



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 Planned Unit Development (PUD) 19-001 and Tentative Tract Map (TTM) 37755 for a single-family residential development. The proposed project consists of the subdivision of an approximately 27-acre property into 110 single-family lots and common interest lots for private streets, outdoor recreation and water retention. The project site consists of four adjacent parcels (Assessor Parcel Numbers 670-130-004, -005, -014 and -015) located between Ramon Road and McCallum Way, east of Neuma Drive in the City of Cathedral City, California.

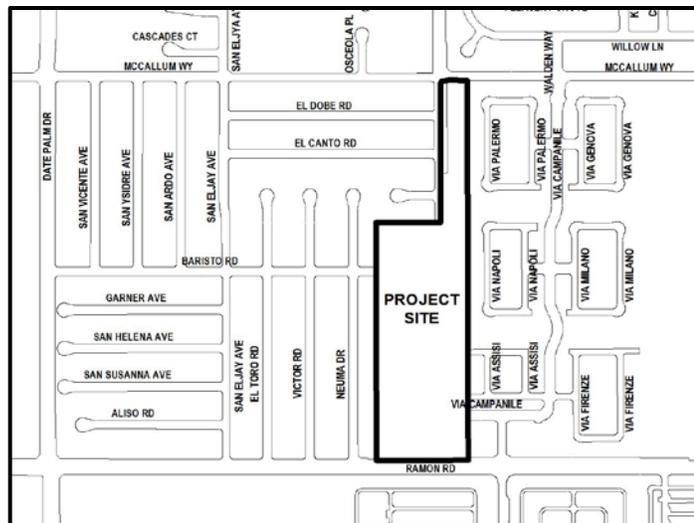
This Initial Study was completed in accordance with the California Environmental Quality Act (CEQA). This Initial Study was undertaken for the purpose of deciding whether the project may have a significant effect on the environment. On the basis of such Initial Study, City Staff has determined that the project will have a significant effect on the environment, but 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. Due to the COVID-19 pandemic, City offices are closed to the general public. Please contact the Planning Department at (760)770-0340 during office hours, Monday-Thursday (8:00 am – 5:00 pm), to determine options for reviewing or obtaining copies of the documents. 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 July 30, 2020 to August 19, 2020. 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  
Director of Planning & Building  
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 Planning Commission will consider the project and the Draft Mitigated Negative Declaration at a public hearing. This matter has been tentatively scheduled for the September 2, 2020 Planning Commission meeting. If the Planning Commission finds that the project will not have a significant effect on the environment, it will adopt the Mitigated Negative Declaration.



*California Environmental Quality Act*  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

**Mountain View Estates Development  
Project**

CATHEDRAL CITY, RIVERSIDE COUNTY, CALIFORNIA

Lead Agency: **City of Cathedral City**  
*68700 Avenida Lalo Guerrero  
Cathedral City, CA 92234  
Contact: Robert Rodriguez  
760-770-0344  
rrodriguez@cathedralcity.gov*

CEQA **Michael Baker International**  
Consultant: *40810 County Center Dr, Ste 200  
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951.506.3523*

JN 173388

JULY 2020

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## **SECTION A. INTRODUCTION**

Following preliminary review of the Project, the City of Cathedral City (City) has determined that the Mountain View Estates Development Project is a “project” subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared to address potential impacts associated with the development project, as described below.

### **I. Statutory Authority and Requirements**

In accordance with CEQA (Public Resources Code, Section 21000 - 21178.1), this IS/MND has been prepared to analyze the Mountain View Estates Development Project (Project) in order to identify any potential significant environmental impacts that would result from implementation of the Project. The purpose of this IS/MND is to inform Cathedral City decision-makers, affected agencies, and the public of potential environmental impacts associated with implementation of the Project.

### **II. Purpose**

The purposes of an Initial Study are to:

- (1) Identify environmental impacts;
- (2) Provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;
- (3) Enable an applicant or Lead Agency to modify the project, mitigating adverse impacts before an EIR is prepared;
- (4) Facilitate environmental assessment early in the design of the project;
- (5) Provide documentation of the factual basis for the finding in a Negative Declaration or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is evidence to support the entries;
- (6) Provide a discussion of ways to mitigate significant effects identified, if any;
- (7) Examine whether the project is compatible with existing zoning, plans, and other applicable land use controls; and
- (8) Name the person or persons who prepared or participated in preparation of the Initial Study.

