



## 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 Design Review No. 18-002, General Plan Amendment No. 16-006 and Change of Zone No. 16-005 for a multi-family residential development of 60 units of housing for veterans (Veterans Village) on approximately 6.5 acres of an 8.9-gross acre project site. Housing and ancillary uses will be on the western side of the site while 2.4 acres on the eastern side will remain undeveloped. The project includes a proposed General Plan Amendment and Change of Zone to change the current General Plan land use designation from RL (Low Density Residential, 2-4.5 du/acre) to RM (Medium Density Residential, 4.5-10 du/acre) and change the current zoning from R1 (Single-Family Residential) to R2 (Multiple-Family Residential). The project site is located on the east side of Landau Boulevard, between Corta Road and Vega Road (APNs 678-060-001 through -005 and -049 through -053).

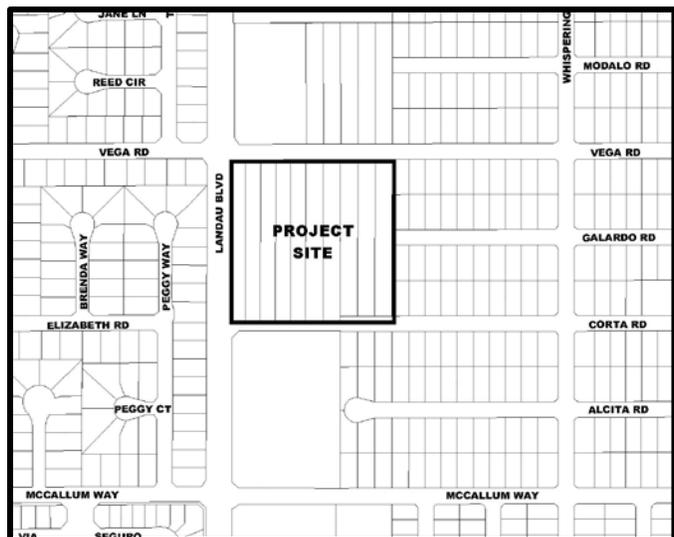
This Initial Study was completed in accordance with the California Environmental Quality Act (CEQA). This Initial Study was undertaken for the purpose of deciding whether the project may have a significant effect on the environment. On the basis of such Initial Study, City Staff has determined that the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

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

The public review period for this Initial Study and Draft Mitigated Negative Declaration will be from October 1, 2018 to October 21, 2018. Any person wishing to comment on this matter must submit such comments in writing during the review period. Comments of all Responsible Agencies are also requested. Please submit responses to:

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

The project has been tentatively scheduled for public hearing before the Planning Commission on October 17, 2018 and the City Council on November 14, 2018.





# VETERANS VILLAGE

## ADMINISTRATIVE DRAFT INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

### Lead Agency:

City of Cathedral City  
68700 Avenida Lalo Guerrero  
Cathedral City, Calif. 92234

### Project Applicant:

A0685 Cathedral City LP  
2000 E. Fourth Street  
Santa Ana, Calif. 92705

### CEQA Consultant:

**ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.**

2030 Main Street, Suite 1200  
Irvine, Calif. 92614

September 2018

## Table of Contents

<b>1</b>	<b>INTRODUCTION</b> .....	<b>4</b>
1.1	PURPOSE OF THE INITIAL STUDY.....	4
1.2	DOCUMENT ORGANIZATION.....	5
<b>2</b>	<b>PROJECT SETTING</b> .....	<b>5</b>
2.1	PROJECT LOCATION .....	5
2.2	EXISTING LAND USES AND DESIGNATION OF THE PROJECT SITE .....	5
2.3	SURROUNDING LAND USES AND ZONING DESIGNATIONS.....	8
<b>3</b>	<b>PROJECT DESCRIPTION</b> .....	<b>8</b>
3.1	PROPOSED PROJECT.....	8
3.2	CONSTRUCTION .....	9
3.3	DISCRETIONARY APPROVALS .....	16
<b>4</b>	<b>ENVIRONMENTAL CHECKLIST FORM</b> .....	<b>17</b>
4.1	ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED .....	17
4.2	DETERMINATION .....	17
4.3	ENVIRONMENTAL CHECKLIST QUESTIONS.....	20
<b>5</b>	<b>DOCUMENT PREPARERS AND CONTRIBUTORS</b> .....	<b>100</b>
<b>6</b>	<b>ACRONYMS &amp; ABBREVIATIONS</b> .....	<b>101</b>

**Figures**

Figure 1 Regional Location ..... 6  
 Figure 2 Aerial of Project Site..... 7  
 Figure 3 Proposed Site Plan..... 11  
 Figure 4 Building Elevations ..... 12  
 Figure 5 Conceptual Landscape Plan..... 13  
 Figure 6 General Plan Land Uses..... 14  
 Figure 7 Zoning ..... 15  
 Figure 8 Ambient Noise Measurement Location .....67

**Tables**

Table 1. Construction Schedule ..... 10  
 Table AQ-1. SCAQMD Regional Daily Emissions Thresholds..... 27  
 Table AQ-2. Construction Emissions ..... 28  
 Table AQ-3. Operational Emissions ..... 28  
 Table AQ-4: Localized Air Pollutant Emissions ..... 29  
 Table GHG-1. GHG Construction Emissions..... 45  
 Table GHG-2. Total GHG Emissions ..... 46  
 Table GHG-3. Greenhouse Gas Reduction Policies ..... 47  
 Table N-1. Permitted Construction Hours..... 65  
 Table N-2. Land Use Compatibility for Community Noise Environments..... 66  
 Table N-3. Measured Ambient Noise Levels ..... 67  
 Table N-4. Approximate Vibration Levels Induced by Construction Equipment..... 69  
 Table N-5. Human Response to Vibration ..... 70  
 Table N-6. Vibration Source Levels for Construction Equipment ..... 70  
 Table N-7. Construction Noise Levels..... 72  
 Table PS-1. PSUSD Student Generation..... 77  
 Table T-1. Project Trip Generation ..... 85  
 Table T-2. Cumulative Project Trip Generation..... 86  
 Table T-3. Intersection Analysis for Existing (2016) Conditions..... 87  
 Table T-4. Intersection Analysis for Existing (2016) + Project Traffic..... 87  
 Table T-5. Intersection Analysis for Existing + Ambient + Project Traffic (EAP 2018) ..... 88  
 Table T-6. Intersection Analysis for Existing + Ambient + Project + Cumulative (EAPC 2018) ..... 89  
 Table T-7. Fair-Share Percentages for Landau Boulevard/McCallum Way Intersection..... 90

# 1 INTRODUCTION

## 1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study has been prepared in accordance with the following:

- California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Sections 21000 et seq.); and
- California Code of Regulations, Title 14, Division 6, Chapter 3 (State CEQA Guidelines, Sections 15000 et seq.).

Pursuant to CEQA, this Initial Study has been prepared to analyze the potential for significant impacts on the environment resulting from implementation of the proposed residential project. As required by State CEQA Guidelines Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the City of Cathedral City (City), in consultation with other jurisdictional agencies, to determine if a Mitigated Negative Declaration or an Environmental Impact Report is required for the project.

This Initial Study informs City decision-makers, affected agencies, and the public of potentially significant environmental impacts associated with the implementation of the project. A “significant effect” or “significant impact” on the environment means “*a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project.*” (Guidelines §15382)

Given the project’s broad scope and level of detail, combined with previous analyses and current information about the site and environs, the City’s intent is to adhere to the following CEQA principles:

- Provide meaningful early evaluation of site planning constraints, service and infrastructure requirements, and other local and regional environmental considerations. (Pub. Res. Code §21003.1)
- Encourage the applicant to incorporate environmental considerations into project conceptualization, design, and planning at the earliest feasible time. (State CEQA Guidelines §5004[b][3])
- Specify mitigation measures for reasonably foreseeable significant environmental effects, and commit the City and applicant to future measures containing performance standards to ensure their adequacy when detailed development plans and applications are submitted. (State CEQA Guidelines §15126.4)

### **Project Design Features (PDFs) and Standard Conditions/Existing Plans, Programs, or Policies (PPPs)**

Throughout the impact analysis in this Initial Study, reference is made to 1) applicant-initiated Project Design Features (PDFs); 2) existing Standard Conditions applied to all development on the basis of federal, state, or local law; and 3) Existing Plans, Programs, or Policies currently in place which effectively reduce environmental impacts. Standard Conditions and Existing Plans, Programs, or Policies are collectively identified in this document as PPPs. Where applicable, PDFs and PPPs are listed to show their effect in reducing potential environmental impacts. Where the application

of these measures does not reduce an impact to below a level of significance, a project-specific mitigation measure would be introduced.

## 1.2 DOCUMENT ORGANIZATION

This IS/MND includes the following sections:

### Section 1.0 Introduction

Provides information about CEQA and its requirements for environmental review and explains that an Initial Study/MND was prepared by the City to evaluate the proposed project's potential to impact the physical environment.

### Section 2.0 Project Setting

Provides information about the proposed project's location.

### Section 3.0 Project Description

Includes a description of the proposed project's physical features and construction and operational characteristics.

### Section 4.0 Environmental Checklist Form

Includes the Environmental Checklist and evaluates the proposed project's potential to result in significant adverse effects to the physical environment.

### Section 5.0 Document Preparers & Contributors

### Section 6.0 Acronyms & Abbreviations

## 2 PROJECT SETTING

### 2.1 PROJECT LOCATION

The project site consists of 8.9 gross acres (8.4 net acres) bounded by Landau Boulevard on the west, Corta Road on the south, and Vega Road on the north. The site consists of assessor's parcel numbers (APNs) 678-060-001 through -005 and -049 through -053. See Figures 1 and 2.

### 2.2 EXISTING LAND USES AND DESIGNATION OF THE PROJECT SITE

The project site is currently vacant. The site's General Plan land use designation is RL (Low Density Residential, 2-4.5 du/ac) and zoning designation R1 (Single-Family Residential).

Figure 1 Regional Location

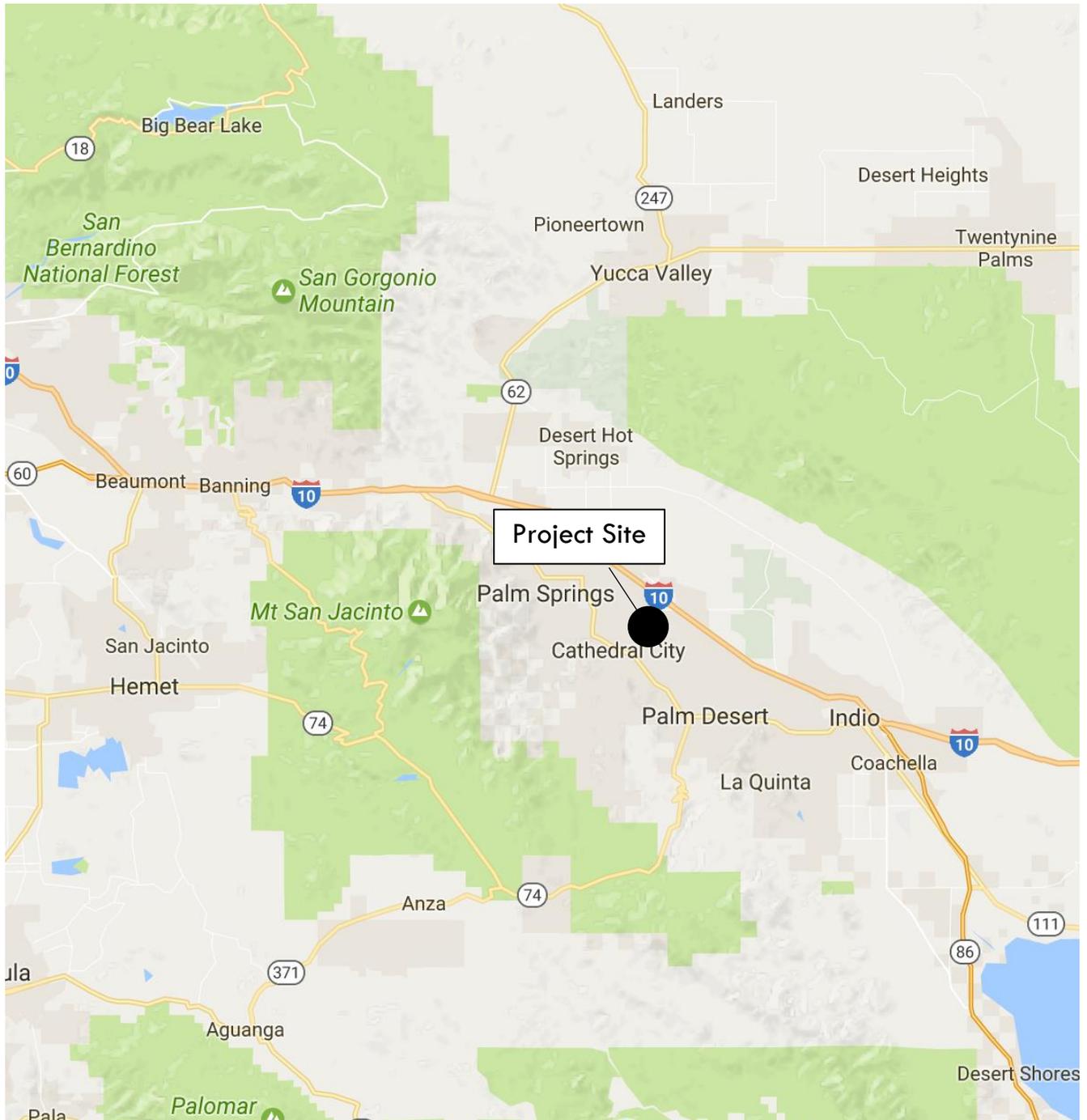
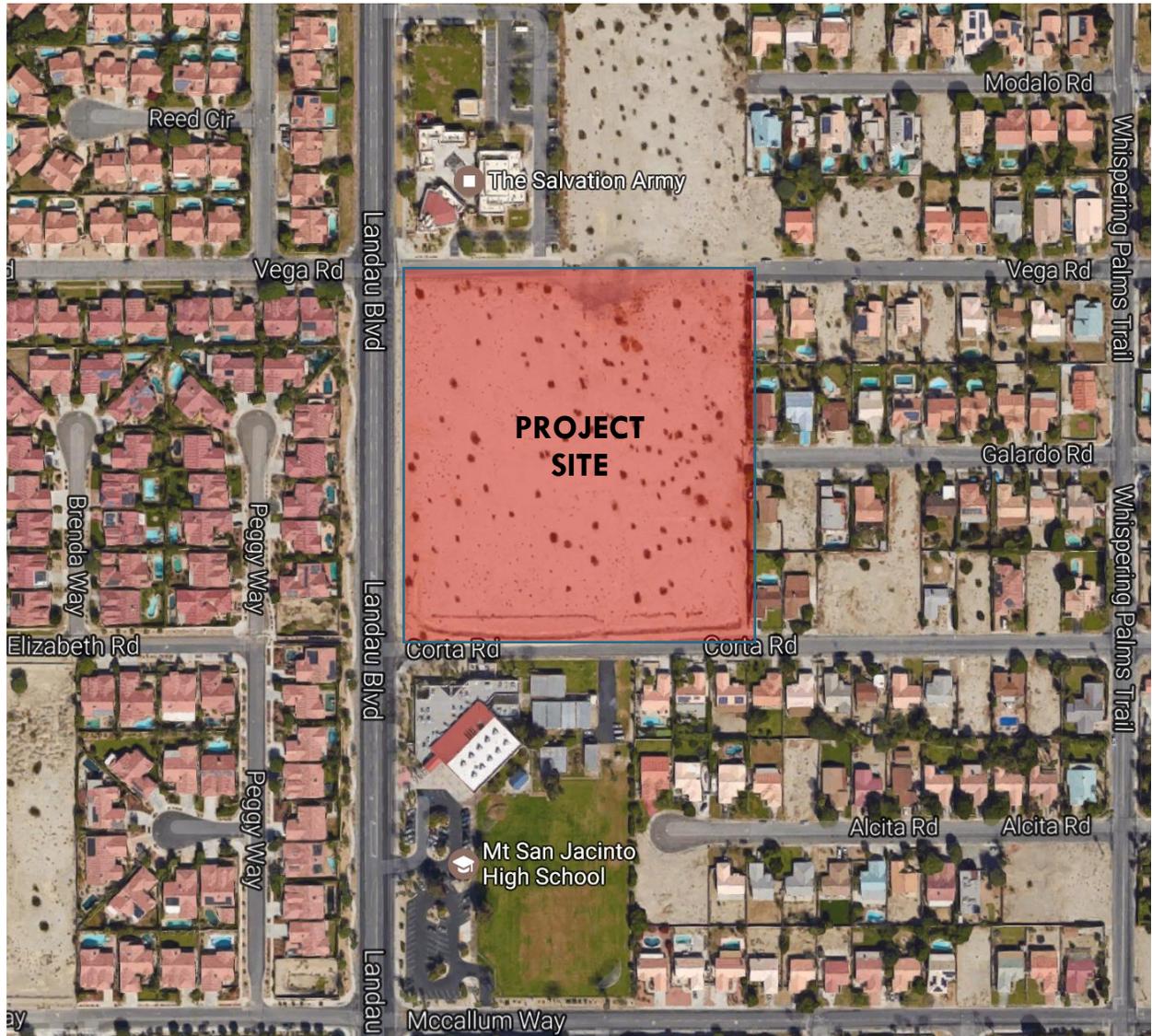


Figure 2 Aerial of Project Site



## 2.3 SURROUNDING LAND USES AND ZONING DESIGNATIONS

The site is bounded by the following land uses and land use designations:

	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Land Use</i>
North	RL	R1	Vacant, Salvation Army facility and community center
South	P/S (Schools) RL	R1	Mt. San Jacinto High School, single-family detached residential
East	RL	R1	Single-family detached residential
West	RL	R1	Single-family detached residential

## 3 PROJECT DESCRIPTION

### 3.1 PROPOSED PROJECT

The proposed project consists of a multifamily residential development of 60 units of housing for Veterans on approximately 6.5 acres of the 8.9-gross acre project site. Housing and ancillary uses would be on the western side of the site while the eastern side would be occupied by approximately 2.4 acres of undeveloped land. Approximately 0.5 acre would be dedicated as public right-of-way. See Figures 3 through 5. The project includes a proposed Change of Zone (CZ 16-005) and General Plan Amendment (GPA 16-006) for the entire 8.9-acre site. The CZ and GPA proposes to change the current zoning from R1 (single-family residential) to R2 (Multiple-Family Residential) and from the current RL (Low Density Residential, 2-4.5 du/acre) General Plan land use designation to RM (Medium Density Residential, 4.5-10 du/ac).

#### 3.1.1 Residential Development

The residential component of the project consists of one two-story building. The 60 units would consist of 12 two-bedroom units and 48 one-bedroom units. Three floorplans are proposed; one-bedroom units would be approximately 670 to 710 square feet and two-bedroom units approximately 1,000 square feet.

#### 3.1.2 Common Area Facilities

Centrally located within the project area is a community building of approximately 2,964 square feet. Uses within the one-story community building would include a community room of over 1,000 square feet with an attached kitchen, leasing and social services offices, a conference room, a computer room, and restrooms. Behind the community building is a swimming pool; two shower stalls would be provided along the back of the community building, near the pool. The retention areas would accommodate recreational uses such as bocce ball, horseshoes, and sand volleyball courts.

#### 3.1.3 Access, Circulation, and Parking

As part of the project, Vega Road along the north side of the site would be constructed, closing an existing 330-foot gap in the roadway network between the residential neighborhood to the east

and Landau Boulevard. The northern half of Corta Road would also be constructed, including a 30-foot half-width right-of-way with sidewalks and curbs and a 20-foot paved section. The project proposes three unsignalized, gated access points, one each from Landau Boulevard, Corta Road, and Vega Road. The access driveways would lead to a parking area with 100 parking spaces, including 60 carport spaces and 30 uncovered spaces. A drop-off location would be located near the project's entry building off Landau Boulevard. Screened trash enclosures would be located within the parking area.

Pedestrian circulation would be provided through new sidewalks along Landau Boulevard, Corta Road, and Vega Road, which would connect to an on-site system of walkways between the residential buildings and common facilities. A decorative covered entry walk marks the primary pedestrian entry from Landau Boulevard.

The residential portion of the project site will be fenced with a tubular steel, wrought iron, or similar fence.

#### 3.1.4 Landscaping, Stormwater Management, and Signage

Landscaping is planned between all buildings, with a wider buffer of landscaped area along the street frontages. Landscaping would include a mix of native and adapted trees, shrubs, and groundcovers. Separating adjacent streets from the project's buildings would be linear swale features; on the east side of the site are two retention areas, each approximately 0.3 acre in size.

Project identification signs or monument signs would be placed along Landau Boulevard.

#### 3.1.5 Utilities

Water, wastewater, natural gas, electricity, and cable television services are available along adjacent streets. Only lateral connections to the site would be required to provide service.

#### 3.1.6 Requested Entitlements

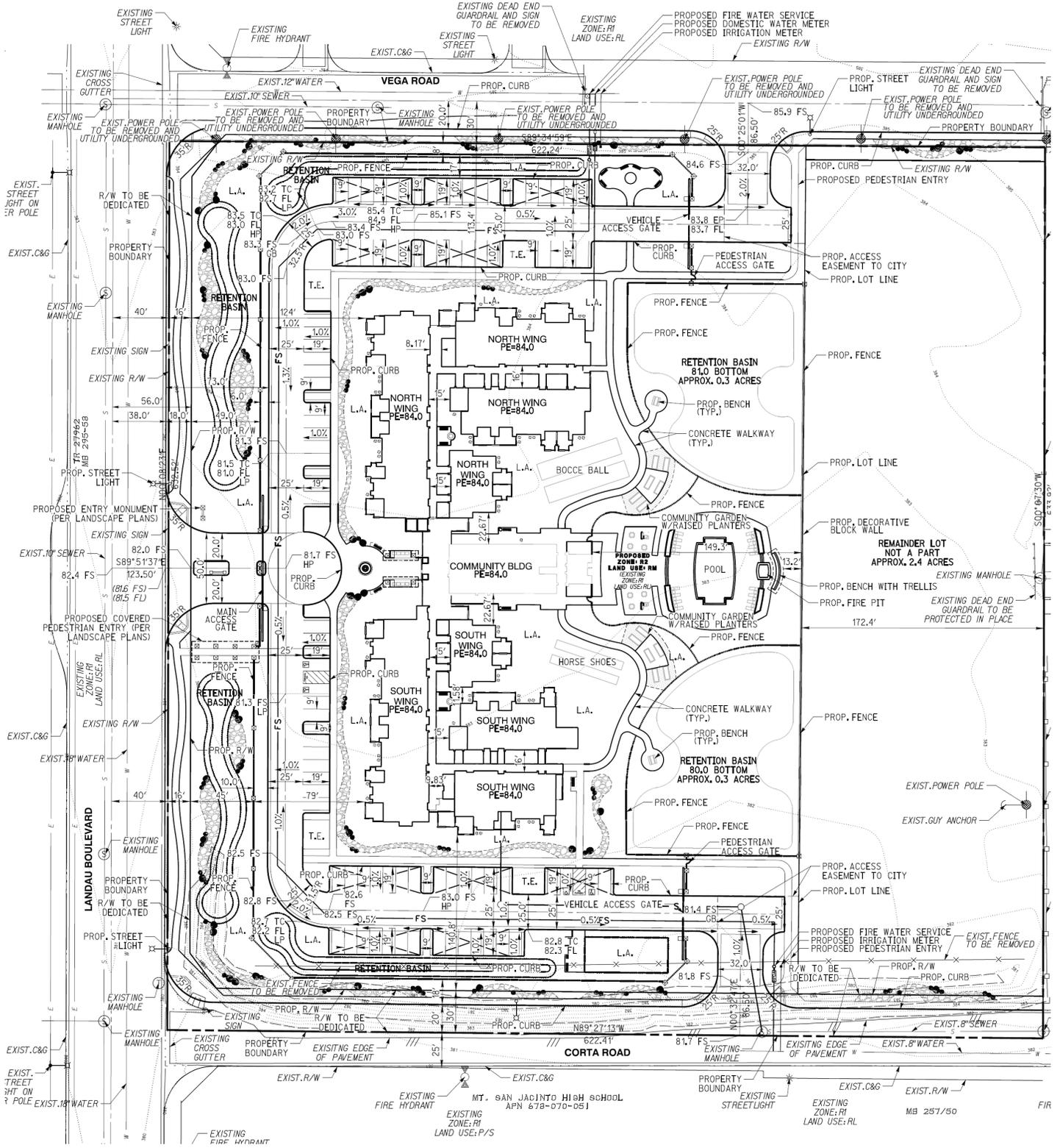
Implementation of the project requires a General Plan Amendment to change the site's General Plan land use designation from RL to RM (Medium Density Residential, 4.5-10 du/ac); a Change of Zone from R1 to R2 (Multiple-Family Residential); and a Design Review to ensure consistency with the General Plan, architectural and landscape design considerations, and site plan review. See Figures 6 and 7.

