Air Quality Management District (SCAQMD) significance thresholds. This air quality and GHG study evaluates potential air quality and GHG impacts from the proposed project utilizing CalEEMOD. The results of CalEEMOD will assist in demonstrating whether the proposed project would adhere to General Plan policies and goals for protecting sensitive land use categories in the project area as well as complying with CEQA Threshold requirements. The air quality and GHG final report will determine whether the project would:

- Conflict with or obstruct implementation of the applicable air quality plan
- Violate any air quality standard or contribute substantially to an existing or project air quality violation

- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)
- Expose sensitive receptors to substantial pollutant concentrations
- Create or expose a substantial number of people to objectionable odors
- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

The air quality and GHG analysis will be performed to demonstrate compliance with the California Environmental Quality Act (CEQA) and the Air Quality Element of the General Plan.

## 2.0 Project Location and Description

The project site is an undeveloped vacant lot located near Verando Drive and Landau Boulevard in Cathedral City, as shown in Figure 1. The project site is located within Planning Areas 2.2 and 2.3 of the Rio Vista Village Specific Plan (SP-97-55), known as Lot 293 of Tract 28639-1, and will construct the condominium residences on Lot 2. Lots 1 and 2 will be utilized for retention basins. The distribution of acreage for each lot is listed below.

- Lot 1 – 0.30 acre (retention basin)
- Lot 2 – 7.06 acres (58 single-family homes)
- Lot 3 – 1.21 acres (retention basin)

The entire construction period would occur within 12-18 months.

## 4.0 Sensitive Air Quality Receptors

People that are more susceptible to air quality are young children, the elderly, and people with immune deficiencies. Land uses, such as schools, daycare facilities, hospitals, elderly care facilities, residential properties and other areas that are occupied by people susceptible to air quality pollutants are considered sensitive air quality receptors. The project area is adjacent to other single and multi-family residences, the closest of which is approximately 40 feet north of the project boundary. Construction and operation of the proposed project has the potential to impact these sensitive receivers.

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

## **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). The SCAQMD is 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 PM<sub>10</sub> State Implementation Plan (CVSIP). The 2002 CVSIP included a request for an extension of the PM<sub>10</sub> 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 1 includes a description of the criteria pollutants, state and federal air quality standards and health effects and attainment status for the Salton Sea Air Basin (SSAB).

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

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

<sup>1</sup> CARB: [arb.ca.gov/research/aaqs/caaqs/caaqs.htm](http://arb.ca.gov/research/aaqs/caaqs/caaqs.htm), 5/4/16

As shown in Table 2, air quality in the SSAB exceeds state and federal standards for fugitive dust (PM<sub>10</sub>), and ozone (O<sub>3</sub>), and is in attainment/unclassified for PM<sub>2.5</sub>. 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.

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

| 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              |
| PM <sub>10</sub>        | Nonattainment           | Nonattainment           |
| PM <sub>2.5</sub>       | Attainment/Unclassified | Attainment/Unclassified |
| Lead                    | Attainment              | Attainment              |
| Sulfates                | No standard             | Attainment              |
| Hydrogen Sulfide        | No standard             | Unclassified            |
| Vinyl Chloride          | No standard             | No sufficient Data      |

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

### *Regional Air Quality*

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

### *Local Air Quality*

Project-related construction air emissions may have the potential to exceed state and federal air quality standards in the immediate vicinity of the project. As such, the SCAQMD developed Localized Significance Thresholds (LSTs) to assess localized air quality impacts from the project-related emissions on local air quality based on daily emissions of CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. 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.