### **III. Consultation**

The Lead Agency (City of Cathedral City) has determined that preparation of an IS/MND is required for the Project and, acting as the Lead Agency, has begun informal consultations with Responsible Agencies and Trustee Agencies that administer resources affected by the Project. Consultations are conducted to obtain recommendations from those Responsible Agencies prior to initiation of the permit acquisition process. The City

would consider any recommendations from these agencies in the formulation of its preliminary findings.

#### **IV. Incorporation by Reference**

Pertinent documents relating to this IS/MND have been cited and incorporated in accordance with Sections 15148 and 15150 of the State CEQA Guidelines to eliminate the need for inclusion of voluminous engineering or technical reports within the CEQA document. This IS/MND has incorporated by reference the following documents available for review at the following locations:

##### **City of Cathedral City Comprehensive General Plan 1993 (*General Plan*) (adopted July 31, 2002, Amended November 18, 2009)**

The City *General Plan* is a long-range, policy-planning document that defines the framework by which the City's physical and economic resources are to be managed over time. The goals and policies contained in the *General Plan* are provided to guide the City's decision-makers. The seven State-mandated elements included in the *General Plan* include: Land Use, Circulation, Housing, Environmental Resources, Open Space/Conservation (Parks/Recreation), Safety/Noise (Environmental Hazards), and Public Services/Facilities, as well as other optional elements. Information contained within the *General Plan* is incorporated herein, as it is the primary source for City policies, objectives, and citywide planning analysis.

**Location of Document:** City of Cathedral City, Planning Department, 68700 Avenida Lalo Guerrero, Cathedral City, CA 92234 or online at [www.cathedralcity.gov](http://www.cathedralcity.gov).

It should also be noted that the City is currently in the process of updating the General Plan. The General Plan Update "Imagine 2040" is intended to provide a vision, goals, and objectives for the City to guide planning and development over the next several decades. As required by current State law, the General Plan Update addresses the seven State-mandated elements listed above, as well as an eighth required element, Environmental Justice, which was added in 2016 as an official State-mandated general plan element.

As the *General Plan Update* was still in process at the time of preparation of this IS/MND and has therefore not officially been adopted by the City, the current adopted *General Plan* is relied upon for reference in evaluating the proposed project in this Initial Study. Updates on the current status of the *General Plan Update* are available on the City's website.

## **SECTION B. PROJECT DESCRIPTION**

### **I. Project Location and Setting**

The Project site is located north of Ramon Road and south of McCallum Way, between Date Palm Drive to the west and Da Vall Drive to the east, in Cathedral City, Riverside County, California (refer to [Exhibit 1, Regional/Local Vicinity Map](#)). The proposed Project is comprised of approximately 26.6 acres on vacant land (Assessor Parcel Numbers [APNs] 670-130-004, -005, -014, and -015).

The Project site is currently vacant with generally flat sandy topography that is mostly disturbed due to unauthorized vehicles accessing the site. There is sparse shrub vegetation on portions of the site. The site is surrounded by existing single-family residential development to the west, north, and east. The existing General Plan land use and zoning designations for the proposed Project site are Low Density Residential (RL) and Single Family Residential (R1), respectively. An existing recreational vehicle resort community is located to the south of the site, which has a General Plan land use designation of Resort Residential (RR). There is also a small vacant parcel designated as Neighborhood Commercial (CN) along Ramon Road, adjacent to the southeast portion of the site. A small parcel with an existing automotive repair facility, designated as General Commercial (CG), located along Ramon Road is adjacent to the southwest portion of the site.

### **II. Project Objectives**

The identified objectives of the Project are:

- To create a residential development that respects applicable local, State and federal regulations.
- To construct 110 new single-family residential units, with relevant infrastructure, landscaping, interior circulation system (right-of-way), and to connect to other off-site existing roadway improvements, neighborhoods and drainage facilities.

### **III. Project Characteristics**

The project proposes the construction of approximately 110 single-family residential homes on approximately 26.6-acres. The project would include grading, as well as construction of 110 residential buildings, park/basin areas, roadway improvements/right-of-way for interior streets, paseos with driveways, sidewalks, landscaping, walls/fences, street lighting, and relevant infrastructure improvements (water, sewer, storm drain facilities, electrical, cable, etc.). The infrastructure proposed to serve the project would connect to existing facilities in neighboring residential developments to the east and west of the Project site, as well as in East Ramon Road and McCallum Way. Lots sizes range from approximately 5,320 square feet (sf) to approximately 8,808 sf. Portions of the residential area would be within a proposed gated community. Refer to [Exhibit 3, Conceptual Site Plan](#).