### 3.2 CONSTRUCTION

Construction of the project is anticipated to last approximately 13 months, as described in Table 1, below. Construction activities would include site preparation, grading, paving, building construction, and architectural coatings.

**Table 1. Construction Schedule**

<b>Construction Phase</b>	<b>Length</b>
Site Preparation & Grading	1.5 months
Paving	1 month
Building Construction & Architectural Coating	10 months





① West elevation (Landau Blvd)



West elevation - south wing  
scale: 1/8" = 1'-0"



West elevation - north wing



② North elevation (Vega Rd)

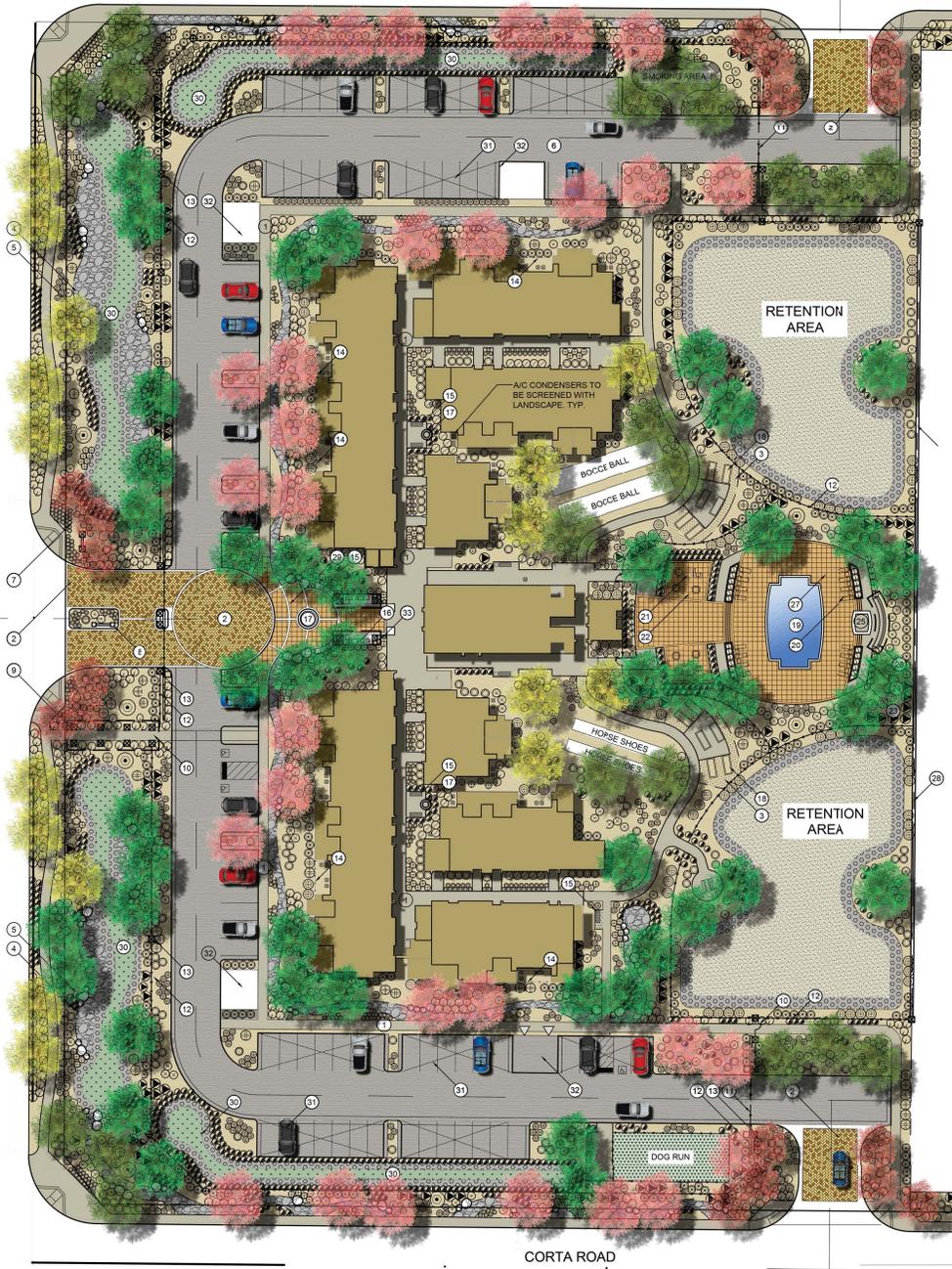


③ South elevation (Corta Rd)  
scale: 1/8" = 1'-0"

VEGA ROAD

LANDAU BLVD

CORTA ROAD



CONSTRUCTION LEGEND

SYMBOL	DESCRIPTION
1	CONCRETE WALKWAY
2	ENHANCED DRIVEWAY - ANGELUS HOLLAND PERMEABLE PAVERS
3	DECOMPOSED GRANITE AT RAISED PLANTERS
4	3'-6" DIA. COBBLE
5	LANDSCAPE BOULDER
6	ASPHALT PARKING LOT
7	ENTRY MONUMENTATION
8	DIRECTORY INTERCOM
9	COVERED PEDESTRIAN ENTRY WITH ALUMAWOOD TRELLIS
10	PEDESTRIAN GATE
11	VEHICULAR GATE
12	5' HIGH TUBULAR STEEL FENCE (AMERISTAR FENCE - MONTAGE SERIES)
13	6' HIGH PILASTER
14	30" HIGH SCREEN LATTICE
15	BENCH
16	MAILBOX LOCATIONS (AF FLORENCE MANUFACTURING)
17	FOUNTAIN
18	COMMUNITY GARDEN WITH RAISED PLANTERS
19	POOL
20	CHAISE LOUNGE (TROPITONE MILLENNIA PADDED ARMLESS #041533PS)
21	BULL ISLAND BBQ
22	OUTDOOR DINING TABLE AND CHAIRS (TROPITONE MILLENNIA DINING CHAIR #220424PS & SPECTRUM 40" ROUND DINING UMBRELLA TABLE #800148)
23	RAISED PLANTER
24	RAMP
25	BUILT-IN FIREPIET
26	BUILT-IN SEATING WITH OVERHEAD TRELLIS
27	POOL DECK WITH INTEGRAL COLORED CONCRETE
28	6" HIGH ARTISAN PRECAST FENCESTONE
29	INTEGRAL COLORED CONCRETE AT ENTRY
30	RETENTION BASIN PER CIVIL ENGINEERS PLAN
31	COVERED PARKING PER ARCHITECT'S PLAN
32	TRASH ENCLOSURE PER ARCHITECT'S PLAN
33	OVERHEAD TRELLIS

PRELIMINARY PLANT PALETTE

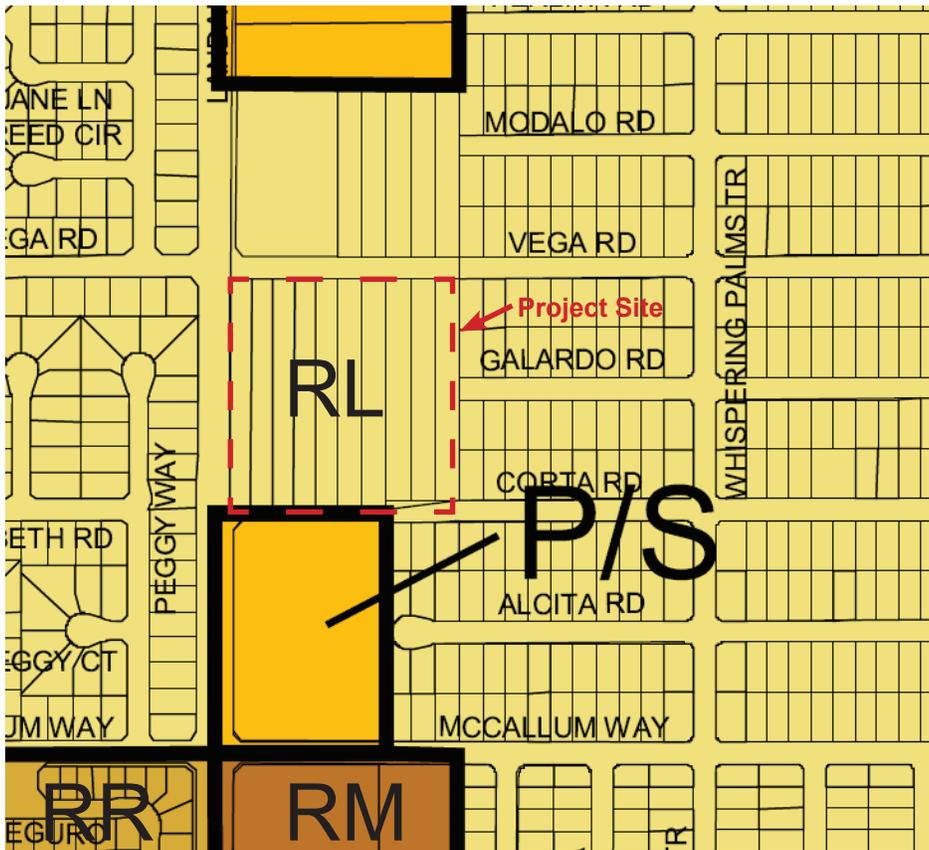
SYMBOL	BOTANICAL NAME / COMMON NAME	SIZE	SPACING	MIN CALIPER	DECI / EVER	QTY
	Olea europaea 'Villanova' / Wilson Fruitless Olive	24" Box	Per Plan	1.5"	E	21
	Lagotis montana indica / Green Myrtle	24" Box	Per Plan	1"	D	17
	Chamaelirium luteum / Chamaelirium	24" Box	Per Plan	1.5"	D	36
	Pinus eldarica / Afghan Pine	24" Box	Per Plan	2"	E	45
	Baccharis floribunda / Blue Palo Verde	24" Box	Per Plan	1.5"	D	16
						TOTAL TREES 135
						% EVERGREEN 50%

PRELIMINARY PLANT PALETTE

FINAL PLANT SELECTION MAY CONSIST OF:

SYM	BOTANICAL NAME	COMMON NAME	SIZE	W/COLS	QTY
○	Agave viviparica	Ocotopus Agave	15gal	L	13
○	Aloe 'Blue Elf'	Blue Elf Aloe	3gal	L	433
○	Bougainvillea 'La Jolla'	La Jolla Bougainvillea	5gal	L	186
●	Caesalpinia pulcherrima	Red Bird of Paradise	5gal	L	166
●	Callitriche californica	Baja Fairy Dust	5gal	L	76
○	Dalea greggii	Trailing Indigo Bush	1gal	L	578
○	Desfontainia wheeleri	Desert Spoon	5gal	L	96
○	Fouquieria splendens	Occoillo	3 cane min.	VL	11
○	Hesperaloe parviflora	Red Yucca	1gal	L	440
○	Lantana 'Gold Mount'	Gold Mount Lantana	5gal	L	309
○	Leucophyllum c. 'Thundercloud'	'Violet Silverleaf'	15gal	L	366
●	Muhlenbergia 'Regal Mist'	Regal Mist	1gal	L	1005
○	Pennisetum setaceum	Fountain Grass	5gal	L	371
○	Rosmarinus o. 'Huntington Carpet'	Prostrate Rosemary	5gal	L	42
○	Salvia g. 'Furnari's Reef'	Furnari's Red Autumn Sage	5gal	L	172
▽	Macleodena unguis-cati	Cat's Claw	5gal	L	2
○	Brundagea p. 'Floribunda'	Yesterday, Today & Tomorrow	5 Gal	M	48

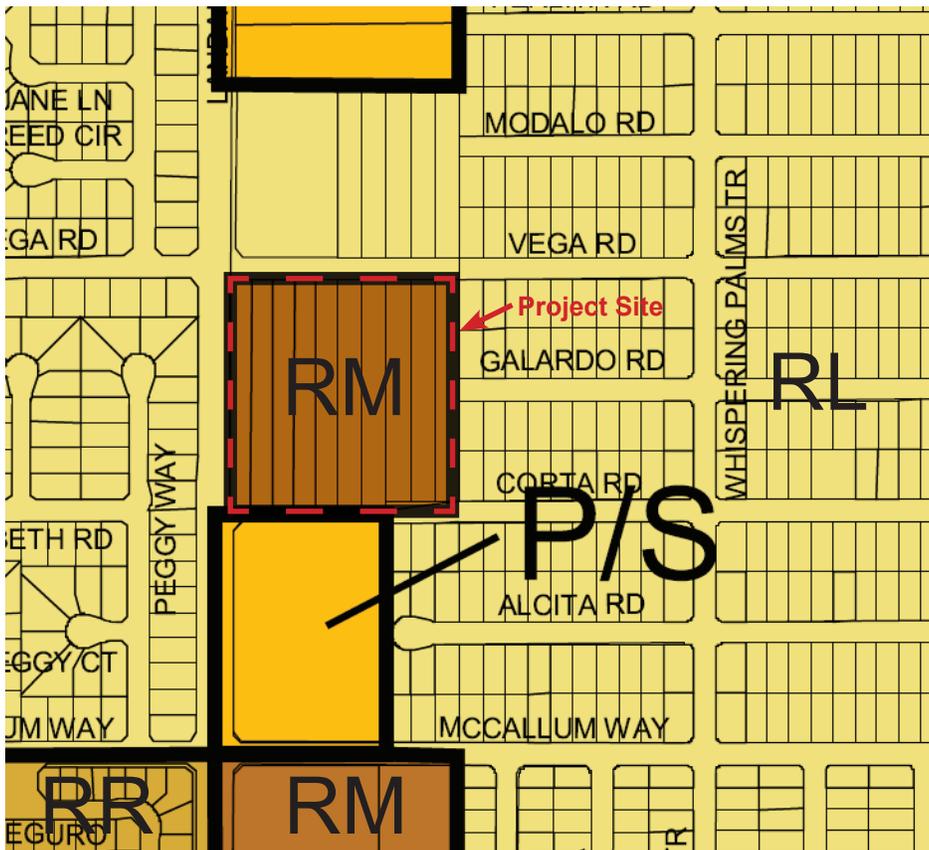
SYMBOL	DESCRIPTION	QTY
	RETENTION BASIN	
	Juncus effusus	Soft Rush 1gal M 1,718
	HYBRID BERAUDA 328	1,479 sf
	INERT MATERIALS SAND AT BASIN BOTTOM	10,751 sf
	3'-6" DIA. COBBLE	
	3'-6" ANGULAR ROCK ON DETENTION BASIN SLOPES	



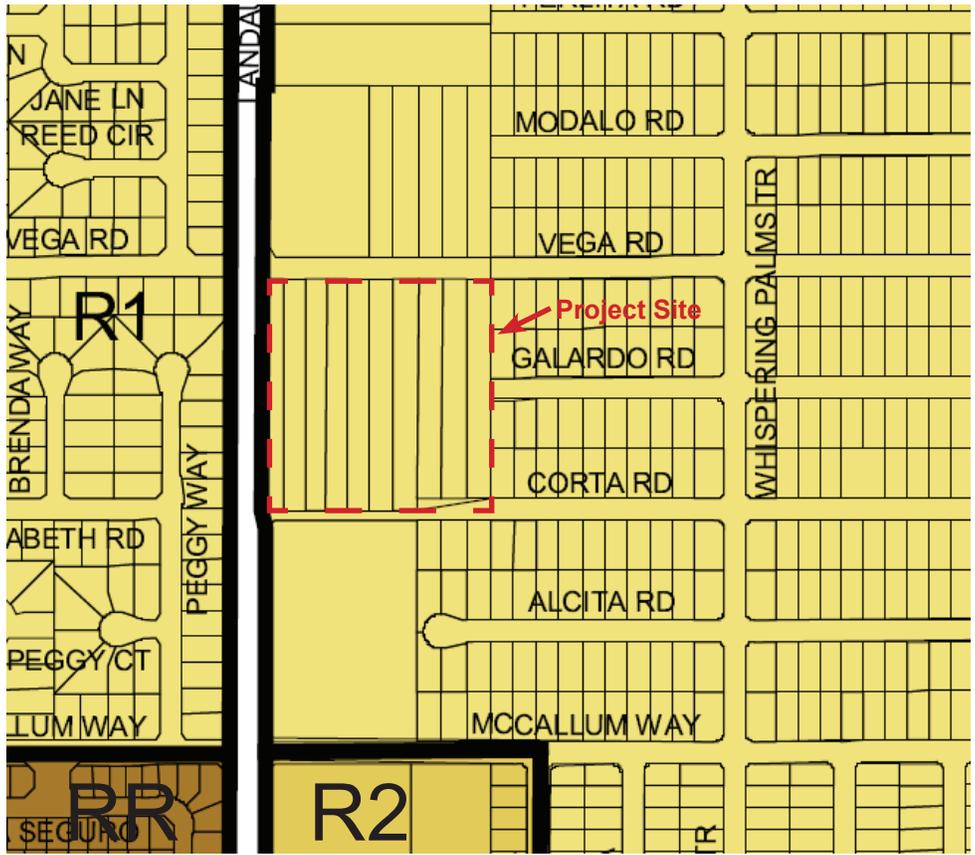
EXISTING

LEGEND

- P/S Schools
- RL Low Density Residential (2-4.5 du/ac)
- RR Resort Residential (3-6.5 du/ac)
- RM Medium Density Residential (4.5-10 du/ac)



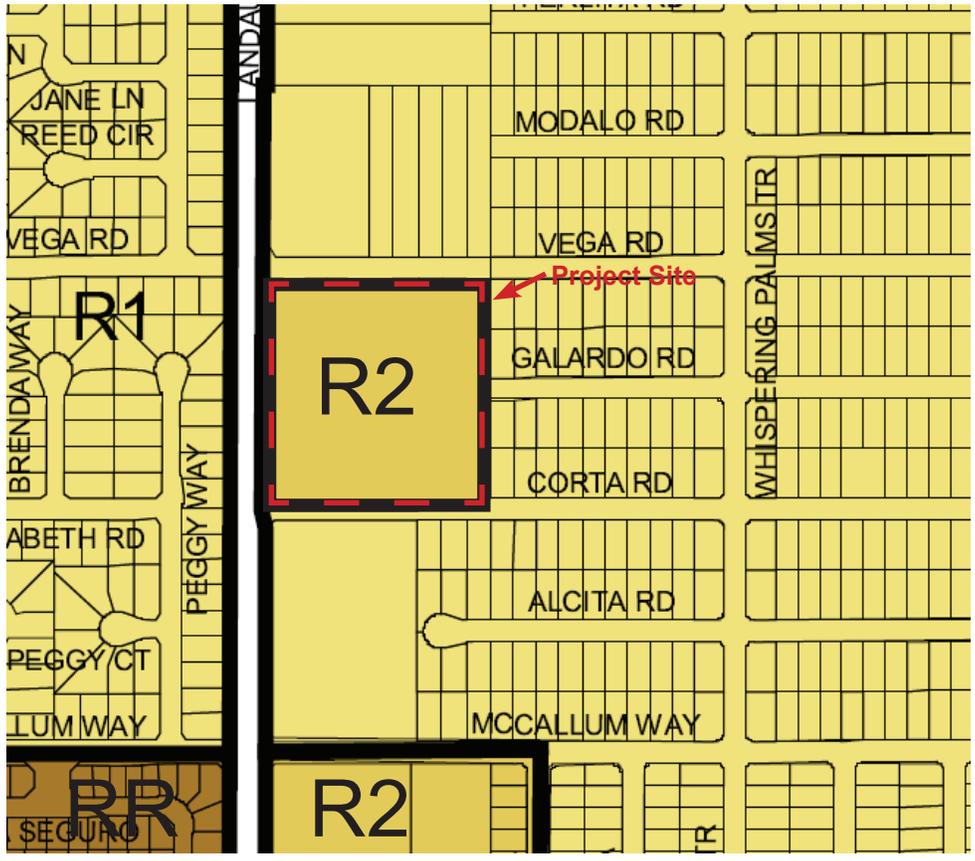
PROPOSED



EXISTING

LEGEND

- R1 Single Family Residential
- R2 Multiple Family Residential
- RR Resort Residential



PROPOSED

FIGURE 7  
**Zoning**

### 3.3 DISCRETIONARY APPROVALS

The following discretionary approvals and other permits are anticipated to be necessary for implementation of the proposed project:

#### **CITY OF CATHEDRAL CITY**

- Adoption of a Mitigated Negative Declaration (MND)
- General Plan Amendment
- Change of Zone
- Design Review
- Lot Merger and Lot Line Adjustment

#### **OTHER AGENCIES**

This IS/MND would also provide environmental information to responsible agencies and other public agencies that may be required to grant approvals or coordinate with the City as part of project implementation. These agencies include, but are not limited to the following:

- National Pollutant Discharge Elimination System (NPDES) Construction General Permit, Colorado River Basin Regional Water Quality Control Board
- Coachella Valley Water District review of landscape plans for consistency with landscape and irrigation design ordinance
- Riverside County Airport Land Use Commission for consistency with the Palm Springs International Airport Land Use Compatibility Plan

## 4 ENVIRONMENTAL CHECKLIST FORM

This section includes the completed environmental checklist form. The checklist form is used to assist in evaluating the potential environmental impacts of the proposed project. The checklist form identifies potential project effects as follows: 1) Potentially Significant Impact; 2) Less Than Significant with Mitigation Incorporated; 3) Less Than Significant Impact; and, 4) No Impact. Substantiation and clarification for each checklist response is provided in Section 5 (Environmental Evaluation). Included in the discussion for each topic are standard condition/regulations and mitigation measures, if necessary, that are recommended for implementation as part of the proposed project.

### 4.1 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.

#### Environmental Factors Potentially Affected

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agricultural Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards and 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"/>	Tribal Cultural Resources	<input type="checkbox"/>	Utilities/Service Systems
		<input type="checkbox"/>	Mandatory Findings of Significance		

### 4.2 DETERMINATION

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	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.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions

	or mitigation measures that are imposed upon the proposed project, nothing further is required.
--	---

---

 Signature

Date

---

 Printed Name

For

## EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross-referenced).
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(d). In this case, a brief discussion should identify the following:
  - (a) Earlier Analysis Used. Identify and state where they are available for review.
  - (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to

applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

- (c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
  - 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
  - 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
  - 9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

### 4.3 ENVIRONMENTAL CHECKLIST QUESTIONS

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

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

**No Impact.** The General Plan Community Image and Urban Design Element (p. III-144) identifies scenic vistas in the region to include views of the San Jacinto, Santa Rosa, San Bernardino, and other mountain ranges surrounding the city; Flat Top Mountain, Edom Hill, and the desert floor. The project site and its vicinity are flat; the site is centrally located in an urbanized area, and there are no identified scenic vistas that would be affected by the project. The addition of two-story buildings would not block any views to mountain ranges in the distance. There would be no impact related to a substantial adverse effect on a scenic vista. No mitigation is required.

**b) Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**No Impact.** There are no designated state scenic highways in the vicinity of the project. Gene Autry Trail (Highway 111), located 1.2 miles west of the project site, is identified by the California Department of Transportation (Caltrans) as an eligible scenic highway. However, the portion of this highway nearest the project site is in an urbanized area, and new construction on the project site would not be visible from this distance. There would be no impact related to substantially damaging scenic resources within a state scenic highway. No mitigation is required.