#### *Toxic Air Contaminants*

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

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

| <b>Mass Daily Thresholds</b>                                    |   |                  |
|---|---|------------------|
| <b>Pollutant</b>  | <b>Construction</b>   | <b>Operation</b> |
| NO <sub>x</sub>   | 100 lbs/day   | 55 lbs/day       |
| VOC   | 75 lbs/day  | 55 lbs/day       |
| PM <sub>10</sub>  | 150 lbs/day   | 150 lbs/day      |
| PM <sub>2.5</sub>   | 55 lbs/day  | 55 lbs/day       |
| SO <sub>x</sub>   | 150 lbs/day   | 150 lbs/day      |
| CO  | 550 lbs/day   | 550 lbs/day      |
| Lead  | 3 lbs/day   | 3 lbs/day        |
| <b>Toxic Air Contaminants (TACs), Order, and GHG Thresholds</b> |   |                  |
| TACs (including carcinogens and non-carcinogens)                | Maximum incremental cancer risk $\geq 10$ in 1 million<br>Cancer burden $> 0.5$ excess cancer cases (in areas $\geq 1$ in 1 million)<br>Chronic and acute hazard index $\geq 1.0$ (project increment) |                  |
| Odor  | Project creates an odor nuisance pursuant to SCAQMD Rule 402  |                  |
| <b>Ambient Air Quality Standards for Criteria Pollutants</b>    |   |                  |
| NO <sub>2</sub> 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)        |                  |
| PM <sub>10</sub><br>24-hour average<br>Annual average           | 10.4 ug/m <sup>3</sup> (construction) & 2.5 ug/m <sup>3</sup> (operation)<br>1.0 ug/m <sup>3</sup>  |                  |
| PM <sub>2.5</sub><br>24-hour average                            | 10.4 ug/m <sup>3</sup> (construction) & 2.5 ug/m <sup>3</sup> (operation)   |                  |

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

|                         |   |
|-------------------------|---|
| SO <sub>2</sub>         |   |
| 1-hour average          | 0.25ppm (state) & 0.075 (federal-99 <sup>th</sup> percentile)   |
| 24-hour average         | 0.04 ppm (state)  |
| CO                      | 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) |
| 1-hour average          |   |
| 8-hour average          | 9.0 ppm (state/federal)   |
| Lead                    |   |
| 30-day average          | 1.5 ug/m <sup>3</sup> (state)   |
| Rolling 3-month average | 0.15 g/m <sup>3</sup> (federal)   |

- a. Source: SCAQMD CEQA Handbook (SCAQMD, 1993)
- b. Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).
- c. SCAQMD, March 2015

## 6.0 Air Quality Impact Assessment

This air quality impact assessment was conducted to determine the significance of the impact created by the short-term construction and long-term operation of the proposed project on the surrounding area. Construction may affect air quality as a result of the (1) construction equipment emissions, (2) fugitive dust from grading and earth moving, and (3) emissions from vehicles to/from the sites by construction workers. Operation related emissions would be generated primarily from vehicle emissions generated from the operation of the project with minor emissions from heating and cooling equipment other gas appliances located in the residences.

The California Emission Estimator Model (CalEEMod) was utilized to estimate emissions from construction and operation of the proposed project, which are compared to the thresholds defined above. Any exceedances of the thresholds created by the proposed project would identify the need to include mitigation measures to reduce the air quality impact created by the proposed project.

### **Conflict with or obstruct implementation of the applicable air quality plan**

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

The SCAQMD CEQA Handbook identifies two key measures of consistency:

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

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

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

Criterion 2 – Exceed Assumptions in the AQMP:

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

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

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

## Construction-Related Air Quality Impacts

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

### *Construction Emissions*

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

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

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

|                   | <b>CO</b> | <b>NOx</b> | <b>ROG</b> | <b>SOx</b> | <b>PM<sub>10</sub></b> | <b>PM<sub>2.5</sub></b> |
|-------------------|-----------|------------|------------|------------|------------------------|-------------------------|
| Summer            | 39        | 61         | 23         | 0.06       | 21                     | 13                      |
| Winter            | 39        | 61         | 23         | 0.06       | 21                     | 13                      |
| SCAQMD Thresholds | 550       | 100        | 75         | 150        | 150                    | 55                      |
| Exceeds Threshold | No        | No         | No         | No         | No                     | No                      |

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

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

As shown in Table 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.