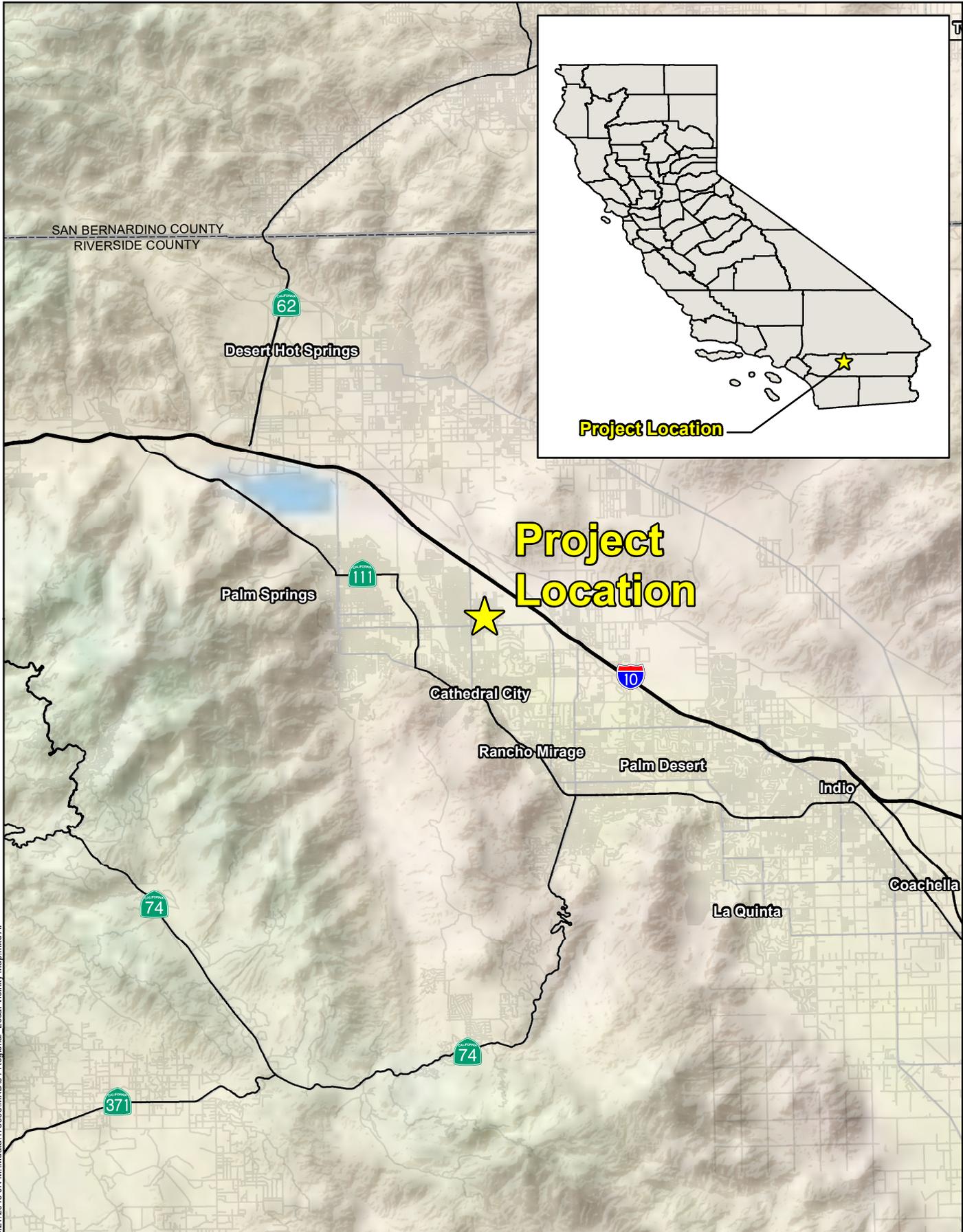
## Project Schedule

Construction of the Project is anticipated to begin in the 3<sup>rd</sup> quarter of 2020. Construction activities are anticipated to last approximately 33 months depending on market conditions and sales.