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

**Less Than Significant Impact.** The site is an infill project surrounded by one-story single-family residential and one- and two-story institutional uses (Salvation Army and Davis Community Center

and school). The visual character and quality of the site, which currently consists of disturbed desert land, would be modified by the project.

The project would include structures up to 26 feet in height set back from the adjacent rights-of-way by between 113 and 140 feet. A portion of this setback area consists of landscaping, including trees, shrubs, and groundcovers, that would notably enhance views of the project from adjacent areas. The facility's architecture includes articulation along the facades and a range of muted colors and materials reflective of the desert context.

The General Plan Community Image and Urban Design Element includes various guidelines for new developments that ensure development does not degrade a neighborhood's visual character. For example:

- New structures should be similar in height to, and compatible with, other buildings in the vicinity, with the goals of preserving and enhancing design qualities of the built environment and preserving viewsheds. (p. III-142)
- Setbacks should be compatible with those of surrounding structures and scenic resources, providing building presence without allowing the structure or development to dominate other buildings, the streetscape or the natural scenic viewshed. (p. III-142)
- [Perimeter Wall/Fence Treatment] Designs may consist of wrought iron, stuccoed concrete block, plain and painted slumpstone, split-faced block, plastered, brick-capped or tile accented, and intermittent columns or pilasters. (p. III-147)
- [Parkway Landscaping] Design can range from the formal to the "natural" or combinations of both approaches. Formal design may include ordered rows of date palms or other distinctive tree, regularly interspersed with equally ordered shrubs and beds for annuals plantings. More informal designs seek to imitate nature by interspersing native and nonnative desert plantings in a free-form or random pattern.

The project is consistent with the site and architectural design principles provided in the General Plan. The use of low-rise design with an earth-tone color scheme, expansive setbacks and landscaped areas, and perimeter fencing would allow the project to blend with the surrounding community and with similar uses in the city. There would be less-than-significant impact related to a substantial degradation of the existing visual character or quality of the site and its surroundings. No mitigation is required.

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

**Less Than Significant Impact.** The project site's existing vacant condition has no nighttime lighting or glare; however, it is located in a developed area with street lighting, domestic fixtures, and other sources of lighting and glare. The project will introduce new sources of light and glare associated with interior and exterior lighting of the homes, safety and security lighting throughout the site, parking lot lighting, and car headlights associated with residents and guests driving to and from the site compared to the existing conditions. The new sources of nighttime light and glare due to the project would be new sources of nighttime lighting and glare compared to the existing site conditions and greater in intensity for the nearest residences to the site. The project would also generate new sources of daytime glare from metal flashings, windows, etc. and the glare would likely extend to the adjacent residents closest to the site. The proposed landscaping along the project boundary as well as the design of the site with parking placed behind the homes, away

from the existing residences would reduce the intensity of this new nighttime light and glare and daytime glare created by the project to the adjacent residences.

The light and glare that would be generated by the project is not anticipated to be any brighter or more intense than the nighttime lighting and glare and daytime glare generated by other residential and institutional uses in the immediate project vicinity. Lighting fixtures are subject to the standards contained in Chapter 9.89 (Outdoor Lighting Standards) of the Municipal Code. These standards require shielding of light fixtures, establish a maximum height for light poles, and otherwise regulate lighting in order to minimize environmental impacts. The project does not contain any features that would create significant glare. The residential use of the site and compliance with PPP-1 (Outdoor Lighting Standards) would ensure a less-than-significant impact related to the creation of a new source of substantial light or glare. No mitigation is required.

### **Sources**

Caltrans California Scenic Highway Mapping System,  
[http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm). Accessed  
February 21, 2017.  
General Plan Community Image and Urban Design Element.  
Municipal Code Chapter 9.89.

### **Project Design Features & Standard Conditions/Existing Plans, Programs, or Policies**

#### *PDFs*

No PDFs are applicable to aesthetics.

#### *PPPs*

#### **PPP-1: Outdoor Light Standards**

The project will comply with Chapter 9.89 (Outdoor Lighting Standards) of the Cathedral City Municipal Code, including standards related to shielding and filtering of illuminating devices, the maximum height of light poles, and prohibited lighting.

### **Mitigation Measures**

No mitigation measures are necessary because no significant impacts to aesthetics have been identified.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**II. AGRICULTURE AND FOREST**

**RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

**No Impact.** The project site does not contain any farmland, and is mapped by the Farmland Mapping and Monitoring Program as “Urban and Built-up Land.” There would be no impact related to the conversion of Important Farmlands to non-agricultural use. No mitigation is required.

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

**No Impact.** The project site is zoned for residential development, and is not protected by a Williamson Act contract. There would be no impact related to a conflict with existing zoning for agricultural use or with a Williamson Act contract. No mitigation is required.

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

**No Impact.** The project site is zoned for residential development and contains no forest land or timberland. There would be no impact related to a conflict with existing zoning for forest land or timberland. No mitigation is required.

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

**No Impact.** The project site contains no forest land. There would be no impact related to a loss or conversion of forest land. No mitigation is required.

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

**No Impact.** The project site is an infill development in an urbanized area. There is no nearby agricultural or forest land that could be affected by the project. There would be no impact related to other changes in the existing environment that could result in conversion of Farmland or forest land to other uses. No mitigation is required.

**Sources**

California Department of Conservation, California Important Farmland Finder, <http://maps.conservation.ca.gov/ciff/ciff.html>. Accessed February 21, 2017.  
California Department of Conservation. Riverside County Williamson Act FY 2015/2016. Sheet 2 of 3.

**Project Design Features & Standard Conditions/Existing Plans, Programs, or Policies**

No PDFs or PPPs are applicable to agriculture and forest resources.

### **Mitigation Measures**

No mitigation measures are necessary because no significant impacts to agriculture and forest resources have been identified.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>III. AIR QUALITY.</b> 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The discussion below is based on the Air Quality Assessment dated February 11, 2017, prepared by Ldn Consulting, incorporated into this document as Appendix A.

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

**Less Than Significant Impact.** The project site is located within the Salton Sea Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The applicable air quality plan for the project is the 2016 Air Quality Management Plan (AQMP).

The main purpose of an AQMP is to describe air pollution control strategies to be taken by a city, county, or region classified as a nonattainment area in order to bring the area into compliance with federal and State air quality standards. A nonattainment area has air quality worse than the National Ambient Air Quality Standards, as defined in the federal Clean Air Act, or California Ambient Air Quality Standards, as defined in Title 17 of the California Code of Regulations. The Basin is in nonattainment for the federal and State standards for ozone (O<sub>3</sub>). In addition, the Basin is in nonattainment for the State respirable particulate matter (PM<sub>10</sub>) and fine particulate matter (PM<sub>2.5</sub>) standards.

Consistency with the AQMP means that a project is consistent with the goals, objectives, and assumptions in the respective plan to achieve the federal and State air quality standards. Per the

SCAQMD CEQA Air Quality Handbook (April 1993), there are two main indicators of a project's consistency with the applicable AQMP: (1) whether the project would increase the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP; and (2) whether the project would exceed the AQMP's assumptions for 2031 or yearly increments based on the year of project build out and phasing.

For the proposed project to be consistent with the AQMP adopted by the SCAQMD, the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality, or the project must already have been included in the AQMP projections. Additionally, if feasible mitigation measures are implemented and shown to reduce the impact level from significant to less than significant, a project may be deemed consistent with the AQMP. As discussed in Items III.b through III.e, below, the proposed project's emissions would be below the emissions thresholds established in the SCAQMD's CEQA Air Quality Handbook. Therefore, there would be a less-than-significant impact related to a conflict with the implementation of the AQMP. No mitigation is required.

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

SCAQMD's daily emissions thresholds are provided in Table AQ-1. Construction and operational emissions from the proposed project were calculated in the Air Quality Assessment using the California Emissions Estimator Model (CalEEMod 2016.3.1).

**Table AQ-1. SCAQMD Regional Daily Emissions Thresholds**

Pollutant	Maximum Emissions (lbs/day)	
	Construction	Operations
ROG	75	55
NOx	100	55
CO	550	550
PM10	150	150
PM2.5	55	55
SOx	150	150
Lead	--	3.2

Source: Appendix A (Ldn Consulting, 2017), Table 2.3.

The calculation of both construction and operational emissions from the project incorporates the required implementation of SCAQMD Rule 402 (Nuisance) and Rule 403 (Fugitive Dust) to minimize dust (PM10 and PM2.5) generation (see PPP-2).

**Construction**

**Less Than Significant Impact.** Construction activities associated with the proposed project would generate pollutant emissions from the following: (1) site preparation, grading, and excavation; (2) construction workers traveling to and from project site; (3) delivery and hauling of construction supplies to, and debris from, the project site; (4) fuel combustion by onsite construction equipment; and (5) building construction, application of architectural coatings, and paving. The amount of emissions generated daily would vary, depending on the intensity and types of construction activities occurring.

Table AQ-2 provides the project's calculated construction-period emissions. As shown in the table, construction-period emissions would not exceed any of the SCAQMD significance thresholds. Therefore, there would be a less-than-significant impact related to construction emissions violating an air quality standard or contributing substantially to an existing or project air quality violation. No mitigation is required.

**Table AQ-2. Construction Emissions**

Construction Year	Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM10	PM2.5
2017	9	34	31	<0.5	4	3
2018	8	30	29	<0.5	3	2
<b>SCAQMD Significance Threshold</b>	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: Appendix A (Ldn Consulting, 2017), Table 4.1.

### Operation

**Less Than Significant Impact.** Table AQ-3 depicts annual operational activity emissions. Two scenarios, for summer and winter, were analyzed in the Air Quality Assessment; the higher emissions levels in the summer scenario are summarized in this table. As shown, operational emissions are negligible and below the applicable SCAQMD thresholds. Therefore, there would be a less-than-significant impact related to operational emissions violating an air quality standard or contributing substantially to an existing or project air quality violation. No mitigation is required.

**Table AQ-3. Operational Emissions**

Source	Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM10	PM2.5
Area	2	<0.5	5	0	<0.5	0
Energy	<0.5	<0.5	<0.5	0	<0.5	0
Mobile	1	7	9	<0.5	1	<0.5
<b>Total Emissions</b>	<b>3</b>	<b>7</b>	<b>14</b>	<b>&lt;0.5</b>	<b>1</b>	<b>&lt;0.5</b>
<b>SCAQMD Significance Threshold</b>	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: Appendix A (Ldn Consulting, 2017), Table 4.4 (Summer Scenario).

- 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)?**

**Less Than Significant Impact.** The proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). As previously discussed in Items III.a and III.b, the project's contribution to criteria pollutants during the construction and operational periods would be below the SCAQMD's thresholds. As the project's emissions are below the applicable thresholds,

there would be a less-than-significant impact related to the project's contribution to a cumulatively considerable net increase of any criteria pollutant. No mitigation is required.

**d) Expose sensitive receptors to substantial pollutant concentrations?**

**Less Than Significant Impact.** Sensitive receptors in the vicinity of the project site include residential land uses to the east, south, and west, and a high school to the south. Localized significance thresholds (LSTs) represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. LSTs are only applicable to the following criteria pollutants: NO<sub>x</sub>, CO, PM10, and PM2.5.

Table AQ-4 depicts the project's construction and operational emissions compared to LSTs. The analysis uses the worst-case LST (25 meters from the project centroid). If the project's peak daily emissions do not exceed the LST thresholds, then it can be concluded that the project's emissions would not result in adverse localized air quality impacts on surrounding sensitive receptors, and impacts would be less than significant. As shown in the table, neither construction nor operational emissions exceed any of the applicable LSTs. As the project's emissions are below the applicable thresholds, there would be a less-than-significant impact related to the exposure of sensitive receptors to substantial pollutant concentrations. No mitigation is required.

**Table AQ-4: Localized Air Pollutant Emissions**

	Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM10	PM2.5
Construction Emissions	34	31	4	3
Localized Significance Threshold – Construction	304	2,292	14	8
Exceeds Threshold?	No	No	No	No
Operational Emissions	7	14	1	<0.5
Localized Significance Threshold – Operations	304	2,292	4	2
Exceeds Threshold?	No	No	No	No

LSTs for Source Receptor Area 30 (Coachella Valley), 5-acre site, 25-meter distance from receptor boundary.  
Source: Appendix A (Ldn Consulting, 2017), Table 4.2.

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

**Less Than Significant Impact.** The proposed residential project would not include land uses typically associated with the emission of objectionable odors, such as agricultural uses or wastewater treatment plants. However, odors may be generated during future construction, such as diesel exhaust, asphalt paving, and the application of paint, which could be noticed in the vicinity of the project site, and be considered objectionable. These odors would dissipate rapidly as they mix with the surrounding air, and would be short in duration, ceasing upon completion of construction. Therefore, there would be a less-than-significant impact associated with the creation of objectionable odors affecting a substantial number of people.

**Sources**

Appendix A. Air Quality Assessment. Ldn Consulting, 2017.

**Project Design Features & Standard Conditions/Existing Plans, Programs, or Policies***PDFs*

No PDFs are applicable to air quality.

*PPPs***PPP-2: Fugitive Dust**

The project will comply with Chapter 8.54 (Fugitive Dust Control) of the Cathedral City Municipal Code and South Coast Air Quality Management District Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 403.1 (Supplemental Fugitive Dust Control Requirements for Coachella Valley Sources). The project developer will require construction contractors and subcontractors to employ the following enhanced dust control measures during construction to minimize particulate matter (PM10 and PM2.5) emissions:

1. Suspend the use of all construction equipment during first-stage smog alerts.
2. Apply soil stabilizers such as hay bales or aggregate cover to inactive areas.
3. Prepare a high wind dust control plan and implement plan elements and terminate soil disturbance when winds exceed 25 mph.
4. Stabilize previously disturbed areas if subsequent construction is delayed.
5. Water exposed surfaces and haul roads 3 times/day.
6. Cover all stock piles with tarps.
7. Replace ground cover in disturbed areas quickly.
8. Reduce speeds on unpaved roads to less than 15 mph.
9. Trenches shall be left exposed for as short a time as possible.
10. Identify proper compaction for backfilled soils in construction specifications.
11. Cover all trucks hauling dirt, sand, or loose material or require all trucks to maintain at least two feet of freeboard.
12. Sweep streets daily if visible soil material is carried out from the construction site.
13. Provide water spray during loading and unloading of earthen materials.
14. Minimize in-out traffic from construction zone.

**Mitigation Measures**

No mitigation measures are necessary because no significant impacts to air quality have been identified.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b><u>IV. BIOLOGICAL RESOURCES:</u></b>				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The discussion below is based on the General Biological Resources Assessment (GBRA) dated November 24, 2016, prepared by James W. Cornett - Ecological Consultants, incorporated into this document as Appendix B. Preparation of this report included a literature search to identify special status plants, wildlife, and habitats known to occur in the vicinity of the project site. Vegetation mapping and general plant and wildlife surveys were also conducted to identify any biological resources on or adjacent to the project site.

The project is located within the Coachella Valley Multiple Species Conservation Plan (CVMSHCP) mitigation fee area. Payment of mitigation fees is required. The site is not within a CVMSCHP Conservation Area.

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

#### ***Sensitive Plants***

**Less Than Significant Impact.** Field surveys recognized a single plant community on the project site, Sonoran creosote bush scrub. This plant community is pervasive in the Colorado Desert and is not considered sensitive. Literature reviews identified four rare plant species that have the potential to occur in the site vicinity:

- Glandular ditaxis (*Ditaxis clariana*). This species is not listed as rare, threatened, or endangered by either the State or federal government, nor is it proposed for such listing. It was not detected during plant surveys.
- Ribbed cryptantha (*Cryptantha costata*). This species is not listed as rare, threatened, or endangered by either the State or federal government, nor is it proposed for such listing. The site contains suitable habitat for this species, but it was not detected during plant surveys.
- Flat-seeded spurge (*Chamaesyce platysperma*). This species is not listed as rare, threatened, or endangered by either the State or federal government, nor is it proposed for such listing. It was not detected during plant surveys.
- Coachella Valley milk vetch (*Astragalus lentiginosus coachellae*). This species is listed as an endangered species by the U.S. Fish & Wildlife Service. It was not detected during plant surveys. Impacts to this species are fully mitigated through the payment of Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) mitigation fees (see PPP-3).

As no sensitive plant species were detected on the project site during plant surveys, and the project is required to pay CVMSHCP mitigation fees to mitigate any potential impacts to the only endangered plant species identified as having the potential to occur on site (Coachella Valley milk vetch), there would be less-than-significant impact associated with a substantial adverse effect on a candidate, sensitive, or special-status plant species. No mitigation is required.

#### ***Sensitive Animals***

**Less Than Significant Impact with Mitigation Incorporated.** Field surveys identified no sensitive invertebrates, amphibians, reptiles, or birds on the site. Two burrows for Palm Springs ground squirrel were identified on the site. Although this species is not currently listed by either the State or federal governments, it is covered by the CVMSHCP, and any potential impacts are mitigated through payment of CVMSHCP mitigation fees (PPP-3).

Although no burrowing owls or sign were found during surveys, the site has suitable habitat for this species, which is listed as a California species of special concern. Pre-construction burrowing owl surveys are required to mitigate potential construction impacts on the species. Compliance with the preconstruction survey requirements established in the 2012 Staff Report on Burrowing Owl Mitigation, prepared by the California Department of Fish and Wildlife, is required by mitigation measure BIO-1. With implementation of this mitigation measure, impacts related to a substantial adverse effect on a candidate, sensitive, or special-status animal species would be reduced to a less-than-significant level.

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

**No Impact.** Surveys of the site identified no bodies of standing water, streams, or washes. There is no riparian habitat present, and the vegetation community on the site, Sonoran creosote bush scrub, is widespread and not considered sensitive. There would be no impact related to a substantial adverse effect on a riparian habitat or sensitive natural community. No mitigation is required.

**c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means?**

**No Impact.** Surveys of the site identified no bodies of standing water, streams, or washes. The GBRA concluded there is no likelihood for federally-protected wetlands to be present on the site or impacted by the project. No mitigation is required.

**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?**

**Less Than Significant Impact.** The project site is in an infill location and is completely surrounded by urban land uses. Field surveys identified no discernable and routinely used corridors. The project would have a less-than-significant impact related to interference with the movement of any native resident wildlife species or interference with migratory wildlife corridors or wildlife nursery sites. No mitigation is required.

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

**No Impact.** Municipal Code Chapter 9.52 (Hillside Protection Regulations) contains regulations intended to protect biological resources in the Santa Rosa Mountains and the Palm Hills Annexation Sector. The project site is over 2.5 miles from any hillside areas and is not located within the Palm Hills Annexation Sector. There is no impact related to a conflict with local ordinances or policies protecting biological resources. No mitigation is required.

**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?**

**Less Than Significant Impact.** The project is located within the CVMSHCP mitigation fee area. Payment of mitigation fees is required. The site is not within a CVMSCHP Conservation Area, and no onsite preservation of habitat is required. With payment of mitigation fees (PPP-3), the project would be in compliance with the requirements of the applicable Habitat Conservation Plan and Natural Community Conservation Plan (HCP/NCCP) for the site. There is a less-than-significant impact related to a conflict with the provisions of an applicable HCP/NCCP. No mitigation is required.

**Sources**

Appendix B. General Biological Resource Assessment. James W. Cornett - Ecological Consultants, 2016.

Municipal Code Chapter 9.52.

Coachella Valley Association of Governments. Final Recirculated Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan. September 2007. <http://www.cvmshcp.org>.

**Project Design Features & Standard Conditions/Existing Plans, Programs, or Policies***PDFs*

No PDFs are applicable to biological resources.

*PPPs***PPP-3: CVMSHCP Fee Payments**

The project will pay mandated CVMSHCP fees to mitigate impacts to species covered by the MSHCP prior to issuance of any grading permits.

**Mitigation Measures****BIO-1: Burrowing Owl Preconstruction Survey**

A preconstruction burrowing owl take avoidance survey must occur within 14 days of the start of construction to ensure no burrowing owls have moved onto the project site. The project proponent must retain a qualified biologist to conduct a burrowing owl preconstruction survey within the project site and the 150-meter buffer zone to ensure no owls have migrated onto the site. If burrowing owls are found on the site, the biologist must establish a buffer around the burrowing owl burrows and comply with the avoidance and minimization measures identified in the 2012 Staff Report on Burrowing Owl Mitigation, prepared by the California Department of Fish and Wildlife.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b><u>V. CULTURAL RESOURCES.</u></b> Would the project:				
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The discussion below is based on the Phase 1 Cultural Resources Assessment (CRA) dated February 7, 2017, prepared by Material Culture Consulting, incorporated into this document as Appendix C, and the Phase 1 Paleontological Resources Assessment (PRA) dated February 13, 2017, prepared by Material Culture Consulting, incorporated into this document as Appendix D.

*Cultural Resources Research*

Material Culture Consulting conducted a records search of the project site, including a one-mile buffer from the site boundary. The California Historical Resource Information System search was conducted by the Eastern Information Center at the University of California, Riverside. In addition, the records search included a review of historic maps and aerial images of the property, a review of the Native American Heritage Commission Sacred Lands File, and written and verbal attempts to gather information from Native American groups and interested parties identified by the NAHC. The records searches indicate a total of 14 cultural resources investigations have been previously completed within a one-mile radius of the project site. These records searches identified no previously recorded cultural resources within the project site and immediate surrounding area, where impacts could occur from development of the project.

A pedestrian survey of the project area was conducted by an archaeologist on January 27, 2017. During the course of fieldwork, survey conditions were very good and ground visibility was excellent (95-100%) throughout the 8.9-acre project area. Approximately 90 percent of the property has been significantly disturbed through extensive leveling, contouring, and excavation, with apparent grading in the recent past. The remaining 10 percent of the property appears to have never been developed, and consists of Aeolian sand and dune formation. No additional cultural resources were identified during the investigation.

### *Paleontological Resources Research*

Material Culture Consulting conducted a locality search at the Western Science Center and an examination of geologic maps and paleontological literature. A field survey, the purpose of which was to note the sediments in the project area and identify any unrecorded paleontological resources exposed on the surface of a project area, was conducted on January 27, 2017. No significant paleontological resources were identified directly within the project area during the locality search or the field survey.

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

**No Impact.** CEQA defines a “historical resource” as a resource that meets one or more of the following criteria: (1) is listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register); (2) is listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) is identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) is determined to be a historical resource by a project’s Lead Agency (PRC Section 21084.1 and State CEQA Guidelines Section 15064.5(a)).

Records searches and field surveys conducted as part of the CRA identified no historical resources within the project area; the nearest historical resource is Agua Caliente Elementary School, located approximately one mile from the project site.

Based on the results of the CRA, implementation of the proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines. No mitigation is required.

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

**Less than Significant Impact with Mitigation Incorporated.** Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic in origin. Archaeological sites are locations that contain significant evidence of human activity. Generally, a site is defined by a significant accumulation or presence of one or more of the following: food remains, waste from the manufacturing of tools, tools, concentrations or alignments of stones, modification of rock surfaces, unusual discoloration or accumulation of soil, or human skeletal remains. Archaeological sites are often located along creek areas and ridgelines.

Records searches and field surveys conducted as part of the CRA identified no archaeological resources within the project site or within a one-mile radius of the project site. Ground visibility during field surveys was excellent, ranging from 95 to 100 percent visibility, due to recent and extensive ground disturbances at the site. The CRA noted that the site has been largely disturbed due to contouring and previous surface modification. The CRA concluded that the project site is considered to have low sensitivity for the presence of prehistoric or historical archaeological deposits or features, and there is a very low potential for encountering buried sites in the project area. Since the project will result in excavation substantially below the current level of disturbance, there is a remote possibility that unknown archaeological resources may be uncovered during construction. Mitigation measure ARC-1 requires that in the event unknown archaeological artifacts are uncovered during construction, work must be stopped and the find assessed.

With implementation of ARC-1, the proposed project would not cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5 of the State CEQA Guidelines.