*Localized Construction-Related Significance Thresholds and Emissions*

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

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

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

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

|                      | <b>CO</b> | <b>NO<sub>x</sub></b> | <b>PM<sub>10</sub><sup>1</sup></b> | <b>PM<sub>2.5</sub><sup>1</sup></b> |
|----------------------|-----------|-----------------------|------------------------------------|-------------------------------------|
| 2017                 | 75.3      | 109.7                 | 9.37                               | 7.99                                |
| SCAQMD<br>Thresholds | 2,292     | 304                   | 14                                 | 8                                   |
| Exceeds<br>Threshold | No        | No                    | No                                 | No                                  |

Source: CalEEMod Version 2016.3.1. See Appendix A for detailed tables.  
 SCAQMD Air Quality Significance Thresholds prepared by South Coast Air Quality Management District March 2015. Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins)  
<sup>1</sup> Mitigated emissions based on implementation of Rule 403, Rule 1407. Assumes an overall PM<sub>10</sub> reduction of 70% and PM<sub>2.5</sub> of 80%

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

#### **Construction-Related Toxic Air Contaminant Impacts**

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

#### **Long-Term Operational Impacts**

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

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

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

|                      | <b>CO</b> | <b>NOx</b> | <b>ROG</b> | <b>Sox</b> | <b>PM<sub>10</sub></b> | <b>PM<sub>2.5</sub></b> |
|----------------------|-----------|------------|------------|------------|------------------------|-------------------------|
| Summer               | 44        | 5          | 17         | 0.11       | 7                      | 5                       |
| Winter               | 44        | 5          | 17         | 0.11       | 7                      | 5                       |
| SCAQMD<br>Thresholds | 550       | 55         | 55         | 150        | 150                    | 55                      |
| Exceeds<br>Threshold | No        | No         | No         | No         | No                     | No                      |

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

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

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

#### **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 40 feet to the north of the project site.

### **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 PM<sub>10</sub>, ozone, or ozone precursors will unavoidably contribute, at some level, to regional non-attainment designation of ozone, and PM<sub>10</sub>. 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 PM<sub>10</sub> 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 PM<sub>10</sub>. Emission of CO, NO<sub>x</sub>, and ROG that exceed the SCAQMD operational thresholds would contribute to the ozone nonattainment designation, while emission of PM<sub>10</sub> that exceed the SCAQMD thresholds would contribute to the PM<sub>10</sub> 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, NO<sub>x</sub>, ROG, and PM<sub>10</sub> during construction and operation of the project are unavoidable and will marginally contribute to regional ozone and PM<sub>10</sub> nonattainment designations. The following discussions address cumulative impacts to ozone and PM<sub>10</sub>.

#### *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, NO<sub>x</sub>, 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 TTM 37124 cluster development 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 PM<sub>10</sub>*

Similar to ozone, PM<sub>10</sub> is regulated through the 2012 AQMP and 2002 PM<sub>10</sub> CVSIP. Additional PM<sub>10</sub> 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 PM<sub>10</sub>. 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 PM<sub>10</sub> emissions will be less than significant.

### **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 be degraded with project. 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 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. Construction and operational emissions from the project will be less than significant with the implementation of a mitigation limiting the number of acres graded to five acres per day or less. Therefore, the project will result in a less than significant impact on sensitive receptors with the implementation of mitigation.

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 requires implementation of Rule 403.1 for all projects. A fugitive dust control plan consistent with Rule 403.1 is required to be submitted to and approved by the City before issuance of a grading permit.

The following are methods or techniques that may be applied to various operations or equipment when appropriate to mitigate estimated emissions from particulate matter to achieve a 70 to 85 percent reduction in PM<sub>10</sub> and PM<sub>2.5</sub> construction emissions.