## IV. Agreements, Permits, and Approvals

The City of Cathedral City is the Lead Agency for the Project and has discretionary authority over the Project. To implement the Project, the following agreements, permits, and approvals are anticipated:

Agreements, Permits, and Approvals	Granting Agency
Planned Unit Development Approval	Cathedral City
IS/MND Approval	Cathedral City
Grading Permit	Cathedral City
Building Permit	Cathedral City
Tract Map	Cathedral City
Subdivision Development Plan	Cathedral City
Storm Water Pollution Prevention Plan (SWPPP) Construction General Permit	State Water Resources Control Board (SWRCB)
Air Quality Permit	South Coast Air Quality Management District (SCAQMD)



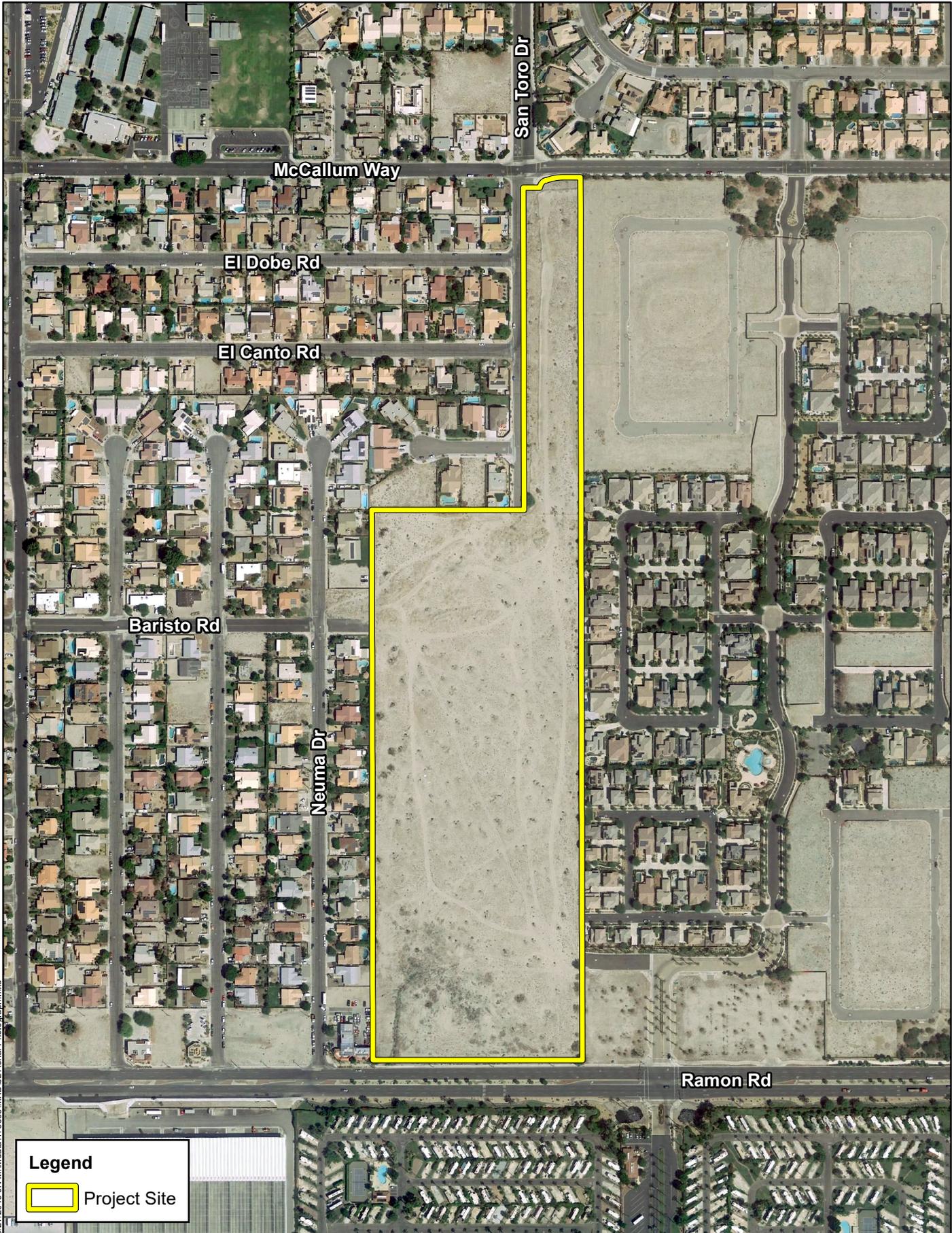
RAMON ROAD PARCEL DEVELOPMENT PROJECT  
IS/MND