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

**Less Than Significant Impact with Mitigation Incorporated.** Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These resources are valued for the information they yield about the history of the earth and its past ecological settings. There are two types of resources: vertebrate and invertebrate paleontological resources. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Paleontological sites are those areas that show evidence of prehuman activity. Often they are simply small outcroppings visible on the surface or sites encountered during grading.

The site is mapped on the County of Riverside's Paleontological Resources Sensitivity Map as having low potential to produce paleontological resources during ground-disturbing activities. No significant paleontological resources were identified directly within the project area during the locality search or the field survey.

The entire project area is located in younger Quaternary Eolian deposits, which are unlikely to contain significant vertebrate fossils in the uppermost layers. However, older Quaternary fine-grained deposits may occur at a relatively shallow depth (5 feet below ground surface) in the proposed project area. These older deposits may be more paleontologically sensitive. Mitigation measure PR-1 requires part-time/spot check paleontological monitoring during site excavations greater than 5 feet in depth. With the incorporation of mitigation measure PR-1, impacts would be reduced to a less-than-significant level.

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

**Less Than Significant Impact.** Records searches and field surveys provide no indication that the project site has previously been used for the burial of human remains. In the unanticipated event that human remains are encountered during earth removal or disturbance activities, the California Health and Safety Code Section 7050.5 requires that all activities cease immediately and a qualified archaeologist and Native American monitor be contacted immediately. The Coroner would also be contacted pursuant to Sections 5097.98 and 5097.99 of the Public Resources Code relative to Native American remains. Should the Coroner determine the human remains to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC would then be required to contact the most likely descendant of the deceased Native American, who would then serve as consultant on how to proceed with the remains. Compliance with the established regulatory framework (i.e., California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98), as required by PPP-4, would reduce potential impacts involving disturbance to human remains to a less-than-significant level.

**Sources**

Appendix C. Cultural Resources Assessment. Material Culture Consulting, 2017.  
Appendix D. Paleontological Resources Assessment. Material Culture Consulting, 2017.  
Riverside County General Plan, Multipurpose Open Space Element, Figure OS-8.

## **Project Design Features & Standard Conditions/Existing Plans, Programs, or Policies**

### *PDFs*

No PDFs are applicable to cultural resources.

### *PPPs*

#### **PPP-4: Cultural Resources – Human Remains**

Should human remains be discovered during project construction, the project would be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the human remains until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.

### **Mitigation Measures**

#### **ARC-1 Archaeological Resources**

In the event that potentially significant buried archaeological materials are encountered during construction activities, all work must be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource.

#### **PR-1: Paleontological Resources Monitoring**

Prior to issuance of grading permits, the developer must contract with a qualified paleontological monitor to perform part-time/spot check monitoring of any excavations on the project site that exceed 5 feet in depth. The monitor will have the ability to redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. The project paleontologist will re-evaluate the necessity for paleontological monitoring after 50% or greater of the excavations have been completed. During grading:

- Any potentially significant fossils observed must be collected and recorded in conjunction with best management practices and Society for Vertebrate Paleontology professional standards.
- Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.
- A report documenting the results of the monitoring, including any salvage activities and the significance of any fossils will be prepared and submitted to the appropriate City and County personnel.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS.</b> Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is based on the Preliminary Geotechnical Evaluation (PGE) dated October 20, 2016, including a supplemental memorandum dated March 2, 2017, prepared by EEI, incorporated into this document as Appendix E1, and a Geotechnical Peer Review (GPR) dated January 5, 2018, prepared by Leighton and Associates, Inc. and incorporated into this document as Appendix E2. Field work in support of the PGE included 12 exploratory borings ranging in depth from 5 to 51.5 feet below ground surface.

**a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

**No Impact.** Earthquake fault zones in the vicinity of the project site are depicted on the Cathedral City Quadrangle Special Studies Zones map. The map shows the project site is not in the immediate vicinity of an identified, potentially active fault, nor is it within the boundary of a Special Studies Zone (Earthquake Fault Zone). Further review conducted as part of the PGE also indicates there are no known active faults crossing the property. There would no impact related to rupture of a known earthquake fault. No mitigation is required.

- ii. Strong seismic ground shaking?**

**Less Than Significant Impact.** The PGE identifies three nearby active earthquake faults, with the nearest being the San Andreas fault, located 2.6 miles northwest of the project site. Strong ground shaking could occur at the site as a result of an earthquake on any of the nearby faults. This risk is not considered substantially different than that of other similar properties in the Southern California area. The project would be required to construct proposed structures in accordance with the California Building Code (CBC) and Title 8 (Buildings and Construction) of the Municipal Code. The CBC and Title 8 of the Municipal Code are designed to preclude significant adverse effects associated with strong seismic ground shaking. Compliance with these Codes is required by PPP-5.

The Preliminary Geotechnical Evaluation provides seismic design criteria and design recommendations for the project site, which, when implemented, would reduce impacts to below a level of significance. Impacts related to exposure of people or structures to substantial adverse effects from strong seismic ground shaking would be less than significant. No mitigation is required.

- iii. Seismic-related ground failure, including liquefaction?**

**Less Than Significant Impact.** Liquefaction occurs when loose, saturated sands and silts are subjected to strong ground shaking. The strong ground shaking causes pore-water pressure to rise and soils to lose shear strength and temporarily behave as a liquid, potentially resulting in large total and differential ground surface settlements as well as possible lateral spreading during an earthquake. As described in the PGE, and based on published seismic hazard maps for the vicinity and the lack of shallow groundwater, the project site is not located in an area that is susceptible to liquefaction. The potential for liquefaction and for liquefaction-induced lateral spreading or settlement is considered low.

Seismically-induced settlement of loose, unsaturated sands can occur due to the reorientation of soil particles during strong shaking. The potential for seismically-induced settlement within the upper alluvial soils on the site was analyzed in the PGE. This analysis estimates the total seismic-induced settlement to be on the order of 7 to 8 inches. The PGE and GPR note that ground improvement, remedial grading, and/or special foundation systems are necessary to reduce settlements to acceptable levels. Examples of these measures include:

- Ground improvement measures – vibro-compaction, vibro-replacement (stone columns), dynamic compaction, or compaction grouting.

- Remedial grading – overexcavation and recompaction of soils underneath and within 15 feet of perimeter edges of proposed footings. The GPR determined that remedial grading to a depth of 15 feet would reduce dynamic-induced settlement due to ground shaking to approximately 4 inches, resulting in differential settlement of less than 1 inch in a 40-foot horizontal distance, within tolerable limits.
- Structural mitigation – conventional shallow foundations with grade-supported slabs may be viable where remedial grading or ground improvement is performed to the depth recommended by a geotechnical engineer.

The project applicant has indicated the preferred approach is the use of ground improvement measures; therefore, grading to a depth of 15 feet will not be required for the project and is not analyzed in this Initial Study.

Compliance with the recommendations of project-specific geotechnical evaluation is required by the CBC, and is included in this project as PPP-6. As part of this process, grading, foundation, and building plans will be reviewed by geotechnical and structural engineers to ensure compliance with the geotechnical evaluation recommendations.

With the application of PPP-6, there would be a less-than-significant impact related to the exposure of people or structures to loss, injury, or death as a result of seismic-related ground failure. No mitigation is required.

#### iv. Landslides?

**No Impact.** The project site is flat and there is no steep topography in the immediate vicinity. The PGE notes that no evidence of landslides or slope instabilities were observed at the project site. General Plan Exhibit V-6 maps the site as having a low susceptibility to rockfall or seismically-induced landslides. There is no impact related to the exposure of people or structures to loss, injury, or death as a result of landslides. No mitigation is required.

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

**Less Than Significant Impact.** The potential for erosion or loss of topsoil would be negligible with development and implementation of erosion control Best Management Practices (BMPs) required of the Stormwater Pollution Prevention Plan (SWPPP) for any development on the project site. An Erosion Control Plan would be prepared prior to construction to reduce sedimentation, erosion, and other water quality impacts associated with construction. The SWPPP would establish BMPs for erosion and sediment control and non-storm water management during construction activities. Additionally, a Water Quality Management Plan (WQMP) will be required to prevent stormwater pollution and manage urban runoff after construction. During construction, the project would be required to comply with fugitive dust regulations contained in Chapter 9.89 of the Municipal Code and SCAQMD Rule 403. Project site grading and infrastructure would be designed to City standards to minimize erosion potential.

The site is within the Coachella Valley Blowsand Zone, defined by SCAQMD as the corridor of land two miles to either side of the centerline of the I-10 freeway from the SR-111/I-10 junction southeast to the I-10/Jefferson Street interchange in Indio. Construction within this area is subject to additional dust control requirements under SCAQMD Rule 403.1, including standards for use of water or stabilizers on disturbed lands, a requirement for a dust control plan for certain projects, and limitations on ground-disturbing activities during high winds.

Preparation and implementation of a SWPPP with an Erosion Control Plan is required by PPP-7. Preparation and implementation of a WQMP is required by PPP-8. Compliance with Municipal Code Chapter 9.89 and SCAQMD Rules 403 and 403.1 is a standard condition of development and is incorporated into the project as PPP-2. Compliance with these PPPs, which implement standard conditions and BMPs required by local and State regulation, would reduce any potential impacts to a less-than-significant level. No mitigation is required.

**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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?**

**Less Than Significant Impact.** Exploratory borings (detailed in the PGE) reveled subsurface conditions across the project site, to a depth of over 50 feet, to consist of alluvial dune deposits. No groundwater was encountered during any of the borings; the PGE indicates groundwater depths to be greater than 200 feet below ground surface based on California Department of Water Resources records.

Refer to Item VI.a)iv., above, for an assessment of landslide hazards. There is no potential for on- or offsite landslides being caused by the project.

Refer to Item VI.a)iii., above, for an assessment of hazards from lateral spreading. The PGE concluded that the lack of shallow groundwater underlying the property results in a low risk of lateral spreading.

The supplemental memorandum to the PGE evaluated subsidence hazards on the project site. The memorandum notes that the Riverside County General Plan Safety Element (Figure S-7) identifies much of the Coachella Valley as being potentially susceptible to subsidence. However, documented subsidence has only been identified in the southern portions of the Valley, where subsidence has been associated with decreases in the groundwater table. The northern portions of the Valley, including the vicinity of the project site, have no documented subsidence. Combined with the significant depth of the groundwater table (greater than 100 feet below ground surface), it is concluded that the potential for subsidence on the site is not a significant risk.

Refer to Item VI.a)iii., above, for an assessment of hazards from liquefaction. As described in the PGE, and based on published seismic hazard maps for the vicinity and the lack of shallow groundwater, the project site is not located in an area that is susceptible to liquefaction.

The application of PPP-5 and PPP-6 would ensure that the project complies with appropriate building standards for the site's conditions, as documented in the PGE. With implementation of these two standard conditions for development, there would be a less-than-significant impact related to an unstable geologic unit or soil that could result in landslide, lateral spreading, subsidence, liquefaction, or collapse. No mitigation is required.

**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?**

**Less Than Significant Impact.** The PGE concluded based on laboratory tests that the site's near-surface soils (alluvium - dune sand, consisting of sand with silt) have a very low expansion potential. Therefore, there would be a less-than-significant impact related to substantial risks to life or property from a project located on expansive soil. No mitigation is required.

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

**No Impact.** The project does not propose the use of a septic system or alternative wastewater disposal system. There would be no impact related to soils incapable of adequately supporting the use of such systems. No mitigation is required.

**Sources**

Appendix E1. Preliminary Geotechnical Evaluation. EEI, 2016.  
Appendix E2. Geotechnical Peer Review. Leighton and Associates, Inc., 2018.  
California Department of Conservation. Special Studies Zones. Cathedral City Quadrangle.  
Official Map, July 1, 1974.  
General Plan Environmental Hazards Element.  
Municipal Code Chapter 9.89.  
Riverside County General Plan Safety Element, Figure S-7.

**Project Design Features & Standard Conditions/Existing Plans, Programs, or Policies**

*PDFs*

No PDFs are applicable to geology and soils.

*PPPs*

**PPP-2: Fugitive Dust**

*(Refer to Item III, above.)*

**PPP-5: Building Code Compliance**

The project is required to comply with the California Building Code in effect at the time of building plan submittal, and with the requirements of Title 8 (Buildings and Construction) of the Municipal Code.

**PPP-6: Geotechnical Evaluation Compliance**

The project is required to comply with the recommendations of the Preliminary Geotechnical Evaluation, prepared by EEI and dated October 20, 2016; the Geotechnical Peer Review, prepared by Leighton and Associates, Inc. and dated January 5, 2018; or subsequent or supplemental geotechnical evaluation approved by the Cathedral City Engineering Department.

**PPP-7: Stormwater Pollution/Erosion Control**

The project must prepare a Stormwater Pollution Prevention Plan (SWPPP) conforming to National Pollutant Discharge Elimination System (NPDES) requirements in effect at the time of grading permit application. The plan shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to eliminate polluted runoff until all construction work for the project is completed. The SWPPP shall include treatment and disposal of any dewatering operation flows and for nuisance flows during construction.

**PPP-8: Water Quality Management Plan**

The project must comply with NPDES requirements for control of discharges of sediments and other pollutants during operations of the facility through preparation and implementation of a Water Quality Management Plan in compliance with the Colorado River Basin Regional Water Quality

Control Board Municipal Separate Storm Sewer System (MS4) Permit for the Whitewater River Watershed in effect at the time of grading permit application.

**Mitigation Measures**

No mitigation measures are necessary because no significant impacts to geology and soils have been identified.

**Potentially Significant Impact**     
 **Less Than Significant with Mitigation Incorporated**     
 **Less Than Significant Impact**     
 **No Impact**

**VII. GREENHOUSE GAS EMISSIONS.**

Would the project:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?      | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The discussion below is based on the Greenhouse Gas Study dated February 11, 2017, prepared by Ldn Consulting, incorporated into this document as Appendix F.

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

**Less than Significant Impact.** Construction activities produce combustion emissions from various sources, such as site grading, utility engines, heavy-duty construction vehicles onsite, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting construction workers. Exhaust emissions from onsite construction activities would vary daily as construction activity levels change. The CalEEMod 2016.3.1 computer model estimated that the construction activities for the proposed project would generate the annual CO<sub>2</sub>e identified in Table GHG-1, below.

**Table GHG-1. GHG Construction Emissions**

Construction	MTCO <sub>2</sub> e
Year 2017	289
Year 2018	298
<b>Total</b>	<b>587</b>
<b>Amortized (30 Years)</b>	<b>20</b>
	<b>MTCO<sub>2</sub>e/year</b>

MTCO<sub>2</sub>e = metric tons of carbon dioxide equivalent  
 Source: Appendix F (Ldn Consulting, 2017), Table 5.1.

Implementation of the project would generate area and indirect sources of operational greenhouse gas (GHG) emissions that would primarily result from motor vehicle trips, electricity and natural gas consumption, water transport (the energy used to pump water), and solid waste generation. GHG emissions from electricity consumed by the project 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.

The estimated operational GHG emissions that would be generated from implementation of the project are shown in Table GHG-2. Additionally, in accordance with SCAQMD recommendation, the project’s construction-related GHG emissions from Table GHG-1 are amortized over 30 years

and added to the operational emissions estimate in order to determine the project's total annual GHG emissions.

**Table GHG-2. Total GHG Emissions**

<b>Consumption Source</b>	<b>MTCO<sub>2e</sub> per year</b>
Area Sources	1
Energy Utilization	165
Mobile Source	411
Solid Waste Generation	14
Water Consumption	49
Amortized Construction	20
<b>TOTAL</b>	<b>659</b>
<b>Threshold</b>	<b>3,000</b>
<b>Exceeds Threshold?</b>	<b>No</b>

Note: Numbers do not sum due to rounding.  
MTCO<sub>2e</sub> = metric tons of carbon dioxide equivalent  
Source: Appendix F (Ldn Consulting, 2017), Table 5.2.

In 2013, the City adopted a Climate Action Plan (CAP). The CAP does not specify a numerical threshold for GHG emissions that can be used for CEQA compliance purposes. In addition, to date, SCAQMD has only adopted a GHG emission threshold of 10,000 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>) for industrial projects where SCAQMD is the lead agency. However, SCAQMD has initiated a Working Group to develop a detailed methodology for evaluating GHG emissions significance under CEQA. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that provides a quantitative annual threshold of 3,000 MTCO<sub>2e</sub> for all land use projects. Although the SCAQMD provided substantial evidence supporting the use of the above threshold, they have not been formally adopted. The City uses SCAQMD thresholds for projects located in the Salton Sea Air Basin. Therefore, the proposed project would be considered to create a significant cumulative GHG impact if the it would exceed the annual threshold of 3,000 MTCO<sub>2e</sub>.

As shown in Table GHG-2, the project's total net annual GHG emissions would be approximately 650 MTCO<sub>2e</sub> per year. This would not exceed the threshold 3,000 MTCO<sub>2e</sub> per year. Therefore, there would be a less than significant impact related to the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. No mitigation is required.

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

**Less than Significant Impact.** The CAP adopted by the City in 2013 included a range of GHG reduction opportunities, including three that are specific to new residential development. The three measures are listed in Table GHG-3, along with an analysis of the project's compliance with each measure.

**Table GHG-3. Greenhouse Gas Reduction Policies**

<b>Sphere</b>	<b>GHG Sector Linkage</b>	<b>Measure</b>	<b>Project Compliance</b>
BUILD-7	Residential Buildings	<u>Shade Trees</u> : Promote properly sited and selected shade trees in 100% of new construction to reduce heat islands and provide shade to offset air conditioning	The project is compliant with this requirement. Shade trees are incorporated in the design plans.
BUILD-8	Residential Buildings	<u>Affordable Housing</u> : Promote the construction of energy-efficient affordable housing with private-sector partners.	The project is compliant with this measure. The project is an affordable housing community for veterans.
BUILD-9	Residential Buildings	<u>Green Homes Tours</u> : Administer "Green Homes Tours" annually to showcase six projects each year	This measure is a City program and is not applicable to the project.

Source: Climate Action Plan, Table 5.

As shown in Table GHG-3, the project is consistent with the applicable policies in the Cathedral City CAP, which is the applicable plan adopted to guide GHG reductions in the City. There would be a less-than-significant impact related to a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases. No mitigation is required.

### **Sources**

Appendix F. Greenhouse Gas Study. Ldn Consulting, 2017.  
City of Cathedral City, Climate Action Plan, 2013.

### **Project Design Features & Standard Conditions/Existing Plans, Programs, or Policies**

#### *PDFs*

No PDFs are applicable to greenhouse gas emissions.

#### *PPPs*

No PPPs are applicable to greenhouse gas emissions.

### **Mitigation Measures**

No mitigation measures are necessary because no significant impacts related to greenhouse gas emissions have been identified.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
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 checked="" type="checkbox"/>	<input 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"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Less Than Significant Impact.**

**Construction**

The proposed project would not involve the routine transport, use, or disposal of significant amounts of hazardous materials as defined by the Hazardous Materials Transportation Uniform Safety Act. During construction, the proposed project would involve the transport of general construction materials (i.e., concrete, wood, metal, fuel, etc.) as well as the materials necessary to construct the proposed residential community. Construction activities would involve the use of hazardous materials such as fuels and greases for the fueling and servicing of construction equipment. Such substances may be stored in temporary storage tanks/sheds that would be located on the project site. Although these types of materials are not acutely hazardous, they are classified as hazardous materials and create the potential for accidental spillage, which could expose workers.

The use, storage, transport, and disposal of hazardous materials used in construction of the facility would be carried out accordance with federal, State, City and County regulations. No extremely hazardous substances (i.e., governed under Title 40, Part 335 of the Code of Federal Regulations) are anticipated to be produced, used, stored, transported, or disposed of as a result of project construction. As needed, Material Safety Data Sheets for all applicable materials present onsite would be made readily available to onsite personnel as required by the Cathedral City Fire Department (CCFD). During construction of the facility, non-hazardous construction debris would be generated and disposed of in local landfills. Sanitary waste would be managed using portable toilets, with waste being disposed of at approved sites.

**Operation**

The project proposes to construct a 60-unit residential community. Residential uses typically do not present a hazard associated with the accidental release of hazardous substances into the environment because residents are not anticipated to use, store, dispose, or transport large volumes of hazardous materials. Hazardous substances associated with residential uses are typically limited in both amount and use such that they can be contained without impacting the environment. Project operation would involve the use of potentially hazardous materials (e.g., solvents, cleaning agents, paints, fertilizers, pesticides) typical of residential uses that when used correctly and in compliance with existing laws and regulations, would not result in a significant hazard to residents or workers in the vicinity of the proposed project.

No manufacturing, industrial, or other uses utilizing large amounts of hazardous materials would occur within the project site. Typical use of household hazardous materials (e.g., pesticides, fertilizer, solvents, cleaning products, and paints) would not generally result in the transport, disposal, or release of hazardous materials of an amount that would create a significant hazard to the public or environment. There would be a less-than-significant impact related to the creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. No mitigation is required.

**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?**

**Less Than Significant Impact.** Refer to Item VIII.a), above. Construction and operation of the facility would not involve any significant amount of hazardous materials, or any extremely hazardous substances, and compliance with federal, State, City, and County regulations related to hazardous materials is required. There would therefore be a very low likelihood of a significant hazard resulting from upset or accident conditions involving the release of hazardous materials to the environment.

There would be a less-than-significant impact related to the creation of 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. No mitigation is required.

**c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**Less Than Significant Impact.** Mt. San Jacinto High School is immediately south of the project site, across Corta Road, and Landau Elementary School is approximately 500 feet to the north.

Refer to Item III.d for an analysis of air pollutants from the project site compared to LSTs established by SCAQMD. As shown in Table AQ-4, the project's construction- and operational-period emissions of criteria air pollutants are below the applicable thresholds for local sensitive receptors. This analysis was conducted using the most conservative assumption available in the LST methodology of receptors 25 meters from the project boundary. As a residential project, no other significant source of hazardous emissions (e.g., from industrial activities) would occur from the site.

See Item VIII.a for a discussion of hazardous materials, substances, and waste at the project site. Construction of the facility would be subject to federal, State, City, and County regulations related to hazardous materials. Verification of compliance with such regulations would occur through City and CCFD inspections during construction. During operations, the residential project would not require the use of any significant quantities of hazardous materials or substances, or generate hazardous waste.

There would be a less-than-significant impact related to hazardous emissions or the handling of hazardous materials, substances, or waste within one-quarter mile of a school. No mitigation is required.

**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?**

**No Impact.** The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. There would be no impact related to a significant hazard to the public resulting from development on such a site. No mitigation is required.

**e) For a project 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?**

**Less Than Significant Impact.** The project site is located about one mile east of Palm Springs International Airport. The project site is shown in the Riverside County Airport Land Use Compatibility Plan (ALUCP) Compatibility Map for this airport (Map PS-1) as being within the Airport Influence

Area, in Compatibility Zone E. Table 2A in the ALUCP provides “basic compatibility criteria” for the compatibility zones. Compatibility Zone E, the least restrictive of the zones, imposes no limits on residential density or other land use intensities. The only land uses prohibited in this area are “hazards to flight” (i.e., tall objects or features that would create visual or electronic interference with flight). The project was reviewed by the Riverside County Airport Land Use Commission on May 10, 2018 and found to be consistent with the Palm Springs International Airport Land Use Compatibility Plan, subject to various conditions that are routinely applied to projects within this Compatibility Zone. These conditions are listed under PPP-9. There would be a less-than-significant impact related to a significant hazard for people residing or working in the project area from development in the vicinity of a public or public use airport. No mitigation is required.

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

**No Impact.** The project site is not located in the vicinity of a private airstrip. No such airstrips are identified within two miles of the site. There would be no impact related to a significant hazard for people residing or working in the project area resulting from development in the vicinity of a private airstrip. No mitigation is required.

**g) Impair implementation of an adopted emergency response plan or emergency evacuation plan?**

**No Impact.** The project would not prevent or impede access to any roadways that could be used as part of emergency response or evacuation. The project enhances emergency response and evacuation routes by completing Vega Road to Landau Boulevard. The project’s onsite circulation system would be reviewed and approved by the CCFD as part of the plan review process to ensure adequate emergency access. For these reasons, there would be no impact related to the project impairing implementation of an emergency response plan or emergency evacuation plan. 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?**

**No Impact.** The project is in an infill location surrounded by urban development. The site is mapped by the California Department of Forestry and Fire Protection as being outside of the Very High Fire Hazard Severity Zone. There is no risk of significant loss, injury, or death involving wildland fires. No mitigation is required.