**Table 7. Fugitive Dust Mitigation Measures**

| <b>Emission Source</b>         | <b>Mitigation Measure</b>  | <b>Emission Reduction Efficiency</b> | <b>Favorable Factors</b>   |
|--------------------------------|--|--------------------------------------|--|
| Fugitive dust/<br>Construction | Apply non-toxic chemical soil stabilizers according to manufactures' specifications, to all inactive construction areas (previously graded areas inactive for ten days or more)  | 30%-65%*                             | Stabilizers applied in sufficient concentration to provide erosion protection for at least on year |
| Fugitive dust/<br>Construction | Replace ground cover in disturbed areas as quickly as possible   | 15%-49%*                             | Small, densely planted ground cover  |
| Fugitive dust/<br>Construction | Water active sites at least twice daily  | 34%-68%*                             | Water at sufficient frequency to keep soil moist enough so visible plumes are eliminated           |
| Fugitive dust/<br>Construction | Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour   | Not quantified                       |  |
| Fugitive dust/<br>Construction | Monitor for particulate emissions according to District-specified procedures   | Not quantified                       |  |
| Fugitive dust<br>from roads    | All trucks hauling, dirt, sand, soil or other loose materials are to be covered, or should maintain at least two feet of freeboard in accordance with CVC Section 23114, (freeboard means vertical space between the top of the load and top of the trailer) | 7%-14%*                              | Tightly secured covering to truck  |
| Fugitive dust<br>from roads    | Sweep streets once a day if visible soil materials are carried to adjacent streets   | 25%-60%*                             | Sweep streets immediately after period of heaviest vehicular track-out activity                    |
| Fugitive dust<br>from roads    | Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.   | 40%-70%*                             | Set up truck washing area on paved access road area so subsequent truck travel on                  |

| Emission Source          | Mitigation Measure   | Emission Reduction Efficiency | Favorable Factors                            |
|--------------------------|--|-------------------------------|--|
|                          |  |                               | unpaved roads can be eliminated              |
| Fugitive dust from roads | Apply water three times daily to all unpaved parking or staging areas or unpaved road surfaces | 45%-85%*                      | Use water spraying for unpaved road surfaces |
| Fugitive dust from roads | Traffic speeds on all unpaved roads to be reduced to 15 miles per hour or less                 | 40%-70%*                      | Effective traffic control                    |

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

**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 NO<sub>x</sub> 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 PM<sub>10</sub> 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 blow sand/erosion prevention plan.

## 7.0 Greenhouse Gas Impact Assessment

This GHG assessment evaluates the potential for the proposed project to cumulatively contribute to GHG emissions. GHG impacts are considered on a global scale, as single projects are not substantial enough to result in a measurable increase in global concentrations of GHG emissions, GHG impacts of a project are considered on a cumulative basis. This section also evaluates consistency of the project with the strategies outlined in the CARB Scoping Plan and thresholds.

### *Construction Emissions*

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

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

| <b>Emission Source</b>                        | <b>Estimated Emissions</b> | <b>CO<sub>2e</sub></b> |
|---|----------------------------|------------------------|
| <b>Construction Emissions</b>                 |                            |                        |
| Total   | 232.93 (MT)                |                        |
| Annual Construction (Amortized over 30 years) | <b>7.76 (MT/Yr)</b>        |                        |

NOTES: CO<sub>2e</sub>= carbon dioxide equivalent; MT =metric tons; MT/yr = metric tons per year.

**Operational Emissions**

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

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

As shown in Table 9, the proposed project's total net annual GHG emissions would be approximately 752.24 MTCO<sub>2e</sub> per year (detailed calculations are included in the Appendix). This would not exceed the County's screening threshold of 3,000 MTCO<sub>2e</sub> per year. Therefore, the net increase in GHG emissions resulting from implementation of the proposed project would be less than significant.