Source: ESRI Relief Map, National Highway Planning Network

# Regional /Local Vicinity Map

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RAMON ROAD PARCEL DEVELOPMENT PROJECT  
IS/MND

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MCCALLUM WAY

SANTORO DR

CONCRETE PAD (3'X5') FOR TRASH COLLECTION ALONG SIDEWALK

RADII IS 50 FEET INSIDE, 70 FEET OUTSIDE

GATED EMERGENCY ACCESS ENTRANCE/ EXIT SHALL BE EQUIPPED WITH F.D. KNOX PADLOCK.

DRIVEWAY SURFACE SHALL SUPPORT 73,000 G.V.W. WITH AN ALL-WEATHER SURFACE.

RADII IS 25 FEET INSIDE AND 53 FEET OUTSIDE

DRIVEWAY SURFACE SHALL SUPPORT 73,000 G.V.W. WITH AN ALL-WEATHER SURFACE.

ON STREET PARKING

DRIVEWAY SURFACE SHALL SUPPORT 73,000 G.V.W. WITH AN ALL-WEATHER SURFACE.

GATED EMERGENCY ACCESS ENTRANCE/ EXIT SHALL BE EQUIPPED WITH F.D. KNOX PADLOCK.

GATED EMERGENCY ACCESS ENTRANCE/ EXIT SHALL BE EQUIPPED WITH F.D. KNOX PADLOCK.

RADII WILL BE THE SAME AS THE EXISTING SIDE, 35 FEET INSIDE

DRIVEWAY SURFACE SHALL SUPPORT 73,000 G.V.W. WITH AN ALL-WEATHER SURFACE.

RAMON RD

CAMPANILE RD

LEGEND	
[Pattern]	65' X 110' LOTS
[Pattern]	65' X 90' LOTS
[Pattern]	55' X 110' LOTS
[Pattern]	55' X 100' LOTS
[Pattern]	PASEO WITH DRIVEWAY
[Pattern]	PARK / BASIN

9/27/2019\_JN.M:\Mdata\173388\MXD\03\_Conceptual Site Plan.mxd

RAMON ROAD PARCEL DEVELOPMENT PROJECT IS/MND



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Southeast portion of the survey area, facing northwest



View of the western portion of the survey area, facing northeast

View of the central portion of the survey area, facing northeast

View of the northern portion of the survey area, facing south

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## SECTION C. ENVIRONMENTAL CHECKLIST FORM

1. Project Title: Mountain View Estates Development Project
2. Lead Agency Name and Address: City of Cathedral City  
68700 Avenida Lalo Guerrero  
Cathedral City, CA 92234
3. Contact Person and Phone Number: Robert Rodriguez,  
Director of Planning and Building  
760) 770-0344  
rrodriguez@cathedralcity.gov
4. Project Location: Refer to Section B.I, Project Location and Setting.
5. Project Sponsor's Name and Address: Desert Housing Ventures LLC
6. General Plan Designation: Low Density Residential (RL) 2 – 4.5 du/ac
7. Zoning: Single Family Residential (R1)
8. Description of Project:  
  
Refer to Section B.III, Project Characteristics. The project proposes the construction of approximately 110 single-family residential homes on approximately 26.6 acres (refer to Exhibit 3, Conceptual Site Plan). The project would include grading, as well as construction of 110 residential buildings, park/basin areas, roadway improvements/right-of-way for interior streets, paseos with driveways, sidewalks, landscaping, walls/fences, street lighting, and relevant infrastructure (water, sewer, storm drain facilities, electrical, cable, etc.).
9. Surrounding Land Uses and Setting:  
  
Refer to Section B.I, Project Location and Setting.
10. Other Public Agencies Whose Approval is Required:  
  
Refer to Section B.IV, Project Location and Setting, Permits and Approvals.

11. Have California Native American tribes traditionally and culturally affiliated with the project are requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?<sup>1</sup>

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California Native American tribes as part of CEQA and equates significant impacts on tribal cultural resources with significant environmental impacts (California Public Resources Code Section 21084.2). Refer to Section XVIII, Tribal Cultural Resources, of this Initial Study for additional discussion.