**Sources**

California Department of Forestry and Fire Protection. Very High Fire Hazard Severity Zones in LRA – As Recommended by CAL FIRE. Western Riverside County. December 24, 2009.  
California Department of Toxic Substances Control. EnviroStor. Database accessed February 24, 2017.  
Riverside County Airport Land Use Commission. Riverside County Airport Land Use Compatibility Plan. October 14, 2004.  
State Water Resources Control Board. GeoTracker. Database accessed February 24, 2017.

## **Project Design Features & Standard Conditions/Existing Plans, Programs, or Policies**

### *PDFs*

No PDFs are applicable to hazards and hazardous materials.

### *PPPs*

#### **PPP-9: Airport Land Use Commission Conditions**

The project must comply with the following conditions imposed by the Airport Land Use Commission, as amended by any future Commission review:

1. Any new 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.
2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational 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 safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be given to all prospective purchasers of the property and tenants of the proposed apartments. *[Notice reads: NOTICE OF AIRPORT IN VICINITY. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b)(13)(A)]*
4. Any new detention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

## **Mitigation Measures**

No mitigation measures are necessary because no significant impacts related to hazards and hazardous materials have been identified.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b><u>IX. HYDROLOGY AND WATER QUALITY.</u></b> Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

j) Inundation by seiche, tsunami, or mudflow?

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

**Less Than Significant Impact.**

**Construction**

During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported via storm runoff into receiving waters.

The project is subject to regulation under the NPDES permit program. To implement NPDES requirements, the State Water Resources Control Board (SWRCB) issued the statewide NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No 2009-009-DWQ, as amended by Order No. 2010-0014-DWQ and Order No. 2012-006-DWQ, NPDES No. CAS000002).

Under this Construction General Permit, individual NPDES permits or Construction General Permit coverage must be obtained for discharges of stormwater from construction sites with a disturbed area of one or more acres and are required to either obtain individual NPDES permits for stormwater discharges or be covered by the Construction General Permit. During construction, the total disturbed soil area would be 8.9 acres. Because the proposed project disturbs greater than one acre of soil, the project site is subject to the requirements of the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities.

Coverage under the Construction General Permit is accomplished by completing and filing Permit Registration Documents (PRDs) with the SWRCB prior to commencement of construction activities. Among the PRDs are a Risk Assessment, a Site Map, and a SWPPP. The primary objective of the SWPPP is to identify, construct, implement, and maintain BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site during construction. The Construction General Permit requires dischargers to assess the risk level of a project based on both sediment transport and receiving water risk, and each project would then be categorized into Risk Level 1, 2, or 3, with increased monitoring required for certain higher-risk sites. Chapter 15.10 of the Municipal Code provides additional regulation related to erosion and sediment control and water quality requirements.

Pursuant to PPP-7, the project would be required to prepare a SWPPP and implement construction BMPs that are detailed in the SWPPP during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

Compliance with the NPDES and Municipal Code requirements would reduce the project's construction related impacts to water quality to a less-than-significant level. No mitigation is required.

### Operation

Pollutants of concern during operations include sediments, nutrients, pathogens, pesticides, oil and grease, and trash and debris, all of which are typically associated with residential development. The Municipal Storm Water Permitting Program regulates storm water discharges from municipal separate storm sewer systems (MS4s). The Riverside County Flood Control and Water Conservation District (RCFCWCD), Coachella Valley Water District, County of Riverside, and City of Cathedral City, along with other incorporated cities in the Whitewater River Watershed region of Riverside County (Permittees), discharge pollutants from their MS4s. These discharges are regulated under countywide waste discharge requirements contained in Colorado River Basin Regional Water Quality Control Board Order No. R7-2013-0011, which was adopted on June 20, 2013.

The Permit requires the development and implementation of a program addressing stormwater pollution issues in development planning for private projects. RCFCWCD's WQMP template was developed as part of the municipal storm water program to address storm water pollution from new development and redevelopment by the private sector, which the City of Cathedral City uses as a template for project WQMPs.

The WQMP template describes the process for preparing Conceptual or Preliminary WQMPs and final Project WQMPs for certain new development and significant redevelopment projects called "Priority Projects," which the project would be considered. As a Priority Project, the project would be required to prepare a WQMP that specifies the proposed BMPs to mitigate stormwater pollution from the proposed development. The WQMP template contains a list of the minimum required BMPs that must be used for a development project. Compliance with WQMP requirements is mandated by PPP-8. Compliance with these requirements would reduce the project's potential impacts to water quality to less-than-significant levels. No mitigation is required.

**b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

**Less Than Significant Impact.** The project is within the service area of the Coachella Valley Water District (CVWD). CVWD prepared a 2015 Urban Water Management Plan (UWMP), which provides information on the present and future water resources and demands and assesses water resource needs for the utility. According to the UWMP, the main source of water supply is groundwater pumped from the Whitewater River and Mission Creek subbasins. Non-urban, non-potable water supplies are obtained from recycled sources and water imported from the Colorado River via the Coachella Canal; treated Canal water is anticipated to be available starting in 2025 to reduce demands for groundwater pumping. The UWMP estimated the 2015 population of the CVWD service area to be 216,900, with a 143 percent increased projected through the year 2040, for a population of 527,100. The increase in population is based on the Southern California Association of Governments' 2012 Adopted Growth Forecast. The associated water use would increase potable water demand from 92,974 acre-feet per year to 193,400 acre-feet per year in 2040. The UWMP determined that the CVWD is capable of meeting the water demands of its customers in normal, single dry, and multiple dry years between 2015 and 2040, taking into account the projected increase in demand.

The project provides new residential units that are within the total increase in demand anticipated by the UWMP. The project site is zoned for residential use. The density of the site is increasing with a zone change from R1 (Single-Family Residential) to R2 (Multiple-Family Residential). The proposed development consists predominantly of small one- and two-bedroom units. One-bedroom units (80 percent of the total units) would be between 671 and 704 square feet and two-bedroom units (20 percent) would be approximately 1,000 square feet. Because of the majority of the units are one-bedrooms, the small size of the residential units, and with the site's occupancy restrictions related to disadvantaged veterans, unit occupancy would be notably lower than the average 3.03 persons per unit found across Cathedral City. In addition, the project would be subject to landscape and irrigation design criteria established by the Coachella Valley Water District (CVWD) in Ordinance No. 1302.1, which has been adopted by the City by reference in Section 8.57 of the Municipal Code (PPP-5). The landscape and irrigation design criteria require submission of a landscape design package to CVWD with a calculation of the landscaped area, vegetation types, hydrozones, water budget, water allowance, and other design details. Compliance with this requirement will ensure the project has a more water-efficient landscape than older developments in Cathedral City. For these reasons, despite the zone change, the project's impacts to water use would be expected to be generally consistent with the existing zoning designation. As such, the project is deemed to have been included in SCAG's growth forecast for Cathedral City, and the UWMP's analysis of water availability is appropriate for use by the project.

While the project would increase impervious surfaces to the project site, design measures mandated by the project's WQMP (PPP-8) are incorporated that would minimize these impacts. Specifically, the project would include two retention basins of approximately 0.3 acre in size and four smaller retention basins, that would retain water onsite following storms, allowing infiltration of storm flows to occur over a period of days after a storm has ended.

Based on these factors, there would be a less-than-significant impact related to a substantial depletion of groundwater supplies or substantial interference with groundwater recharge. No mitigation is required.

- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**
- d) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**
- e) **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**
- f) **Otherwise substantially degrade water quality?**

**Less Than Significant Impact.** The project site is flat. As required by regulation and implemented through PPP-7, the project would comply with NPDES requirements for control of discharges of sediments and other pollutants during construction. This requires preparation of a SWPPP, which is submitted to the State Water Resources Control Board.

As implemented through PPP-8, the project would comply with NPDES requirements for control of discharges of sediments and other pollutants during operations of the facility through preparation and implementation of a WQMP in compliance with the MS4 Permit in effect for the Whitewater

River Watershed at the time of grading permit application. Per WQMP requirements, the proposed grading design must apply Low Impact Development (LID) BMPs that would result in post-development stormwater runoff conditions not being significantly different from pre-development conditions. The Whitewater River Region WQMP Guidance (January 2015) states that the measurable goal for LID/Site Design BMPs is compliance with the local land use authority's requirements for onsite detention. Cathedral City has established a standard for onsite retention in Chapter 8.24 (Floodplain Management) of the Municipal Code; in summary, the standard requires developments make provisions to store runoff from the 100-year, three-hour-duration rain event, with allowance for special site conditions.

With the application of PPP-7, requiring preparation and implementation of a SWPPP to control construction-period discharges of sediments; PPP-8, requiring preparation and implementation of a WQMP to control operational-period discharges of sediments; and PPP-5, requiring compliance with Municipal Code Title 8 (Buildings and Construction), including Chapter 8.24 (Floodplain Management), the project would result in less than significant impacts associated with on- or offsite erosion, siltation, or flooding. No 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?**

**No Impact.** General Plan Environmental Hazards Element Exhibit V-7 shows the project site within Flood Zone X, indicating the site is outside the 100-year flood hazard area. There would be no impact related to placing housing within a 100-year flood hazard area. No mitigation is required.

**h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

**No Impact.** Refer to Item IX.g for a discussion on flooding hazards. There would be no impact related to placing within a 100-year flood hazard area structures which would impede or redirect flood flows. No mitigation is required.

**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?**

**No Impact.** Refer to Item IX.g for a discussion on flooding hazards within mapped floodplains. Riverside County General Plan Safety Element Figure S-10 depicts dam failure inundation zones throughout the county. No such zones are present in Cathedral City. There would be no impact related to flooding, including flooding as a result of the failure of a levee or dam. No mitigation is required.

**j) Inundation by seiche, tsunami, or mudflow**

**No Impact.** The proposed project would not expose people or structures to inundation by seiche, tsunami, or mudflow. The site is not near the coastline and would not be impacted by tsunami waves. Seiches are standing waves in an enclosed or partially enclosed body of water, such as a lake, that can be caused by seismic activity. There are no standing bodies of water, either onsite or offsite, that could generate seiche waves in the vicinity of the project. The site and its surrounding area are generally flat, preventing substantial mudflows. There would be no impact related to inundation by seiche, tsunami, or mudflow. No mitigation is required.

**Sources**

Coachella Valley Water District. 2015 Urban Water Management Plan. Final Report, July 1, 2016.  
General Plan Environmental Hazards Element, Exhibit V-7.  
Municipal Code Chapter 8.24.  
Riverside County Flood Control and Water Conservation District. Water Quality Management Plan Guidance Document. Whitewater River Region. June 2014, rev. January 2015.  
Riverside County Flood Control and Water Conservation District. 2014 Whitewater River Region Water Quality Management Plan Template.  
Riverside County General Plan Safety Element, Figure S-10.

**Project Design Features & Standard Conditions/Existing Plans, Programs, or Policies***PDFs*

No PDFs are applicable to hydrology and water quality.

*PPPs***PPP-5: Building Code Compliance**

*(Refer to Item VI, above.)*

**PPP-7: Stormwater Pollution/Erosion Control**

*(Refer to Item VI, above.)*

**PPP-8: Water Quality Management Plan**

*(Refer to Item VI, above.)*

**Mitigation Measures**

No mitigation measures are necessary because no significant impacts to hydrology and water quality have been identified.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**X. LAND USE AND PLANNING.** Would the project:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**a) Physically divide an established community?**

**No Impact.** The physical division of an established community could occur if a major road (expressway or freeway, for example) were built through an existing community or neighborhood, or if a major development was built which was inconsistent with the land uses in the community such that it divided the community. The environmental effects caused by such a facility or land use could include lack of, or disruption of, access to services, schools, or shopping areas. It might also include the creation of blighted buildings or areas due to the division of the community.

The proposed project is a residential development within a predominantly residential area. It would not physically divide an established community. The project enhances connectivity between adjacent neighborhoods by completing Vega Road to Landau Boulevard. There is no impact related to the project physically dividing an established community. No mitigation is required.

**b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?**

**Less Than Significant Impact.** The proposed project includes a General Plan Amendment to change the site’s General Plan land use designation from RL (Low Density Residential, 2-4.5 du/ac) to RM (Medium Density Residential, 4.5-10 du/ac) and a Change of Zone from R1 (Single-Family Residential) to R2 (Multiple-Family Residential). The modified land use and zoning designations are appropriate for properties fronting Landau Boulevard, which is designated a Major Highway in the General Plan Circulation Element, and are consistent with the intensity of residential development along this street. Existing areas with the RM land use designation and R2 zoning are present 700 feet south of the site and ¼ mile north of the site along Landau Boulevard. Immediately north and south of the site are institutional land uses (Mt. San Jacinto High School and a Salvation Army facility with the Dick and Beverly Davis Corps Community Center) that would be compatible with medium-

density residential development. In addition, the westerly 6.5 acres of the project site to be developed with the apartment complex will be separated from existing single-family residential community to the east by 2.4-acres of land the will be left undeveloped for the foreseeable future. With the approval of the project, including the requested General Plan Amendment and Change of Zone, there would be a less-than-significant impact related to conflicts with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No mitigation is required.

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

**Less Than Significant Impact.** The project site is located within the CVMSHCP mitigation fee area. Refer to Item IV, above, for a discussion of CVMSHCP requirements. Payment of mitigation fees (PPP-3) is required prior to issuance of grading permits for the project; such payment would ensure compliance with the requirements of the CVMSHCP. There would be a less-than-significant impact related to a conflict with the applicable HCP or NCCP. No mitigation is required.

**Sources**

General Plan Community Development Element.  
City of Cathedral City Zoning Map.

**Project Design Features & Standard Conditions/Existing Plans, Programs, or Policies**

*PDFs*

No PDFs are applicable to land use and planning.

*PPPs*

**PPP-3: CVMSHCP Fee Payments**

*(Refer to Item IV, above.)*

**Mitigation Measures**

No mitigation measures related to land use and planning are required.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**XI. MINERAL RESOURCES.** Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<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"/>

**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?**

**No Impact.** The project site is located in an urbanized area with no local mining activities. There are no known mineral resources on the site. The site is identified in the General Plan Environmental Resources Element (Exhibit IV-10) as being within Mineral Resource Zone (MRZ) 3. The General Plan states that the MRZ-3 designation refers to areas where the ability to identify mineral resources has been impeded by development. The project would have no impact related to the loss of availability of a known valuable mineral resource. No mitigation is required.

**b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on the general plan, specific plan or other land use plan?**

**No Impact.** There are no identified mineral resources on the site. The site is identified in the General Plan as having an MRZ-3 designation, which indicates no information is available on locally-important mineral resources. The project would have no impact related to the loss of availability of a locally-important mineral resource recovery site identified in a land use plan. No mitigation is required.

**Sources**

General Plan Environmental Resources Element, Exhibit IV-10.

**Project Design Features & Standard Conditions/Existing Plans, Programs, or Policies**

*PDFs*

No PDFs are applicable to mineral resources.

*PPPs*

No PPPs are applicable to mineral resources.

**Mitigation Measures**

No mitigation measures are necessary because no significant impacts to mineral resources have been identified.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. NOISE.</b> 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is based on the Noise Study dated March 25, 2017, prepared by Ldn Consulting, incorporated into this document as Appendix G.

**Standards of Significance**

Noise impacts are considered significant if people are exposed to levels in excess of standards established in local general plans or noise ordinances. The noise standard for multi-family residential uses in the City of Cathedral City is 65 A-weighted decibels (dBA) community noise equivalent level (CNEL) for exterior noise and 45 dBA CNEL for interior noise. If required, attenuation through setbacks, enhanced construction standards, and project perimeter barriers may be used to reduce traffic noise to the 65 dBA CNEL goal. However, an inability to achieve this goal through the application of reasonably available mitigation measures could be considered a significant impact.

Impacts may also be significant if they create either a substantial permanent or temporary increase. The term “substantial” is not quantified in CEQA guidelines. In most environmental analyses, “substantial” is taken to mean a level that is clearly perceptible to humans. In practice, this is at least a +3 dB increase. Some agencies, such as Caltrans, require substantial increases to be +10 dB or more if noise standards are not exceeded by the increase. For purposes of this analysis, a +3 dB

increase is considered a substantial increase. The following noise impacts due to project-related traffic would be considered significant:

- 1) If project traffic noise were to cause an increase by a perceptible amount (+3 dB CNEL) or expose receivers to levels exceeding city compatibility noise standards.
- 2) If future build-out noise levels were to expose on site sensitive receivers to levels exceeding compatibility standards of 65 dB CNEL exterior at any outdoor uses or 45 dB CNEL interior noise levels in any habitable space.

**General Plan.** Noise standards are established by Table V-2 of the General Plan Noise Element, which contains a matrix of compatible uses land uses for varying noise levels; see Table N-2, below. CNEL guidelines for specific land uses are classified into four categories: (A) “clearly acceptable,” (B) “conditionally acceptable,” (C) “normally unacceptable,” and (D) “clearly unacceptable.”

If a project falls within Zone A or Zone B the project is considered compatible with the noise environment. The City considers noise levels of up to 65 dBA “clearly acceptable” (Zone A) for multiple family residential uses and levels of up to 70 dBA to be “conditionally acceptable” (Zone B). Normally compatible requires that new development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features in the design are determined. Typically, conventional construction with closed windows and a fresh air supply system or air conditioning will suffice. Zone C shows that substantial noise mitigation will be necessary, such as construction of noise barriers and incorporation of additional building sound insulation. However, projects in Zone C can also be successfully mitigated.

An interior CNEL of 45 dBA is mandated by the State of California Noise Insulation Standards (CCR, Title 24, Part 6, Section T25-28) for multiple family dwellings; this standard is incorporated into City standards in the General Plan.

**Municipal Code.** Noise standards are also contained in Chapter 11.96 (Noise Control) of the Municipal Code. The Municipal Code limits the noise level generated on a property that can cross to a neighboring property, primarily to minimize any adverse impact adjoining residential uses. Ordinance limits generally apply to “stationary” sources such as mechanical equipment, manufacturing activities, or vehicles operating on private property. Control of on-road transportation noise is pre-empted from local control. Because the City cannot regulate noise generation by the source (traffic), it regulates the pattern of land use exposed to such noise through the Noise Element of the General Plan.

Chapter 11.96 addresses construction noise through restrictions on permitted hours for construction. Construction is permitted only in the following hours shown in Table N-1.

**Table N-1. Permitted Construction Hours**

October 1 – April 30	Monday – Friday	7 am – 5:30 pm
	Saturday	8 am – 5 pm
	Sundays & State Holidays	No construction
May 1 – September 30	Monday – Friday	6 am – 7 pm
	Saturday	8 am – 5 pm
	Sundays & State Holidays	No construction

**Table N-2. Land Use Compatibility for Community Noise Environments**

Land Uses	CNEL (dBA)						
	50	55	60	65	70	75	80
Residential - Single Family Dwellings, Duplex, Mobile Homes	A						
		B					
					C		
							D
Residential – Multiple Family	A						
		B					
					C		
							D
Transient Lodging: Hotels and Motels	A						
		B					
					C		
							D
School Classrooms, Libraries, Churches, Hospitals, Nursing Homes and Convalescent Hospitals	A						
		B					
					C		
							D
Auditoriums, Concert Halls, Amphitheaters		B					
						C	
Sports Arenas, Outdoor Spectator Sports		B					
						C	
Playgrounds, Neighborhood Parks	A						
					C		
							D
Golf Courses, Riding Stables, Water Recreation, Cemeteries		A					
					C		
							D
Office Buildings, Business, Commercial and Professional	A						
					B		
							D
Industrial, Manufacturing, Utilities, Agriculture		A					
					B		
							D

Source: Cathedral City General Plan Update Noise Background Study”, Endo Engineering, 2001: *California Department of Health Services, “Guidelines for the Preparation and Content of the Noise Element of the General Plan,” 1990*

**Explanatory Notes**

**A Normally Acceptable:** With no special noise reduction requirements assuming standard construction.

**B Conditionally Acceptable:** New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design

**C Normally Unacceptable:** New construction is discouraged. If new construction does not proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

**D Clearly Unacceptable:** New construction or development should generally not be undertaken.

Source: General Plan Noise Element Table V-2.

**Existing Ambient Noise**

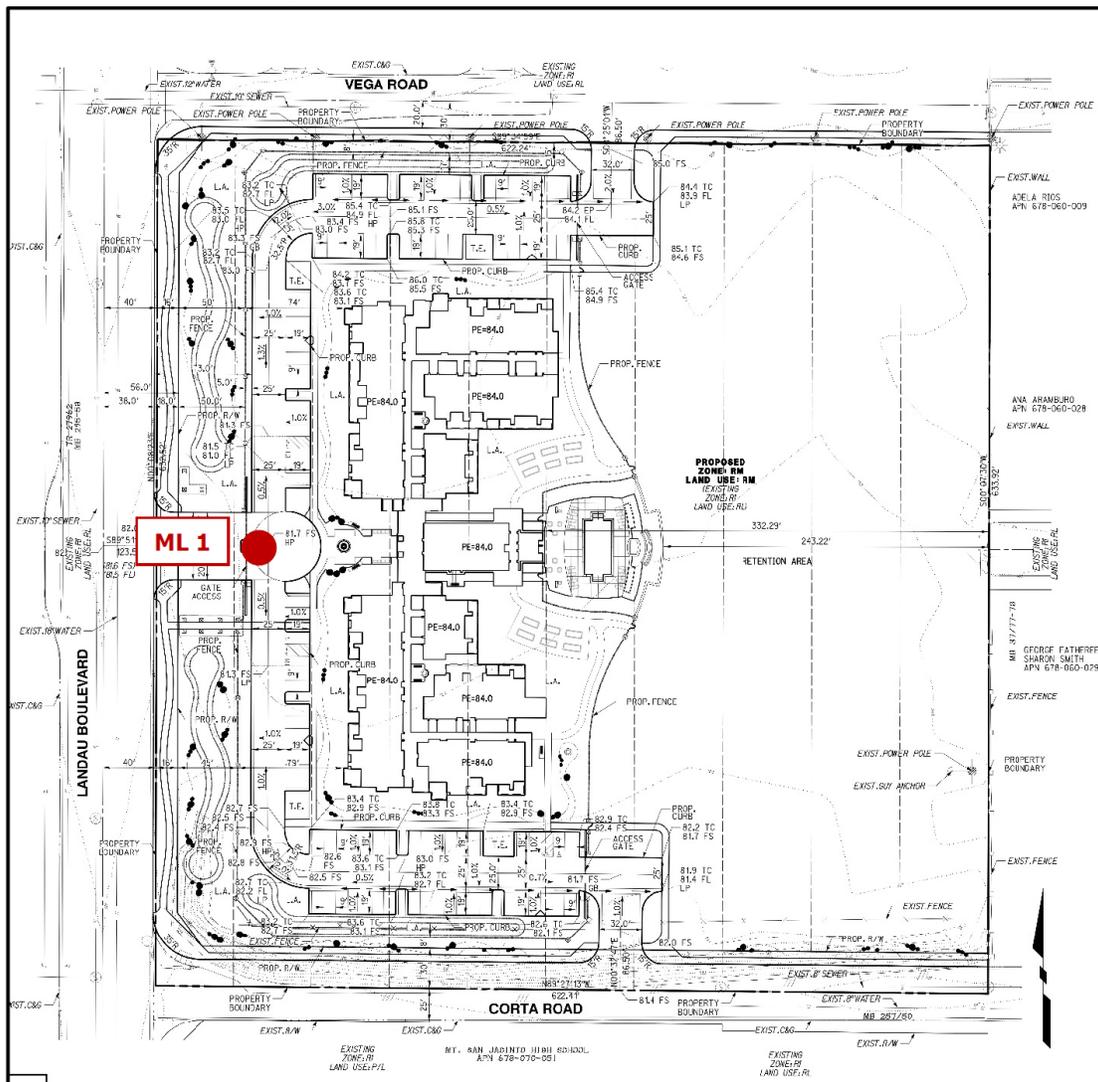
Measurements of the existing noise environment in the vicinity of the project site were taken on January 16, 2017, as documented in the Noise Study. The ambient noise measurement was taken on the project site along the Landau Boulevard frontage, as mapped on Figure 8. Table N-3 provides the results of this measurement; as shown, the overall noise level was 68 dBA, resulting from proximity to the road. However, the L90 data indicates 90 percent of the time the noise level is below 56 dBA.