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

| <b>Emission Source</b>                                     | <b>Estimated Emissions<br/>CO<sub>2</sub>e (MT/yr)</b> |
|--|--|
| <b>Construction</b>  |  |
| Annual Mitigated Construction<br>(Amortized over 30 years) | 7.76   |
| <b>Project Operations</b>                                  |  |
| Area Sources   | 18.97  |
| Energy Consumption   | 195.98   |
| Mobile Sources   | 498.80   |
| Waste  | 5.42   |
| Water  | 25.31  |
| <b>Total (Construction and Operational Emissions)</b>      | <b>752.24</b>  |
| Significance Threshold                                     | 3,000  |
| Exceed thresholds?   | No   |

NOTES: CO<sub>2</sub>e= carbon dioxide equivalent; MT/yr = metric tons per year.

As described above, the proposed project would result in 752.24 MTCO<sub>2</sub>e/year, which is less than the Tier 3 GHG screening threshold.

#### **Consistency with CARB Scoping Plan**

Scoping Plan includes Recommended Actions that are listed in Table 10, the actions that are most applicable to the project would be Actions E-1 (increased Utility Energy efficiency programs including more stringent building and appliance standards), CR-1 (Energy Efficiency), GB-1 (Green building), and W-1 (Increased water use efficiency). CARB Scoping Plan Action E-1, together with Action CR-1 (Energy Efficiency), and GB-1 (Green Building), aims to reduce electricity demand by increased efficiency of Utility Energy Programs and adoption of more stringent building and appliance standards, while Action W-1 aims to promote water use efficiency. The proposed project would be designed to comply with the CalGreen Code to ensure that the new facilities would use resources (energy, water, etc.) efficiently and significantly reduce pollution and waste. Therefore, the proposed project would be consistent with the Scoping Plan measures through incorporation of stricter building and appliance standards.

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

| Scoping Plan Measure   | Project Consistency with Measure   |
|--|--|
| California Light-Duty Vehicle Greenhouse Gas Standards. Implement adopted standards and plan second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.             | Consistent. These are CARB enforced standards; vehicles that access the project site would be required to comply with the standards and will be consistent with the measure.                           |
| Energy Efficiency. Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers in California. | Consistent. The project will be compliant with the current Title 24 standards.   |
| Low Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.  | Consistent. These are CARB enforced standards; vehicles that access the project site would be required to comply with the standards and will be consistent with the measure.                           |
| Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.   | Consistent. These are CARB enforced standards; vehicles that access the project site would be required to comply with the standards and will be consistent with the measure.                           |
| Medium/Heavy-Duty Vehicles. Adopt medium and heavy-duty vehicle efficiency measures.   | Consistent. These are CARB enforced standards; vehicles that access the project site would be required to comply with the standards and will be consistent with the measure.                           |
| Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.  | Not applicable to this project.  |
| High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases   | Consistent. CARB identified five measures that reduce emissions from vehicular and commercial refrigeration systems; vehicles that access the project that are required to comply with these measures. |
| Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.   | Not applicable to this project.  |
| Water – Continue efficiency programs and use cleaner energy sources to move and treat water  | Not applicable to this project.  |

## Conclusion

The GHG assessment demonstrates that the proposed project would result in less than significant impacts related to GHG. Modeling of the GHG emissions from the construction and operation of the project demonstrate that the proposed project would result in approximately 752.24 MTCO<sub>2e</sub> per year, which would not exceed the threshold of 3,000 MT/year CO<sub>2e</sub>. In addition, the proposed project would not conflict with any applicable plan, policy or regulation for the purposes of reducing GHG emissions levels. Therefore, GHG emissions related to the proposed project would result in a less than significant impact on the environment.

## 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.

## References

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South Coast Air Quality Management District Greenhouse Gas CEQA Significance Thresholds. Accessed:  
<http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds>

# **Appendix A**

## **CalEEMOD Results**