On March 3, 2020, the City initiated consultation per AB 52 requirements, sending written notification via U.S. mail to area tribes to allow the tribes to request consultation on the proposed project pursuant to Public Resources Code Section 21080.3.1. These tribes included the Twenty-nine Palms Band of Mission Indians, Morongo Band of Mission Indians, Torres Martinez Desert Cahuilla Indians, Soboba Band of Luiseno Indians, and Agua Caliente Band of Cahuilla Indians. Refer to Appendix C-2, AB 52 Consultation Documentation, of this IS/MND for such correspondence.

In response to the tribal notifications, the City received a letter from the Morongo Band of Mission Indians on March 10, 2020 indicating that the Tribe had no additional comments and that the Tribe defers to the Agua Caliente Band of Cahuilla Indians (ACBCI) for the proposed project. The City received a second letter from the Morongo Band of Mission Indians on March 13, 2020 similarly stating that the Tribe had no further comments on the project. The City also received a letter from the ACBCI on March 31, 2020 that included four requests. The ACBCI THPO requested a copy of cultural resources inventory of the project area, copy of the records search, copies of cultural resource documentation generated in conjunction with the project and the presence of an ACBCI monitor during ground-disturbing activities. The City subsequently provided the tribe with a copy of the cultural resources survey report prepared for the project. The request for a monitor has been included in a mitigation measure under the Cultural Resources section of the IS/MND. No additional response has been received to date from the ACBCI and no responses from any of the other tribes contacted by the City had been received at the time when public review of this IS/MND commenced.

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<sup>1</sup> NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

## SECTION D. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the Project. To each question, there are four possible responses:

- **No Impact.** The Project would not have any measurable environmental impact on the environment.
- **Less Than Significant Impact.** The Project would have the potential for impacting the environment, although this impact would be below established thresholds that are considered to be significant.
- **Less Than Significant Impact With Measures Incorporated.** The Project would have the potential to generate impacts which may be considered a significant effect on the environment, although measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially Significant Impact.** The Project would have impacts which are considered significant, and additional analysis is required to identify measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures are required so that impacts may be avoided or reduced to the extent feasible. The analysis found that with implementation of mitigation measures, all identified potentially significant impacts would be reduced to a less than significant level.

## SECTION E. DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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Signature

Robert Rodriguez, Director of Planning and Building  
Cathedral City

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Date

CITY OF CATHEDRAL CITY  
Planning Department  
68700 Avenida Lalo Guerrero  
Cathedral City, California 92234

## SECTION F. EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts that may result from the Project. For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and answers are provided according to the analysis undertaken as part of the Initial Study. The analysis considers the Project's short-term impacts (construction-related) and long-term impacts (operational-related).

### I. Aesthetics

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>AESTHETICS:</b> <i>Except as provided in Public Resources Code Section 21099, would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<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"/>

### Discussion

a) ***Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?***

Determination: Less Than Significant Impact

A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed. Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. Other designated federal and State lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape.

A number of areas within the City offer scenic views of the surrounding foothills, desert washes and surrounding mountains. There is existing development surrounding the Project site. Project development would be required to respect its location and the scale/character of the surrounding built environment. Views surrounding the Project site would not be substantially altered with Project implementation due to the distance from the site, intervening topography, and the height and scale of the proposed structures within the visual landscape.

The Project proposes the construction of approximately 110 single-family residential homes on approximately 26.6 acres. The Project would include grading, residential buildings, park/basin areas, roadway improvements/right-of-way for interior streets, paseos with driveways, sidewalks, landscaping, walls/fences, street lighting, and relevant infrastructure (water, sewer, storm drain facilities, electrical, cable, etc.). Lot sizes range from approximately 5,500 gross square feet (sf) to 7,150 gross sf. Portions of the residential area would be within a proposed gated community.

While the proposed structures would be visible from adjacent local streets and neighboring properties, the Project would incorporate landscaping, building materials, and accents that would be compatible with the existing setting and adjacent land uses. Further, as part of the discretionary process, the Project would be subject to City review and approval for the proposed building design, construction materials, landscaping, and exterior lighting plans, prior to issuance of a building permit, to ensure compatibility with the visual character of surrounding development. Therefore, the Project is not anticipated to have a substantial adverse effect on a scenic vista. Impacts would be less than significant.

***b) Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

Determination: No Impact

The Project site is currently undeveloped and previously disturbed. The site does not contain any mature trees or rock outcroppings. No historic buildings are located on, or in the vicinity of, the Project site. The site is surrounded by existing urban development.