**Table N-3. Measured Ambient Noise Levels**

Location	Noise Levels (dBA)			
	Average Noise Leq	Highest Noise Lmax	Lowest Noise Lmin	L90
Landau Boulevard	68.1	74.4	46.4	55.8

Source: Appendix G (Ldn Consulting, 2017), Table 4-1.

**Figure 8 Ambient Noise Measurement Location**



**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?**

**Less Than Significant Impact.** The General Plan Noise Element establishes noise requirements for indoor and outdoor residential uses. The standards are 65 dB CNEL for exterior noise and 45 CNEL for interior noise.

The proposed project would create noise during project construction, which would be short term in nature and project implementation and operation would create stationary noise sources within the project site in the long term. The City limits construction activities to certain hours based on the season and day of the week (see Table N-1). Construction activities that occur during allowable hours are exempt from noise standards. Through compliance with the construction hour restrictions contained in Chapter 11.96 of the Municipal Code, construction-period noise would not be in excess of standards established by the General Plan or noise ordinance. There would be a less-than-significant impact and no mitigation is required.

The noise associated with the ongoing operations of the project would include typical noise sources associated with residential land use. The principal source of offsite noise in the project area would be traffic on Landau Boulevard. No significant impact is expected on neighboring properties due to the residential land use of the site. Using traffic volumes derived from the Traffic Impact Analysis prepared by Trames Solutions, Inc. dated December 13, 2016 (see Appendix H), peak-hour traffic volumes on Landau Boulevard are expected to be up to 1,443 vehicles per hour in the build-out year of 2018 based on the addition of trips from the project, trips from four cumulative projects, and an assumed 2 percent ambient growth rate for other projects which have yet been approved or constructed. This calculation of peak-hour traffic incorporated a 4.5-acre public park, which is no longer planned for development as part of the project or in the foreseeable future. Project traffic levels would be less than half of what was identified with the public park; therefore, the associated noise, would be lower than projected in the Noise Study. The Noise Study calculated the noise level at project buildout at the nearest residential structure to Landau Boulevard (180 feet from the roadway centerline) would have an exterior noise level of 65 dBA CNEL, which meets the 65 dBA CNEL exterior noise standard. As typical residential construction produces a 20 dBA reduction in noise from exterior to interior, the interior noise level would be up to 45 dBA, meeting the 45 dBA CNEL interior noise standard.

Based on these factors, operational-period noise would not be in excess of standards established by the General Plan or noise ordinance. There would be a less-than-significant impact and no mitigation is required.

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

**Less Than Significant Impact.** Groundborne vibration and groundborne noise could originate from earth movement during the construction phase of the proposed project. Construction activities may result in short-term impacts to the noise environment including groundbourne vibration and noise. However, the project's construction activities do not include activities known to induce strong vibration effects, such as those produced by tunneling or blasting.

**Vibration Noise**

Construction activities generate groundborne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement. The effects of groundborne vibration include discernable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration-related problems generally occur due to resonances in the structural components of a building because structures amplify groundborne vibration. Within the “soft” sedimentary surfaces of much of Southern California, ground vibration is quickly dampened. Groundborne vibration is almost never annoying to people who are outdoors (FTA 2006).

Ground-borne vibration related to human annoyance is generally related to velocity levels expressed in decibel notation (VdB), the root mean square (RMS) velocity of a vibrating object. RMS velocities are expressed in units of vibration decibels. The range of VdB is as follows:

- 65 VdB – threshold of human perception
- 72 VdB – annoyance due to frequent events
- 80 VdB – annoyance due to infrequent events
- 94-98 VdB – minor cosmetic damage

To determine potential impacts of the project’s construction activities, estimates of vibration levels induced by the construction equipment at various distances are presented in Table N-5.

**Table N-4. Approximate Vibration Levels Induced by Construction Equipment**

Equipment	Approximate Vibration Levels (VdB)			
	25 feet	50 feet	75 feet	100 feet
Large Bulldozer	87	81	78	75
Loaded Truck	86	80	77	74
Jackhammer	79	73	69	67
Small Bulldozer	58	52	43	46

Source: FTA Transit Noise & Vibration Assessment, Chapter 12, Construction, 2006.

The onsite construction equipment that would create the maximum potential vibration is a large bulldozer, which would only be required at the western edge of the project area, in the footprint of the residential development approximately 170 feet west away from the residential to the east. There would therefore be a less-than-significant impact from vibration on residential land uses to the east. Other sensitive receptors to the west, across Landau Boulevard, and to the southeast, are at least 150 feet from the area of activity for a large bulldozer. Because the site is generally flat and would not require significant excavations, bulldozer use would be transient and intermittent during construction, and sensitive receptors would not be exposed to high vibration levels for extended periods of time. In addition, restrictions on construction hours established by Chapter 11.96 of the Municipal Code (see above) would avoid any construction-period vibration impacts during overnight hours, when sensitivity to vibrations is greater in residential areas. For these reasons, impacts related to groundborne noise resulting from vibration during construction would be less than significant. No mitigation is required.

**Structural Vibration**

Groundborne vibrations from construction activities rarely reach levels that can damage structures. Because vibration is typically not an issue, very few jurisdictions have adopted vibration significance thresholds. Neither the Municipal Code nor the General Plan have adopted thresholds for the City.

A vibration descriptor commonly used to determine structural damage is the peak particle velocity (ppv), which is defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in in/sec. The range of such vibration is as follows in Table N-6:

**Table N-5. Human Response to Vibration**

Average Human Response	ppv (in/sec)
Severe	2.000
Strongly perceptible	0.900
Distinctly perceptible	0.240
Barely perceptible	0.035

Source: Caltrans Transportation and Construction Vibration Guidance Manual, 2013.

According to the California Department of Transportation (Caltrans), the threshold for structural vibration damage for modern structures is 0.5 in/sec for intermittent sources. The American Association of State Highway and Transportation Officials (1990) identifies maximum vibration levels for preventing damage to structures from intermittent construction or maintenance activities for residential buildings in good repair with gypsum board walls to be 0.4–0.5 in/sec. Given the relatively modern construction of nearby buildings (built in the 1970s and later), this is considered an appropriate standard for comparison to project impacts.

Table N-7 shows the predicted vibration levels generated by construction equipment would be 0.089 in/sec at 25 feet and 0.017 at 75 feet, which is well below levels that could create structural damage in typical residential buildings (i.e., 0.4 in/sec). Therefore, vibration impacts from construction-period vibration would be less than significant. No mitigation is required.

**Table N-6. Vibration Source Levels for Construction Equipment**

Equipment	PPV (in/sec) at 25 feet	PPV (in/sec) at 50 feet
Large Bulldozer	0.089	0.031
Loaded Trucks	0.076	0.027
Jackhammer	0.035	0.012
Small Bulldozer	0.003	0.001

Source: FTA Transit Noise and Vibration Impact Assessment, 2006

**Operational Groundborne Vibration and Groundborne Noise**

The project is a residential development, and would not include any components that could generate significant groundborne vibration or groundborne noise during operations. There is no impact and no mitigation is required.

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

**Less Than Significant Impact.** Long-term noise impacts from the proposed project would be primarily from project-related traffic on Landau Boulevard adjacent to the project site. The Noise Study projected roadway noise levels from vehicular traffic using methods established by the Federal Highway Administration (FHWA). The FHWA Model uses the traffic volume, vehicle mix, speed, and roadway geometry to compute the equivalent noise level. Details of traffic volumes are in the Traffic Impact Analysis in Appendix H.

To determine if direct or cumulative off-site noise level increases associated with the development of the proposed project would create noise impacts, traffic volumes for the existing conditions were compared with the traffic volume increase of existing plus the proposed project. The project is estimated to generate 144 daily trips, with an a.m. peak hour volume of 8 trips and a p.m. peak hour volume of 10 trips. The majority of trips would be concentrated along Landau Boulevard, which has an existing average daily traffic (ADT) volume of 15,800 vehicles per day in the project vicinity (Coachella Valley Association of Governments 2015 Traffic Census Report). Typically, it requires a project to double (or add 100 percent) to the traffic volumes to have a direct impact of 3 dBA CNEL or be a major contributor to the cumulative traffic volumes. The project would result in a less than 1 percent increase to the existing roadway volumes. Therefore, since the project's added traffic to Landau Boulevard that would result in an imperceptible increase in noise levels, there would be a less-than-significant impact related to a substantial permanent increase in ambient noise levels. No mitigation is required.

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

**Less Than Significant Impact.** As noted above, construction activities that occur during allowable hours are exempt from noise standards. Temporary increases in noise impacts would be present during construction. Typical construction equipment that would be utilized on the project site is listed in Table N-4. As shown in the table, the loudest construction equipment and vehicles would generate noise levels measured at 75 dBA at a distance of 50 feet. With all equipment running simultaneously on the site, with an average distance from the property line of 200 feet, the anticipated noise level at the property line would be 73 dBA. This is a worst-case scenario for nearby sensitive receptors, as the easterly portion of the project site that is closest to existing residential buildings would remain undeveloped land. It is noted that noise impacts to Mt. San Jacinto High School, located south of the site on the opposite side of Corta Road, would not be substantial as the school building is approximately 85 feet south of the site and there are a limited number of windows along this north-facing façade. Also, classrooms along the northern edge of the school do not utilize operable windows. With closed windows, noise attenuation is approximately 20 dB in structures built using typical California building standards. Further, construction activities would occur along the southern edge of the project site for a limited period of time and most construction would occur more than 200 feet away where the closest building is proposed. These noise levels decrease at a rate of 6 dBA per doubling of distance from the noise source. Therefore, at 100 feet, the noise levels would be about 6 dBA less than at 50-feet. The adjacent high school and existing homes adjacent to Corta Road would experience noise levels at approximately 62 dBA based on a 12 dBA reduction from the average expected noise level of 73 dBA. A 20 dB reduction would then be applied to account for noise attenuation in the building construction, which results in expected noise levels below City standards. The combination of distance, building attenuation, and the short-term and transitory nature of site construction activities would result in noise impacts at the high school and closest homes being less than significant.

**Table N-7. Construction Noise Levels**

Construction Equipment	Quantity	Source Level @ 50 feet (dBA)	Duty Cycle (Hours/Day)	Cumulative Noise Level @ Property Line (dBA)
Dozer	2	74	8	77
Grader	2	73	8	76
Roller Compactor	1	74	8	74
Water Truck	2	70	8	73
Blade	2	75	8	78
Dump Truck	2	75	8	78
Paver/Blade	1	75	8	75
Average Distance from Property Line				200 feet
Anticipated Property Line Noise Level				73 dBA

Source: Appendix G (Ldn Consulting, 2017), Table 6-1.8

Chapter 11.96 of the Municipal Code regulates construction noise through restriction on construction hours, as shown in Table N-1. Construction noise that occurs during daytime hours is exempted from the City's noise restrictions. Daytime construction noise is considered less impactful on sensitive receptors due to the reduced population at home during the daytime and higher ambient noise levels. As there is no noise standard for construction-period noise, and the noise generated by construction activity and vehicles would be temporary and transitory, construction noise would produce a less-than-significant impact.

No sources of significant temporary or periodic noise are expected with the on-going operations of the proposed residential project. There would be a less-than-significant impact related to substantial temporary or periodic increases in ambient noise levels. 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 expose people residing or working in the project area to excessive noise levels?**

**Less Than Significant Impact.** The project site is located about one mile east of Palm Springs International Airport. The project site is shown in the Riverside County ALUCP Noise Compatibility Contours map for this airport (Map PS-3) as being outside the 60 dB CNEL contour line. There would be a less-than-significant impact related to the exposure of people residing or working in the project area to excessive noise levels from a public or public-use airport. No mitigation is required.

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

**No Impact.** There are no private airstrips in the vicinity of the project site. There would be no impact related to the exposure of people residing or working in the project area to excessive noise levels from private airstrips. No mitigation is required.

### Sources

Appendix G. Noise Study. Ldn Consulting, 2017.

Appendix H. Traffic Impact Analysis. Trames Solutions Inc., 2016.  
General Plan Noise Element.  
Municipal Code Chapter 11.96.  
Caltrans. Transportation and Construction Vibration Guidance Manual. September 2013.  
Coachella Valley Association of Governments. 2015 Traffic Census Report.  
Federal Transit Administration. Transit Noise and Vibration Impact Assessment. FTA-VA-90-1003-06, May 2006.  
Riverside County Airport Land Use Commission. Riverside County Airport Land Use Compatibility Plan. October 14, 2004.

### **Project Design Features & Standard Conditions/Existing Plans, Programs, or Policies**

#### *PDFs*

No PDFs are applicable to noise.

#### *PPPs*

#### **PPP-5: Building Code Compliance**

*(Refer to Item VI, above.)*

### **Mitigation Measures**

No mitigation measures are necessary because no significant impacts related to noise have been identified.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XIII. POPULATION AND HOUSING.**

Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

**a) Induce substantial population growth in an area, either directly or indirectly?**

**Less Than Significant Impact.** Based on the U.S. Census Bureau’s estimated average household size of 3.03 in Cathedral City (2011-15 American Community Survey), the project’s 60 units would house approximately 182 residents. This is a significant over-estimation of the number of future residents due to the small size of the units (48 one-bedroom and 12 two-bedroom units); nonetheless, the addition of 182 residents would be equal to 0.3 percent of Cathedral City’s population (as of July 2015) of approximately 53,800, resulting in a negligible impact to the local population. The project would not significantly increase the area’s population, and its location in an infill location would not be expected to induce further growth in the area as there is no significant expansion of utility or roadway infrastructure proposed. There would be a less than significant impact related to substantial population growth being induced by the project. No mitigation is required.

**b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** The project site is vacant and construction of the proposed project would not displace any existing housing. There is no impact related to the displacement of a substantial amount of existing housing. No mitigation is required.

**c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No Impact.** The project site is vacant and construction of the proposed project would not displace any residents. There is no impact related to the displacement of a substantial number of people. No mitigation is required.

**Sources**

U.S. Census Bureau. Cathedral City, California QuickFacts. Accessed February 24, 2017.  
<https://www.census.gov/quickfacts/table/PST045216/0612048,06>

**Project Design Features & Standard Conditions/Existing Plans, Programs, or Policies**

*PDFs*

No PDFs are applicable to population and housing.

*PPPs*

No PPPs are applicable to population and housing.

**Mitigation Measures**

No mitigation measures are necessary because no significant impacts to population and housing have been identified.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**XIV. PUBLIC SERVICES.**

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

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:**

***Fire Protection***

**Less Than Significant Impact.** The project site is serviced by the CCFD. CCFD maintains three fire stations. The nearest stations are Station No. 412, at 32100 Desert Vista Road, one mile southeast of the project site, and Station No. 413, at 27610 Landau Boulevard, 1.5 miles to the north. CCFD is staffed with a Fire Chief, two battalion chiefs, two administrative assistants, nine captains, nine engineers, 12 firefighter paramedics, and one part-time fire inspector.

The project would construct 60 residential units, adding approximately 182 residents—a 0.3 percent increase in population within the CCFD service area, which is considered negligible. The project is in an infill location and would be designed to current Fire Code requirements, including requirements for fire sprinklers. The project would be subject to design review by the CCFD to ensure acceptable access to emergency vehicles (PPP-10). Additionally, the project would enhance emergency access to the community east of the site by completing Vega Road to Landau Boulevard. The project would also be subject to Chapter 3.17 of the Municipal Code (Fire and Police Facilities and Equipment Fund and Traffic Signalization Fund), which imposes impact fees for new development based on the square footage of development to fund sites, facilities, and equipment for fire services (PPP-11).

Due to the site's central location between two fire stations, and with compliance with Fire Code requirements, there would be a less-than-significant impact related to new or physically altered fire stations. No mitigation is required.

### **Police Protection**

**Less Than Significant Impact.** The project site is serviced by the Cathedral City Police Department (CCPD). Police services are provided out of City Hall, located at 68700 Avenida Lalo Guerrero, 3.1 miles south of the project site. CCPD has 77 employees, including 47 full-time sworn officers, 11 reservists, and 19 dispatchers.

The project would construct 60 residential units, adding approximately 182 residents—a 0.3 percent increase in population within the CCPD service area, which is considered negligible. The project would also be subject to Chapter 3.17 of the Municipal Code (Fire and Police Facilities and Equipment Fund and Traffic Signalization Fund), which imposes impact fees for new development based on the square footage of development to fund sites, facilities, and equipment for police services (PPP-11).

Due to the small scale of the project and the presence of an existing police station serving the vicinity, there would be a less-than-significant impact related to new or physically altered police stations. No mitigation is required.

### **Schools**

**Less Than Significant Impact.** The project site is within the Palm Springs Unified School District (PSUSD). The project is served by Landau Elementary School, 500 feet to the north; James Workman Middle School, 1.3 miles to the east; and Rancho Mirage High School, 2.5 miles to the east.

The proposed project would introduce 60 new multifamily residential units. As shown in Table PS-1, Based on PSUSD's student generation rates, a total of 52 students would be generated by the project. This is likely an over-estimate as the proposed unit sizes are small—80 percent of the project units are one bedroom, with the remainder two bedrooms.

**Table PS-1. PSUSD Student Generation**

Grade Level	No. of		Generation Rate	=	Expected Students
	Residential Units				
K-5	60	x	0.4583	=	27
6-8	60	x	0.2500	=	15
9-12	60	x	0.1667	=	10

Source: Generation rates from PSUSD School Facilities Needs Analysis, March 7, 2014, Table 1.

The need for additional services is addressed through compliance with the school impact fee assessment. The project would be required to pay school impact fees in accordance with Senate Bill 50 (SB 50). SB 50 (Chapter 407 of Statutes of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in Education Code Section 17620. These fees are collected by school districts at the time of issuance of building permits for commercial, industrial, and residential projects. The State Legislature has declared that the payment of those fees constitutes full mitigation for the impacts generated by new development, per Government Code Section 65995. Since the project must pay their appropriate impact fees, it will mitigate the impacts associated with its activities (PPP-12). Therefore, with payment of required impact fees, the

project result in less-than-significant impacts related to new or physically altered schools. No mitigation is required.

### **Parks**

**Less Than Significant Impact.** See Item XV for analysis.

### **Other Services**

**Less Than Significant Impact.** Cathedral City is served by the Riverside County Library System, which has 35 branches. The Cathedral City Public Library, a 20,000-square-foot facility opened in 1996, is located at 33520 Date Palm Drive. The General Plan Public Buildings and Facilities Element does not indicate any expansion of library services beyond that which is currently provided is being considered by the City. There would be a less-than-significant impact related to new or physically altered government facilities providing library services. No mitigation is required.

### **Sources**

Cathedral City Fire Department. <http://www.cathedralcityfire.org/>. Accessed February 24, 2017.

Cathedral City Police Department. <http://www.cathedralcitypolice.com/>. Accessed February 24, 2017.

Municipal Code Chapter 3.17.

Palm Springs Unified School District. School Facilities Needs Analysis. March 7, 2014.

### **Project Design Features & Standard Conditions/Existing Plans, Programs, or Policies**

#### *PDFs*

No PDFs are applicable to public services.

#### *PPPs*

#### **PPP-10: Fire Code Compliance**

The project is required to comply with the California Fire Code in effect at the time of building plan submittal. Project design review and approval by the Cathedral City Fire Department is required prior to building permit issuance.

#### **PPP-11: Fee Payments to Fire and Police Facilities and Equipment Fund and Traffic Signalization Fund**

The project must comply with the requirements of Chapter 3.17 (Fire and Police Facilities and Equipment Fund and Traffic Signalization Fund) of the Municipal Code, including payment of any required mitigation fees in support of fire and police sites, facilities, and equipment, and traffic signalization.

#### **PPP-12: School District Mitigation Fees**

The project must pay any applicable Palm Springs Unified School District mitigation fees in compliance with SB 50 requirements.

### **Mitigation Measures**

No mitigation measures are necessary because no significant impacts to public services have been identified.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**XV. RECREATION.**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?**

**Less Than Significant Impact.** The nearest public park and recreational facility is Panorama Park, 0.9 mile to the north. Panorama Park is owned by the City, covers 7.5 acres, and provides open turf areas, ballfields and courts, a spray pool, playgrounds, picnic areas, and restrooms.

The proposed project contains onsite recreational amenities, including a community building, swimming pool, horseshoe sandboxes, and bocce ball and sand volleyball courts. These features will reduce demands by project occupants on parks in the city.

Due to the provision of on-site recreational features, there would be a less-than-significant impact related to an increase in use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated. No mitigation is required.

**b) Require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

**Less Than Significant Impact.** Refer to Item XV.a). As the project will provide onsite recreational amenities, there will not be a need for new or expanded recreational facilities outside of the project site to serve project residents. There would be a less-than-significant impact related to the construction or expansion of recreational facilities to serve the project. No mitigation is required.

**Project Design Features & Standard Conditions/Existing Plans, Programs, or Policies**

*PDFs*

No PDFs are applicable to recreation.

*PPPs*

No PPPs are applicable to recreation.

**Mitigation Measures**

No mitigation measures are necessary because no significant impacts to recreation have been identified.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**XVI. TRIBAL CULTURAL RESOURCES.**

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

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

The discussion below is based on the Phase 1 Cultural Resources Assessment (CRA) dated February 7, 2017, prepared by Material Culture Consulting, incorporated into this document as Appendix C. As part of the CRA, a sacred lands file search was conducted through the Native American Heritage Commission. The Commission responded on December 22, 2016 requesting that 32 American Indian tribes or individuals be contacted regarding the proposed project. Each of the 32 contacts received letters, phone calls, and emails in order to solicit any available background information on the project site.

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

**No Impact.** The CRA conducted a records search of the project site. Among the databases researched were the California Register of Historic Resources, California Inventory of Historic Resources, California Historical Landmarks, California Points of Historical Interest, and Local Historical Register Listings. No such listings are present on the project site. Local historical resources identified in the General Plan are concentrated in the downtown area of Cathedral City, 3 miles south of the project site. There is no impact related to a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical places.

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

### **Less Than Significant.**

#### **Assembly Bill 52**

Chapter 532, Statutes of 2014 (i.e., Assembly Bill [AB] 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical resources or included in a local register of historical resources." AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource." Also per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects.

The City initiated the tribal consultation process on January 24, 2017 with letters to seven contacts representing five tribes. Responses were received from two tribes.

The Twenty-Nine Palms Band of Missions Indians stated that they were not aware of any archaeological/cultural sites or properties in the project area, but that the project site's location 2.5 miles from the Chemehuevi Traditional Use Area (TUA) could result in inadvertent discoveries which may have an adverse effect on cultural resources. The Band requested a copy of the cultural resources report for the project, which was subsequently provided to them. No further comment was received.

The Agua Caliente Band of Cahuilla Indians noted that the project area is not within the boundaries of their Reservation, but is within their TUA. They requested a copy of the cultural resources report for the project, including a records search and cultural resources inventory; this was subsequently provided to them. The Band also requested the presence of a Native American monitor during ground-disturbing activities. A second letter from the Band was received following review of the cultural resources report; this letter indicated the report was adequate and requested the Tribal Historic Preservation Office be contacted prior to ground-disturbing activities.

As required by Section 21074 of the Public Resources Code, a significant impact would occur to tribal cultural resources only if the identification of such resources is supported by substantial evidence. No such evidence has been identified through records searches, a review of databases, coordination with affected tribes, or a pedestrian survey of the site. Therefore, the impact to tribal cultural resources is less-than-significant and no mitigation is required.

### **Sources**

Appendix C. Cultural Resources Assessment. Material Culture Consulting, 2017.

**Project Design Features & Standard Conditions/Existing Plans, Programs, or Policies**

*PDFs*

No PDFs are applicable to tribal cultural resources.

*PPPs*

No PPPs are applicable to tribal cultural resources.

**Mitigation Measures**

No mitigation measures are necessary because no significant impacts to tribal cultural resources have been identified.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**XVII. TRANSPORTATION/TRAFFIC.**

Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The discussion below is based on the Traffic Impact Analysis (TIA) dated December 13, 2016, prepared by Trames Solutions Inc., incorporated into this document as Appendix H.

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**
- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

**Less Than Significant Impact.****Traffic Thresholds and Standards**

The City requires use of the Highway Capacity Manual, 2000 Update for analysis of traffic impacts. The City has established a Level of Service (LOS) “D” as the citywide target for intersection operations. The minimum area studied includes any intersection of a street with a Collector or higher classification with another street of Collector or higher classification, at which the proposed project would add 50 or more peak hour trips, not exceeding a 5-mile radius from the project site. In addition to the minimum study intersections based on these criteria, the TIA analyzed operations at the project’s three driveway entries. The study area intersections for the proposed project are:

1. Landau Boulevard/30<sup>th</sup> Avenue
2. Landau Boulevard/Vega Road
3. Landau Boulevard/Corta Road
4. Landau Boulevard/McCallum Way
5. Landau Boulevard/W. Driveway (future access driveway)
6. N. Driveway/Vega Road (future access driveway)
7. S. Driveway/Corta Road (future access driveway)

**Project Trip Generation**

Project trip generation rates are provided in Table 3-1 of the TIA. Total project trip generation is provided below, in Table T-1. Trip generation was calculated based on 60 multifamily residential units, analyzed as a continuing care retirement community due to occupancy restrictions for disadvantaged veterans. The analysis in the TIA also includes trip generation calculations for a 4.5-acre public park; this park is no longer proposed for construction in the foreseeable future and is therefore excluded from the analysis in this Initial Study.

As shown in Table T-1, the residential project would generate a total of 144 daily trips, with 8 a.m. peak hour trips and 10 p.m. peak hour trips.

**Table T-1. Project Trip Generation**

Land Use	Quantity	No. of Trips						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Continuing Care Retirement Community	60 units	5	3	8	4	6	10	144

Source: Appendix H (Trames Solutions, 2016), Table 3-2.

**Cumulative Projects and Ambient Growth**

Four cumulative projects now in the development process have been identified. The projects and their trip generation are listed in Table T-2.

**Table T-2. Cumulative Project Trip Generation**

	Project Name	Land Use	Quantity	No. of Trips						
				AM Peak Hour			PM Peak Hour			Daily
				in	out	total	in	out	total	
1	Park	City Park	4 acres	9	7	16	7	5	12	123
2	Staybridge	Hotel	300 rooms	93	66	159	93	87	180	2,451
3	Desert Bloom	Single-Family Detached	100 units	19	56	75	63	37	100	952
4	Residential	Single-Family Detached	17 units	3	10	13	11	6	17	162
<b>Total Cumulative Trips</b>				<b>124</b>	<b>139</b>	<b>263</b>	<b>174</b>	<b>135</b>	<b>309</b>	<b>3,688</b>

Source: Appendix H (Trames Solutions, 2016), Table 3-4.

In addition to the four identified projects in the cumulative analysis, other development that has not yet been formally submitted for approval to the City or which does not require discretionary permitting may be operational by the year 2018. To incorporate traffic generated by these projects, an ambient growth rate of 2 percent per year is assumed for existing traffic levels.

#### **Traffic Analysis Conditions**

The TIA analyzed the following traffic conditions:

1. Existing (2016) Conditions
2. Analysis Scenario 1 – Existing (2016) + Project Traffic
3. Analysis Scenario 2 – Existing + Ambient + Project (EAP 2018)
4. Analysis Scenario 3 – Existing + Ambient + Project + Cumulative (EAPC 2018)

To analyze the worst-case project impacts, it was assumed in the TIA that the residential project and the public park would open concurrently, in 2018. Following completion of the traffic analysis, it was determined the public park would not be developed in the foreseeable future.

The TIA includes roadway modifications to improve the LOS in the following circumstances:

- When existing traffic conditions (Analysis Scenario 1) exceed the General Plan target LOS.
- When project traffic, when added to existing traffic (Analysis Scenario 2), will deteriorate the LOS to below the target LOS, and impacts cannot be mitigated through project conditions of approval.
- When cumulative traffic (Analysis Scenario 3) exceeds the target LOS, and impacts cannot be mitigated through existing infrastructure funding mechanisms.

#### **1. Existing (2016) Conditions**

Existing intersection conditions are shown in Table T-3. Three of the four existing intersections within the study area operate at LOS D or above; the intersection of Landau Boulevard/McCallum Way has an unacceptable level of service in both the a.m. (LOS F) and p.m. (LOS E) peak hours. Peak hour traffic signal warrants have been conducted for this intersection. Based on the current traffic volumes and geometry, it appears that the minimum traffic signal warrants have been met for this location.

**Table T-3. Intersection Analysis for Existing (2016) Conditions**

ID	Intersection	Traffic Control <sup>1</sup>	Intersection Approach Lanes <sup>2</sup>								Delay <sup>3</sup> (secs.)		Level of Service <sup>3</sup>					
			Northbound			Southbound			Eastbound		Westbound		AM	PM	AM	PM		
			L	T	R	L	T	R	L	T	R	L					T	R
1	Landau Bl. / 30th Ave.	TS	1	2	d	1	2	0	1	1	0	1	1	d	22.3	21.6	C	C
2	Landau Bl. / Vega Rd.	CSS	1	2	d	1	2	0	0	1	0	0	1	0	25.6	29.4	D	D
3	Landau Bl. / Corta Rd.	CSS	0	2	d	1	2	0	0	0	0	0	1	0	15.7	19.9	C	C
4	Landau Bl. / McCallum Way	CSS	1	2	d	1	2	0	0	1	0	0	1	0	70.7	49.4	F	E

<sup>1</sup> TS = Traffic Signal; CSS = Cross Street Stop

<sup>2</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1! = Shared Left-Through-Right Lane; d = Defacto Right Turn Lane

<sup>3</sup> Delay and level of service calculated using the following analysis software: Traffix 8.0 R1

**Bold** = Unacceptable level of service (LOS "E" or worse)

Source: Appendix H (Trames Solutions, 2016), Table 2-1.

## 2. Analysis Scenario 1 – Existing (2016) + Project Traffic

Analysis Scenario 1 intersection conditions are shown in Table T-4. All intersections except for Landau Boulevard/McCallum Way would operate at an acceptable LOS. The installation of a traffic signal at this intersection would allow this location to operate at an acceptable level of service during the peak hours. As analyzed under existing conditions, a traffic signal was determined to be currently warranted at this location.

**Table T-4. Intersection Analysis for Existing (2016) + Project Traffic**

ID	Intersection	Traffic Control <sup>1</sup>	Intersection Approach Lanes <sup>2</sup>								Delay <sup>3</sup> (secs.)		Level of Service <sup>3</sup>					
			Northbound			Southbound			Eastbound		Westbound		AM	PM	AM	PM		
			L	T	R	L	T	R	L	T	R	L					T	R
1	Landau Bl./30th Ave.	TS	1	2	d	1	2	0	1	1	0	1	1	d	22.4	21.7	C	C
2	Landau Bl./Vega Rd.	CSS	1	2	d	1	2	0	0	1!	0	0	1!	0	16.7	27.8	C	D
3	Landau Bl./Corta Rd.	CSS	0	2	d	1	2	0	0	0	0	0	1	0	16.3	20.8	C	C
4	Landau Bl./McCallum Way - With Improvements	CSS	1	2	d	1	2	0	0	1!	0	0	1!	0	74.5	51.1	F	F
		<u>TS</u>	1	2	d	1	2	0	0	1!	0	0	1!	0	14.5	9.8	B	A
5	Landau Bl./W. Driveway	CSS	0	2	0	<u>1</u>	2	0	0	0	0	0	<u>1</u>	0	15.9	15.7	C	C
6	N. Driveway/Vega Rd.	CSS	0	<u>1</u>	0	0	0	0	0	<u>1</u>	0	0	<u>1</u>	0	8.5	8.7	A	A
7	S. Driveway/Corta Rd.	CSS	0	0	0	0	<u>1</u>	0	0	1	0	0	1	0	8.8	8.8	A	A

<sup>1</sup> TS = Traffic Signal; CSS = Cross Street Stop

<sup>2</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1! = Shared Left-Through-Right Lane; d = Defacto Right Turn Lane; 1 = Improvement

<sup>3</sup> Delay and level of service calculated using the following analysis software: Traffix 8.0 R1

**Bold** = Unacceptable level of service (LOS "E" or worse)

Source: Appendix H (Trames Solutions, 2016), Table 4-1.

**3. Analysis Scenario 2 – Existing + Ambient + Project (EAP 2018)**

Analysis Scenario 2 intersection conditions are shown in Table T-5. All intersections except for Landau Boulevard/McCallum Way would operate at an acceptable LOS. The installation of a traffic signal at this intersection (the same improvement as recommended in Analysis Scenario 1) would allow this location to operate at an acceptable level of service during the peak hours.

**Table T-5. Intersection Analysis for Existing + Ambient + Project Traffic (EAP 2018)**

ID	Intersection	Traffic Control <sup>1</sup>	Intersection Approach Lanes <sup>2</sup>												Delay <sup>3</sup> (secs.)		Level of Service <sup>3</sup>	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Landau Bl./30th Ave.	TS	1	2	d	1	2	0	1	1	0	1	1	d	22.6	21.9	C	C
2	Landau Bl./Vega Rd.	CSS	1	2	d	1	2	0	0	1!	0	0	1!	0	17.6	30.1	C	D
3	Landau Bl./Corta Rd.	CSS	0	2	d	1	2	0	0	0	0	0	1	0	16.3	20.8	C	C
4	Landau Bl./McCallum Way - With Improvements	CSS	1	2	d	1	2	0	0	1!	0	0	1!	0	>100	64.4	F	F
		TS	1	2	d	1	2	0	0	1!	0	0	1!	0	14.7	9.9	B	A
5	Landau Bl./W. Driveway	CSS	0	2	0	<u>1</u>	2	0	0	0	0	0	<u>1</u>	0	15.9	15.7	C	C
6	N. Driveway/Vega Rd.	CSS	0	<u>1</u>	0	0	0	0	0	<u>1</u>	0	0	<u>1</u>	0	8.5	8.7	A	A
7	S. Driveway/Corta Rd.	CSS	0	0	0	0	<u>1</u>	0	0	1	0	0	1	0	8.9	8.8	A	A

<sup>1</sup> TS = Traffic Signal; CSS = Cross Street Stop

<sup>2</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1! = Shared Left-Through-Right Lane; d = Defacto Right Turn Lane; 1 = Improvement

<sup>3</sup> Delay and level of service calculated using the following analysis software: Traffix 8.0 R1

**Bold = Unacceptable level of service (LOS "E" or worse)**

Source: Appendix H (Trames Solutions, 2016), Table 4-2.

**4. Analysis Scenario 3 – Existing + Ambient + Project + Cumulative (EAPC 2018)**

Analysis Scenario 3 intersection conditions are shown in Table T-6. All intersections except for Landau Boulevard/McCallum Way would operate at an acceptable LOS. The installation of a traffic signal at this intersection (the same improvement as recommended in Analysis Scenario 1) would allow this location to operate at an acceptable level of service during the peak hours.

**Table T-6. Intersection Analysis for Existing + Ambient + Project + Cumulative (EAPC 2018)**

ID	Intersection	Traffic Control <sup>1</sup>	Intersection Approach Lanes <sup>2</sup>												Delay <sup>3</sup> (secs.)		Level of Service <sup>3</sup>	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Landau Bl./30th Ave.	TS	1	2	d	1	2	0	1	1	0	1	1	d	23.2	23.2	C	C
2	Landau Bl./Vega Rd.	CSS	1	2	d	1	2	0	0	1!	0	0	1!	0	33.1	34.8	D	D
3	Landau Bl./Corta Rd.	CSS	0	2	d	1	2	0	0	0	0	0	1	0	18.2	22.9	C	C
4	Landau Bl./McCallum Way - With Improvements	CSS	1	2	d	1	2	0	0	1!	0	0	1!	0	>100	>100	F	F
		<u>TS</u>	1	2	d	1	2	0	0	1!	0	0	1!	0	15.3	11.0	B	B
5	Landau Bl./W. Driveway	CSS	0	2	0	<u>1</u>	2	0	0	0	0	0	<u>1</u>	0	17.4	17.1	C	C
6	N. Driveway/Vega Rd.	CSS	0	<u>1</u>	0	0	<u>1</u>	0	0	<u>1</u>	0	0	<u>1</u>	0	8.7	8.8	A	A
7	S. Driveway/Corta Rd.	CSS	0	0	0	0	<u>1</u>	0	0	1	0	0	1	0	8.9	8.8	A	A

<sup>1</sup> TS = Traffic Signal; CSS = Cross Street Stop

<sup>2</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1! = Shared Left-Through-Right Lane; d = Defacto Right Turn Lane; 1 = Improvement

<sup>3</sup> Delay and level of service calculated using the following analysis software: Traffix 8.0 R1

Bold = Unacceptable level of service (LOS "E" or worse)

Source: Appendix H (Trames Solutions, 2016), Table 4-3.

### Mitigation Fee Programs

The project may be subject to development impact fees for transportation services. The project site is within the boundary of the Coachella Valley Association of Governments' Transportation Uniform Mitigation Fee (TUMF) program, which funds improvements to regional roads and highways. Payment of TUMF fees are mandated by PPP-14. The City also collects development impact fees for various uses, including traffic signalization, under Chapter 3.17 (Fire and Police Facilities and Equipment Fund and Traffic Signalization Fund) and Chapter 14 (Transit Development Fee) of the Municipal Code. Payment of these fees is required by PPP-11 and PPP-15.

### Summary of Findings

As shown in above in the Existing Conditions analysis as well as Analysis Scenarios 1 through 3, the only intersection within the study area requiring improvements to achieve an acceptable LOS is the Landau Boulevard/McCallum Way intersection, where signalization is needed. This intersection is deficient in the existing condition; the deficiency is slightly aggravated, as described in more detail below, by the addition of traffic from the project, cumulative projects, and ambient growth. Section 5.0 of the TIA includes a calculation of fair-share percentage impacts at this intersection; these are summarized in Table T-7. The fair-share percentage is calculated as the project's share of all new trips to the intersection.

As shown in the table, the residential project's contribution to the existing impact at Landau Boulevard/McCallum Way is negligible. The residential project contributes 4 trips (2.1 percent of new traffic) to the intersection during the a.m. peak hour, and 5 trips (2.3 percent of new traffic) during the p.m. peak hour. The addition of 4 trips in the a.m. peak hour is equivalent to 0.2 percent of the existing traffic level; 5 trips in the p.m. hour is equivalent to 0.4 percent of the existing traffic level.

**Table T-7. Fair-Share Percentages for Landau Boulevard/McCallum Way Intersection**

	No. of Trips from Residential Project				Fair Share %
	Existing	Future	New	Project	
AM Peak Hour	1,440	1,634	194	4	2.1%
PM Peak Hour	1,415	1,633	218	5	2.3%

Source: Appendix H (Trames Solutions, 2016).

Although the Landau Boulevard/McCallum Way intersection currently operates below an acceptable LOS, and would continue to operate below an acceptable LOS with development of the project, the incremental impact on the intersection from the project would be negligible, and the project would not contribute substantially to the existing impact. The project developer has proposed as a Project Design Feature the payment of fair-share fees for signal improvements at the affected intersection (PDF-1). PDF-1 requires payment for the residential component of the project. With the payment of mitigation fees as described in PPP-11, PPP-12, and PPP-15, and the implementation of PDF-1, there would be a less-than-significant impact associated with a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, or with a conflict with an applicable congestion management program.

#### ***Pedestrian, Bicycle, and Public Transit Impacts***

Refer to Item XVII.f below for detailed discussion of local pedestrian, bicycle, and public transit services. The project enhances pedestrian circulation by completing the network of sidewalks along the site frontage, on Landau Boulevard, Corta Road, and Vega Road. The existing Class II bicycle lane along Landau Boulevard would be retained with project implementation, and there would be no effect on its operations. There are no public transit lines adjacent to the site. If determined to be applicable to the site, the project would be subject to the City's Transit Development Fee (PPP-15). For these reasons, the project would have no adverse impact on pedestrian or bicycle paths or mass transit services.

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

**No Impact.** The project site is located about one mile east of Palm Springs International Airport. The project site is shown in the Riverside County ALUCP Compatibility Map for this airport (Map PS-1) as being within the Airport Influence Area, in Compatibility Zone E. Table 2A in the ALUCP provides "basic compatibility criteria" for the compatibility zones. The only land uses prohibited in this area are "hazards to flight" (i.e., tall objects or features that would create visual or electronic interference with flight). In addition, airspace review is required for objects greater than 100 feet tall. The residential project does not include any uses or structures that would constitute a hazard to flight, nor would it contain any structures exceeding 100 feet in height that would require supplemental review. There would be no impact related to a change in air traffic patterns that results in substantial safety risks. No mitigation is required.

#### **d) Substantially increase hazards due to a design feature or incompatible uses?**

**Less Than Significant Impact.** The project would not contain any design features or incompatible uses that could substantially increase hazards. Project improvements onsite and to adjacent roadways would be designed and built to City standards. Chapter 16.02 of the Municipal Code

incorporates by reference Riverside County Ordinance No. 461, which establishes road improvement standards. The application of these standards is required by PPP-13. There would be a less-than-significant impact related to a design feature or incompatible uses substantially increasing hazards. No mitigation is required.

**e) Result in inadequate emergency access?**

**No Impact.** The project would improve local emergency access by completing Vega Road, offering a direct connection between the residential area to the east and Landau Boulevard. The project incorporates three entry points to accommodate emergency access. All onsite fire access routes are subject to CCFD review and approval (PPP-10). There would be no impact related to inadequate emergency access. No mitigation is required.

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

**Less Than Significant Impact.** Public transit in Cathedral City is provided by the SunLine Transit Agency. The nearest bus routes are Line 30, located 0.6 mile to the south on Ramon Road, and Line 32, located 0.5 mile to the northeast on 30<sup>th</sup> Avenue and Avenida Maravilla.

Existing bicycle facilities in the vicinity of the site include Class II bicycle lanes along Landau Boulevard fronting the site and along 30<sup>th</sup> Avenue, one-quarter mile to the north. Existing pedestrian facilities include sidewalks along most nearby streets. The sidewalk network in the residential community east of the site is inconsistent, as sidewalks have been developed on a lot-by-lot basis as the subdivision is gradually built-out. The project site does not currently have sidewalks along any frontage.

Bicycle and pedestrian facility planning is provided by the Coachella Valley Association of Governments (CVAG) through the Non-Motorized Transportation Plan, updated September 2010. Proposed facilities in the vicinity of the site include Class II bicycle lanes along Ramon Road (0.6 mile to the south) and Date Palm Drive (0.9 mile to the east) and a Class III bicycle route along McCallum Way, 600 feet to the south. No bicycle improvements are proposed adjacent to the site.

The project would not conflict with any policies, plans, or programs related to public transit or bicycle facilities, nor would it decrease the performance or safety of such facilities. The project would enhance pedestrian facilities by completing gaps in the sidewalk network on the east side of Landau Boulevard and the north side of Corta Road. The project would also improve local pedestrian circulation by completing Vega Road between the residential community to the east and Landau Boulevard, including installation of a sidewalk along the south side of Vega Road.

There is a less-than-significant impact related to a conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or with a decrease in the performance or safety of such facilities. No mitigation is required.

**Sources**

Appendix H. Traffic Impact Analysis. Trames Solutions Inc., 2016.  
Coachella Valley Association of Governments. Non-Motorized Transportation Plan Update.  
September 2010.

Riverside County Airport Land Use Commission. Riverside County Airport Land Use Compatibility Plan. October 14, 2004.

SunLine Transit Agency. Routes & Schedules, <http://www.sunline.org/schedules>.

Municipal Code Chapter 16.02.

Riverside County Ordinance No. 461.

### **Project Design Features & Standard Conditions/Existing Plans, Programs, or Policies**

#### *PDFs*

#### **PDF-1: Fair-Share Payment for Signalization of Landau Boulevard/McCallum Way**

Prior to issuance of a certificate of occupancy, the developer of the residential component of the project will make a fair-share payment of 2.2 percent (the average of the 2.1 percent a.m. peak hour impact and the 2.3 percent p.m. peak hour impact) of the cost of signalizing the Landau Boulevard/McCallum Way intersection. A civil engineer's cost estimate for the signal installation will be used to determine the fair-share payment. This payment may be credited against the traffic signalization component of the Fire and Police Facilities Equipment Fund and Traffic Signalization Fund, subject to the requirements of Chapter 3.17 of the Municipal Code.

#### *PPPs*

#### **PPP-10: Fire Code Compliance**

*(Refer to Item XIV, above.)*

#### **PPP-11: Fee Payments to Fire and Police Facilities and Equipment Fund and Traffic Signalization Fund**

*(Refer to Item XIV, above.)*

#### **PPP-13: Roadway Design Standards**

The project must comply with the roadway design standards of Riverside County Ordinance No. 461, or equivalent standards identified by the City Engineer.

#### **PPP-14: Transportation Uniform Mitigation Fee (TUMF)**

The project must pay any applicable Transportation Uniform Mitigation Fees per Coachella Valley Association of Governments requirements.

#### **PPP-15: Transit Development Fee Payment**

If determined to be applicable to the project, payment of Transit Development Fees as described in Chapter 14.10 of the Municipal Code will be required.

### **Mitigation Measure**

No mitigation measures are necessary because no significant impacts related to transportation/traffic have been identified.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b><u>XVIII. UTILITIES AND SERVICE SYSTEMS.</u></b> 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"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Less Than Significant Impact.** Wastewater from the project site would be collected and treated by CVWD. CVWD collects and treats 18.3 million gallons per day (mgd) at five water reclamation plants. The total capacity of the five reclamation plants is approximately 30.3 mgd, leaving an excess capacity of about 12 mgd. Two of the reclamation plants recycle a total of 8 mgd for golf course and municipal irrigation.

The Colorado River Basin RWQCB's NPDES permit includes the City as a Permittee. That NPDES permit implements federal and state law governing point source discharges (a municipal or

industrial discharge at a specific location or pipe) and nonpoint source discharges (diffuse runoff of water from adjacent land uses) to surface waters of the United States.

Based on a wastewater generation rate of 230 gallons per day (gpd) per dwelling unit derived from Riverside County EIR No. 521 (Table 4.19-BJ), the project's 60 units would generate 13,800 gpd of wastewater. This is a nominal increase in wastewater generation, significantly less than one percent of current CVWD wastewater generation, and will be accommodated within the current excess capacity available at CVWD's reclamation plants. Therefore, project implementation would not cause an exceedance of wastewater treatment requirements of the RWQCB. Impacts would be less than significant and no mitigation is required.

**b) Require or result in the construction of new water or wastewater treatment facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less Than Significant Impact.**

**Water**

Based on a water demand rate of 1.01 acre-feet per year (afy) per dwelling unit derived from Riverside County EIR No. 521 (Table 4.19-BI), the project's 60 units would create demand for approximately 61 acre-feet per year (afy) of water. This is a nominal increase in water demand, significantly less than one percent of the current demand level of approximately 93,000 afy in identified in CVWD's 2015 UWMP, and will be accommodated within the current anticipated 100,000 afy of increased demand CVWD had projected by the year 2040. Therefore, the proposed project would not require or result in the construction of new water treatment facilities, or the expansion of existing facilities. There is a less-than-significant impact and no mitigation is required.

**Wastewater**

Refer to Item XVIII.a, above. The project's generation of 13,800 gpd of wastewater per day would be accommodated within the existing excess capacity of CVWD's five wastewater reclamation facilities, which have an unused capacity of 12 mgd. The proposed project would not require or result in the construction of new wastewater treatment facilities, or the expansion of existing facilities. There is a less-than-significant impact and no mitigation is required.

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

**Less Than Significant Impact.** The project involves the replacement of some pervious lands onsite with paved and other built-up lands. The easterly 2.4 acres of the site would remain undeveloped and pervious. The impervious areas would reduce infiltration and increase the potential for offsite storm flows. This potential impact is minimized through the implementation of a project-specific WQMP (PPP-8). The Whitewater River Region WQMP Guidance (January 2015) states that the measurable goal for LID/Site Design BMPs is compliance with the local land use authority's requirements for onsite detention. Cathedral City has established a standard for onsite detention in Chapter 8.24 (Floodplain Management) of the Municipal Code; in summary, the standard requires developments to make provisions to store runoff from the 100-year, three-hour-duration rain event, with allowance for special site conditions. This requirement is implemented by the project through the provision of two retention areas, each approximately 0.3 acre in size, as well as additional detention capacity within linear retention basins in landscape areas along the project frontage. Preparation of the required WQMP will incorporate calculations to show compliance with

City and RWQCB requirements. With the implementation of these standard requirements, there would be no significant increase in offsite stormflows that would require new storm drainage facilities, or the expansion of existing facilities. The impact would be less than significant and no mitigation is required.

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

**Less Than Significant Impact.** Refer to Item XVIII.b, above. The project is projected to require 61 afy of potable water. As detailed in Item IX.b, above, CVWD's 2015 UWMP projects an increase in potable water demand of about 100,000 afy by the year 2040, and confirmed the CVWD has adequate capacity to serve this increase in demand normal, single dry, and multiple dry years. The project's water needs would not require new or expanded entitlements. There would be a less-than-significant impact related to availability of sufficient water supplies from existing entitlements. No mitigation is required.

**e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Less Than Significant Impact.** Refer to Item XVIII.a, above. The project's generation of 13,800 gpd of wastewater per day would be accommodated within the existing excess capacity of CVWD's five wastewater reclamation facilities, which have an unused capacity of 12 mgd. The proposed project would not result in a determination by CVWD that it has inadequate capacity to serve the project's projected demand in addition to existing commitments. There is a less-than-significant impact and no mitigation is required.

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

**g) Comply with federal, state, and local statutes and regulations related to solid waste?**

In 2015, almost 95 percent of the solid waste landfilled from Cathedral City was disposed of at the Lamb Canyon Sanitary Landfill in the city of Beaumont. This landfill has a maximum permitted tonnage of 5,000 tons per day. In 2014, the facility received an average of 1,650 tons per day, leaving a residual capacity of nearly 3,350 tons per day. The landfill has an estimated closure year of 2029.

Based on a solid waste generation rate of 0.41 tons per dwelling unit per year derived from Riverside County EIR No. 521 (Table 4.17-N), the project's 60 units would generate 24.6 tons of solid waste per year, or 0.07 tons (134 pounds) per day. The project's solid waste generation would result in a negligible increase in disposal at the Lamb Canyon Sanitary Landfill; following project implementation, the landfill would continue to have a significant excess disposal capacity.

In 1989, the Legislature adopted the California Integrated Waste Management Act of 1989 (AB 939), in order to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible." AB 939 established a waste management hierarchy: Source Reduction, Recycling, Composting, Transformation, and Disposal. Under AB 939 and subsequent legislation, jurisdictions are required to achieve a 50 percent diversion rate of garbage from landfills. The project is also required to comply with the California Green Building Standards Code, which requires diversion of a minimum of 50 percent of construction waste from landfills.

The City has adopted a Water, Sewer, and Utilities Element as part of its General Plan, which includes policies addressing landfills and recycling. Solid waste collection is currently provided by Burrtec, which provides residential customers with separate bins for trash, recycling, and green waste. Participation in the City's recycling programs during project construction and operation would ensure that the project would not conflict with federal, state, and local statutes and regulations related to solid waste.

Based on the programs in effect to limit the generation of waste, and the availability of capacity at the local landfill to service the project, there are less than significant impacts related to solid waste. No mitigation is required.

### **Sources**

Coachella Valley Water District. 2015 Urban Water Management Plan. Final Report, July 1, 2016. County of Riverside. Environmental Impact Report No. 521. Public Review Draft. February 2015. Municipal Code Chapter 8.24.  
Riverside County Department of Waste Resources. Lamb Canyon Sanitary Landfill. Joint Technical Document No. 18. Report of Disposal Site Information. June 2014, rev. February 2016.  
Riverside County Flood Control and Water Conservation District. Water Quality Management Plan Guidance Document. Whitewater River Region. June 2014, rev. January 2015.

### **Project Design Features & Standard Conditions/Existing Plans, Programs, or Policies**

#### *PDFs*

No PDFs are applicable to utilities and service systems.

#### *PPPs*

#### **PPP-8: Water Quality Management Plan**

*(Refer to Item VI, above.)*

### **Mitigation Measures**

No mitigation measures are necessary because no significant impacts related to utilities and service systems have been identified.

**XIX. MANDATORY FINDINGS OF SIGNIFICANCE.**

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**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?**

**Less Than Significant Impact with Mitigation Incorporated.** Refer to Item IV, above, for a discussion of biological resources impacts. The project site does not contain sensitive plant or animal species. The plant community found onsite is common within the surrounding desert and not considered sensitive. Two burrows for Palm Springs ground squirrel were identified on the site. Although this species is not currently listed by either the State or federal governments, it is covered by the CVMSHCP, and any potential impacts, including loss of habitat, are mitigated through payment of CVMSHCP mitigation fees (PPP-3).

Although no burrowing owls or signs of burrowing owls were found during surveys, the site has suitable habitat for this species, which is listed as a California species of special concern. Pre-construction burrowing owl surveys are required to mitigate potential construction impacts on the species. Compliance with the pre-construction survey requirements established in the 2012 Staff Report on Burrowing Owl Mitigation, prepared by the California Department of Fish and Wildlife, is required by mitigation measure BIO-1. With implementation of PPP-3 and mitigation measure BIO-1, there would be a less-than-significant impact related to the degradation of the quality of the environment; a substantial reduction in the habitat of a fish or wildlife species; a drop in a fish or wildlife species below self-sustaining levels; a threat of elimination of a plant or animal community; or a reduction in the number or restriction on the range of a rare or endangered plant or animal.

As discussed in Item V, records searches and field surveys conducted as part of the CRA identified no archaeological resources within the project site or within a one-mile radius of the project site, and the project site is considered to have low sensitivity for the presence of prehistoric or historical archeological deposits or features. However, since the project would result in excavation substantially below the current level of disturbance, there is a remote possibility that unknown archaeological resources may be uncovered during construction. Mitigation measure ARC-1 requires that in the event unknown archaeological artifacts are uncovered during construction, work must be stopped and the find assessed.

The site is mapped on the County of Riverside's Paleontological Resources Sensitivity Map as having low potential to produce paleontological resources during ground-disturbing activities. No significant paleontological resources were identified directly within the project area during the locality search or the field survey.

The entire project area is located in younger Quaternary Eolian deposits, which are unlikely to contain significant vertebrate fossils in the uppermost layers. However, older Quaternary fine-grained deposits may occur at a relatively shallow depth (5 feet below ground surface) in the proposed project area. These older deposits may be more paleontologically sensitive. Mitigation measure PR-1 requires part-time/spot check paleontological monitoring during site excavations greater than 5 feet in depth.

With implementation of ARC-1 and PR-1, the proposed project would not eliminate any important examples of the major periods of California history or prehistory.

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

**Less than Significant Impact.** Cumulative impacts are defined as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

- (a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.
- (b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

As discussed above, the project would not have a cumulatively considerable impact under any impact area. To minimize cumulative effects related to traffic, the project includes PDF-1, a fair-share contribution to the signalization of the Landau Boulevard/McCallum Way intersection. The project's fair share is calculated at 2.2 percent of this impact, indicating the project is not

substantially contributing to any deficiency at this intersection. With the fair-share payment there would be no cumulative impact. There are currently no significant projects in the entitlement process or under development within the vicinity of the project site. Cumulative impacts would therefore be less than significant.

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

**Less Than Significant Impact with Mitigation Incorporated.** As described in Items I through XIX, above, prior to mitigation, the project has potentially significant impacts in the areas of Biological Resources and Cultural Resources. With the implementation of the mitigation measures provided in this Initial Study, these impacts are reduced to below a level of significance. There are no project impacts which remain significant and unavoidable following implementation of mitigation measures. In addition, for environmental issue areas that were not found to be significantly impacted by the project and therefore do not include mitigation measures, the implementation of project design features and City, standards, and guidelines would ensure that there would be no substantial adverse effects on human beings, either directly or indirectly.

**Project Design Features & Standard Conditions/Existing Plans, Programs, or Policies**

Refer to the PDF in the Transportation/Traffic analysis.

Refer to PPPs in the Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology & Soils, Hydrology & Water Quality, Land Use & Planning, Noise, Public Services, Transportation/Traffic, and Utilities & Service Systems analyses. These PPPs are existing plans, programs, or policies which effectively reduce potential environmental impacts.

**Mitigation Measures**

Refer to mitigation measures from the Biological Resources and Cultural Resources analyses. These mitigation measures for potentially significant impacts resulting from project implementation have been presented in the relevant sections of this Initial Study. As described above, the implementation of these mitigation measures has been found to be adequate to reduce all potentially significant impacts to below a level of significance.

## 5 DOCUMENT PREPARERS AND CONTRIBUTORS

### **Lead Agency:**

City of Cathedral City  
68700 Avenida Lalo Guerrero  
Cathedral City, Calif. 92234

### **CEQA Document Preparer:**

EPD Solutions, Inc.  
2030 Main Street, Suite 1200  
Irvine, Calif. 92614

- Jeremy Krout, AICP
- Rafik Albert, AICP

## 6 ACRONYMS & ABBREVIATIONS

afy	acre-feet per year
ALUCP	Airport Land Use Compatibility Plan
AQMP	Air Quality Management Plan
APN	assessor's parcel number
BMP	best management practices
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CCFD	Cathedral City Fire Department
CCPD	Cathedral City Police Department
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
CRA	Cultural Resources Assessment
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
CVWD	Coachella Valley Water District
GBRA	General Biological Resources Assessment
GHG	greenhouse gas
gpd	gallons per day
LST	localized significance threshold
MTCO <sub>2e</sub>	metric tons of carbon dioxide equivalent
NPDES	National Pollutant Discharge Elimination System
PRC	Public Resources Code
PRA	Paleontological Resources Assessment
PGE	Preliminary Geotechnical Evaluation
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SWPPP	Stormwater Pollution Prevention Plan
UWMP	Urban Water Management Plan
WQMP	Water Quality Management Plan

VETERANS VILLAGE MITIGATION MONITORING AND REPORTING PROGRAM						
Number	Measure	Monitoring Activity	Implementation Responsibility/ Verification	Responsibility for Oversight of Compliance/ Verification	Timing	Outside Agency Coordination
<b>AESTHETICS</b>						
<i>Project Design Features &amp; Standard Conditions/Existing Plans, Programs, or Policies</i>						
PPP-1	<b>Outdoor Light Standards.</b> The project will comply with Chapter 9.89 (Outdoor Lighting Standards) of the Cathedral City Municipal Code, including standards related to shielding and filtering of illuminating devices, the maximum height of light poles, and prohibited lighting.	Construction plans and specifications	Project Developer	City	During Construction	N/A
<i>Mitigation Measures</i>						
None.						
<b>AIR QUALITY</b>						
<i>Project Design Features &amp; Standard Conditions/Existing Plans, Programs, or Policies</i>						
PPP-2	<b>Fugitive Dust.</b> The project will comply with Chapter 8.54 (Fugitive Dust Control) of the Cathedral City Municipal Code and South Coast Air Quality Management District Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 403.1 (Supplemental Fugitive Dust Control Requirements for Coachella Valley Sources). The project developer will require construction contractors and subcontractors to employ the following enhanced dust control measures during construction to minimize particulate matter (PM10 and PM2.5) emissions: 1. Suspend the use of all construction equipment during first-stage smog alerts. 2. Apply soil stabilizers such as hay bales or aggregate cover to inactive areas. 3. Prepare a high wind dust control plan and implement plan elements and terminate soil disturbance when winds exceed 25 mph. 4. Stabilize previously disturbed areas if subsequent construction is delayed. 5. Water exposed surfaces and haul roads 3 times/day. 6. Cover all stock piles with tarps. 7. Replace ground cover in disturbed areas quickly. 8. Reduce speeds on unpaved roads to less than 15 mph. 9. Trenches shall be left exposed for as short a time as possible. 10. Identify proper compaction for backfilled soils in construction specifications. 11. Cover all trucks hauling dirt, sand, or loose material or require all trucks to maintain at least two feet of freeboard.	Ground disturbance	Project Developer, Construction Contractor, Subcontractors	City	During Construction	SCAQMD

VETERANS VILLAGE MITIGATION MONITORING AND REPORTING PROGRAM						
Number	Measure	Monitoring Activity	Implementation Responsibility/ Verification	Responsibility for Oversight of Compliance/ Verification	Timing	Outside Agency Coordination
	12. Sweep streets daily if visible soil material is carried out from the construction site. 13. Provide water spray during loading and unloading of earthen materials. 14. Minimize in-out traffic from construction zone.					
<b>Mitigation Measures</b>						
None.						
<b>BIOLOGICAL RESOURCES</b>						
<b>Project Design Features &amp; Standard Conditions/Existing Plans, Programs, or Policies</b>						
PPP-3	<b>CVMSHCP Fee Payments.</b> The project will pay mandated CVMSHCP fees to mitigate impacts to species covered by the MSHCP prior to issuance of any grading permits.	Fee Payment	Project Developer	City	Prior to Issuance of Grading Permits	Coachella Valley Conservation Commission
<b>Mitigation Measures</b>						
BIO-1	<b>Burrowing Owl Preconstruction Survey.</b> A preconstruction burrowing owl take avoidance survey must occur within 14 days of the start of construction to ensure no burrowing owls have moved onto the project site. The project proponent must retain a qualified biologist to conduct a burrowing owl preconstruction survey within the project site and the 150-meter buffer zone to ensure no owls have migrated onto the site. If burrowing owls are found on the site, the biologist must establish a buffer around the burrowing owl burrows and comply with the avoidance and minimization measures identified in the 2012 Staff Report on Burrowing Owl Mitigation, prepared by the California Department of Fish and Wildlife.	Burrowing Owl Survey	Project Developer, Project Biologist	City	Prior to Ground Disturbance	N/A
<b>CULTURAL RESOURCES</b>						
<b>Project Design Features &amp; Standard Conditions/Existing Plans, Programs, or Policies</b>						
PPP-4	<b>Cultural Resources – Human Remains.</b> Should human remains be discovered during project construction, the project would be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the human remains until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and	Discovery of human remains	Construction Contractor, Project Archaeologist	City	During Construction	Possible coordination with NAHC and County Coroner

VETERANS VILLAGE MITIGATION MONITORING AND REPORTING PROGRAM						
Number	Measure	Monitoring Activity	Implementation Responsibility/ Verification	Responsibility for Oversight of Compliance/ Verification	Timing	Outside Agency Coordination
	notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.					
<b>Mitigation Measures</b>						
ARC-1	<b>Archaeological Resources.</b> In the event that potentially significant buried archaeological materials are encountered during construction activities, all work must be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource.	Discovery of potential archaeological resources	Construction Contractor, Project Archaeologist	City	During Construction	N/A
PR-1	<b>Paleontological Resources Monitoring.</b> Prior to issuance of grading permits, the developer must contract with a qualified paleontological monitor to perform part-time/spot check monitoring of any excavations on the project site that exceed 5 feet in depth. The monitor will have the ability to redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. The project paleontologist will re-evaluate the necessity for paleontological monitoring after 50% or greater of the excavations have been completed. During grading: <ul style="list-style-type: none"> <li>Any potentially significant fossils observed must be collected and recorded in conjunction with best management practices and Society for Vertebrate Paleontology professional standards.</li> <li>Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.</li> <li>A report documenting the results of the monitoring, including any salvage activities and the significance of any fossils will be prepared and submitted to the appropriate City and County personnel.</li> </ul>	Paleontological monitoring	Project Developer, Project Paleontologist	City	Prior to Issuance of Grading Permits, During Grading	County of Riverside
<b>GEOLOGY AND SOILS</b>						
<b>Project Design Features &amp; Standard Conditions/Existing Plans, Programs, or Policies</b>						
PPP-2	(Refer to Air Quality, above)					
PPP-5	<b>Building Code Compliance.</b> The project is required to comply with the California Building Code in effect at the time of building plan submittal, and with the requirements of Title 8 (Buildings and Construction) of the Municipal Code.	Construction plans and specifications	Project Developer, Construction Contractor	City	Prior to Ground Disturbance	N/A

VETERANS VILLAGE MITIGATION MONITORING AND REPORTING PROGRAM						
Number	Measure	Monitoring Activity	Implementation Responsibility/ Verification	Responsibility for Oversight of Compliance/ Verification	Timing	Outside Agency Coordination
PPP-6	<b>Geotechnical Evaluation Compliance.</b> The project is required to comply with the recommendations of the Preliminary Geotechnical Evaluation, prepared by EEI and dated October 20, 2016; the Geotechnical Peer Review, prepared by Leighton and Associates, Inc. and dated January 5, 2018; or subsequent or supplemental geotechnical evaluation approved by the Cathedral City Engineering Department.	Construction plans and specifications	Project Developer, Construction Contractor	City	Prior Grading Permit Issuance	N/A
PPP-7	<b>Stormwater Pollution/Erosion Control.</b> The project must prepare a Stormwater Pollution Prevention Plan (SWPPP) conforming to National Pollutant Discharge Elimination System (NPDES) requirements in effect at the time of grading permit application. The plan shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to eliminate polluted runoff until all construction work for the project is completed. The SWPPP shall include treatment and disposal of any dewatering operation flows and for nuisance flows during construction.	SWPPP Onsite monitoring	Project Developer, Contractor	City	Prior Grading Permit Issuance	N/A
PPP-8	<b>Water Quality Management Plan.</b> The project must comply with NPDES requirements for control of discharges of sediments and other pollutants during operations of the facility through preparation and implementation of a Water Quality Management Plan in compliance with the Colorado River Basin Regional Water Quality Control Board Municipal Separate Storm Sewer System (MS4) Permit for the Whitewater River Watershed in effect at the time of grading permit application.	Operational storm water discharge	Project Developer, Contractor	City	Ongoing	N/A
<b>Mitigation Measures</b>						
None.						
<b>HAZARDS AND HAZARDOUS MATERIALS</b>						
<b>Project Design Features &amp; Standard Conditions/Existing Plans, Programs, or Policies</b>						
PPP-9	<b>Airport Land Use Commission Conditions.</b> The project must comply with the following conditions imposed by the Airport Land Use Commission, as amended by any future Commission review: 1. Any new 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. 2. The following uses shall be prohibited:	Construction plans and specifications	Project Developer, Construction Contractor	City	Prior to Occupancy	Riverside County Airport Land Use Commission

VETERANS VILLAGE MITIGATION MONITORING AND REPORTING PROGRAM						
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	<p>(a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.</p> <p>(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.</p> <p>(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)</p> <p>(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</p> <p>3. The attached notice shall be given to all prospective purchasers of the property and tenants of the proposed apartments. [Notice reads: NOTICE OF AIRPORT IN VICINITY. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business &amp; Professions Code Section 11010 (b)(13)(A)]</p> <p>4. Any new detention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and</p>					

VETERANS VILLAGE MITIGATION MONITORING AND REPORTING PROGRAM						
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	around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.					
<b>Mitigation Measures</b>						
None.						
<b>HYDROLOGY AND WATER QUALITY</b>						
<b>Project Design Features &amp; Standard Conditions/Existing Plans, Programs, or Policies</b>						
PPP-5	(Refer to Geology and Soils, above)					
PPP-7	(Refer to Geology and Soils, above)					
PPP-8	(Refer to Geology and Soils, above)					
<b>Mitigation Measures</b>						
None.						
<b>LAND USE AND PLANNING</b>						
<b>Project Design Features &amp; Standard Conditions/Existing Plans, Programs, or Policies</b>						
PPP-3	(See Biological Resources, above)					
<b>Mitigation Measures</b>						
None.						
<b>NOISE</b>						
<b>Project Design Features &amp; Standard Conditions/Existing Plans, Programs, or Policies</b>						
PPP-5	(Refer to Geology and Soils, above)					
<b>Mitigation Measures</b>						
None.						
<b>PUBLIC SERVICES</b>						
<b>Project Design Features &amp; Standard Conditions/Existing Plans, Programs, or Policies</b>						
PPP-10	<b>Fire Code Compliance.</b> The project is required to comply with the California Fire Code in effect at the time of building plan submittal. Project design review and approval by the Cathedral City Fire Department is required prior to building permit issuance.	Construction plans and specifications	Project Developer, Construction Contractor	City	Prior to Building Permit Issuance	N/A
PPP-11	<b>Fee Payments to Fire and Police Facilities and Equipment Fund and Traffic Signalization Fund.</b> The project must comply with the requirements of Chapter 3.17 (Fire and Police Facilities and Equipment Fund and Traffic Signalization Fund) of the Municipal Code, including payment of any required mitigation fees in support of fire and police sites, facilities, and equipment, and traffic signalization.	Fee Payment	Project Developer	City	Prior to Occupancy	N/A

VETERANS VILLAGE MITIGATION MONITORING AND REPORTING PROGRAM						
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PPP-12	<b>School District Mitigation Fees.</b> The project must pay any applicable Palm Springs Unified School District mitigation fees in compliance with SB 50 requirements.	Fee Payment	Project Developer	City	Prior to Building Permit Issuance	Palm Springs Unified School District
<b>Mitigation Measures</b>						
None.						
<b>TRANSPORTATION/TRAFFIC</b>						
<b>Project Design Features &amp; Standard Conditions/Existing Plans, Programs, or Policies</b>						
PDF-1	<b>Fair-Share Payment for Signalization of Landau Boulevard/McCallum Way.</b> Prior to issuance of a certificate of occupancy, the developer of the residential component of the project will make a fair-share payment of 2.2 percent (the average of the 2.1 percent a.m. peak hour impact and the 2.3 percent p.m. peak hour impact) of the cost of signalizing the Landau Boulevard/McCallum Way intersection. A civil engineer's cost estimate for the signal installation will be used to determine the fair-share payment. This payment may be credited against the traffic signalization component of the Fire and Police Facilities Equipment Fund and Traffic Signalization Fund, subject to the requirements of Chapter 3.17 of the Municipal Code.	Fee Payment	Project Developer	City	Prior to Occupancy	N/A
PPP-10	(See Public Services, above)					
PPP-11	(See Public Services, above)					
PPP-13	<b>Roadway Design Standards.</b> The project must comply with the roadway design standards of Riverside County Ordinance No. 461, or equivalent standards identified by the City Engineer.	Construction plans and specifications	Project Developer, Construction Contractor	City	Prior to Grading Permit Issuance	N/A
PPP-14	<b>Transportation Uniform Mitigation Fee (TUMF).</b> The project must pay any applicable Transportation Uniform Mitigation Fees per Coachella Valley Association of Governments requirements.	Fee Payment	Project Developer	City	Prior to Occupancy	N/A
PPP-15	<b>Transit Development Fee Payment.</b> If determined to be applicable to the project, payment of Transit Development Fees as described in Chapter 14.10 of the Municipal Code will be required.	Fee Payment	Project Developer	City	Prior to Occupancy	N/A
<b>Mitigation Measures</b>						
None.						
<b>UTILITIES AND SERVICE SYSTEMS</b>						
<b>Project Design Features &amp; Standard Conditions/Existing Plans, Programs, or Policies</b>						
PPP-8	(Refer to Geology and Soils)					

VETERANS VILLAGE MITIGATION MONITORING AND REPORTING PROGRAM						
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<b>Mitigation Measures</b>						
None.						

Veterans Village  
Mitigation Monitoring and Reporting Program

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To be signed when all mitigation measures are complete.

Veterans Village  
MMRP

Signature \_\_\_\_\_

Printed Name \_\_\_\_\_

Date \_\_\_\_\_