According to the California Department of Transportation (Caltrans) Scenic Highway Mapping System, there are no officially designated State scenic highways located in or within proximity to the project site vicinity. The site is located approximately 2.42 miles east of Gene Autry Trail, which is a Caltrans eligible scenic highway. As such, the Project site would not be readily visible from an eligible or officially designated State Scenic Highway. Therefore, no impact would occur in this regard with project implementation.

***c) Except as provided in Public Resources Code Section 21099, would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.)***

***If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

Determination: No Impact

Refer to Responses I.a) and I.b), above. Currently, the Project site is vacant with evidence of prior disturbance, such as non-authorized vehicle use disturbance. Due to the disturbed nature, the site does not offer a high degree of visual quality or support elements of unique visual character. Other resources of scenic value, such as rock outcroppings, mountains or ridgelines, rivers or streams, or stands of mature trees are not present.

Visual effects associated with Project construction activities would include exposed building pads and staging areas for grading and excavation equipment, as well as building materials. However, views of such elements on-site would be temporary and would cease upon completion of construction. Construction activities would affect only a portion of the site at a given time, further limiting potential visual effects.

Lands surrounding the Project site are generally developed and largely support single-family residential uses similar to the proposed Project. The Project as proposed would be consistent with the existing General Plan land use designation and zoning designations; refer to Section XI. Land Use and Planning. As such, the Project would be reflective of the type of planned development anticipated for the property. Additionally, the Project would be subject to City Design Review to ensure conformance with existing design regulations (building setbacks, height, scale, landscaping, etc.) and compatibility with surrounding land uses.

Due to existing on-site conditions, and with consideration for the development as proposed, the project is not anticipated to result in a significant impact on aesthetic resources. The project would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, a less than significant impact would occur.

***d) Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

Determination: Less Than Significant Impact

The Project site is currently vacant and does not create nighttime lighting or daytime/nighttime glare. The Project site is surrounded with development that utilizes street lighting and creates other sources of glare from residential windows, vehicle lights, etc. Lighting fixtures would be installed for the Project to illuminate the proposed development (residential entryways, streetlights, etc.) and to ensure adequate and safe on-site pedestrian and vehicular circulation. All Project lighting would be required to be consistent with the City's Municipal Code Title 9, Division III, Chapter 9.89, "Outdoor Lighting Standards".

Glare occurs when light hits reflective surfaces. Glare can be caused by direct or indirect lighting from generated illumination or the sun. The use of reflective building materials that would have the potential to cause glare (e.g., reflective glass, large expansive surface

areas of glass) is not anticipated, but if proposed, would require City approval as part of the discretionary review process. Therefore, it is not anticipated that the Project would create a new source of substantial light or glare. Impacts are considered less than significant.

## II. Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>AGRICULTURE AND FORESTRY RESOURCES:</b>				
<i>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:</i>				
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"/>

## Discussion

- a) ***Would the project 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?***

Determination: No Impact

According to the California Department of Conservation (DOC) Riverside County Important Farmland Map (July 2017), the Project site is not located within an area identified as Prime Farmland, Unique Farmland, Farmland of Statewide Importance or Farmland of Local Importance. Rather, the site is identified as Other Land, which is defined as land not included in any other mapping category (common examples include low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines and borrow pits; and water bodies smaller than 40 acres). Adjacent land to the north, east and south of the Project site are designated as Urban and Built-up Land (lands occupied by structures with a building density of at least one unit to 1.5 acres). Therefore, the Project would not result in the conversion of designated farmland as a result of Project implementation. No impact would occur.

- b) ***Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

Determination: No Impact

The Project site is zoned Single Family Residential (R1) and has a General Plan land use designation of Low Density Residential (RL). Therefore, implementation of the Project would not conflict with existing zoning for agricultural uses or Williamson Act contracts, as verified in the parcel Title Report and County's Assessors Office. No impact would occur.

- c) ***Would the project 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))?***

Determination: No Impact

The Project site is not located in an area zoned or designated as forest land. Therefore, implementation of the Project would not conflict with existing zoning of forest land, timberland, or timberland production, and no impact would occur.

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

Determination: No Impact

Refer to response II.c, above. The Project site is not located in an area zoned or designated as forest land; therefore, no impact would occur.

**e) Would the project 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?**

Determination: No Impact

Refer to response II.c, above. No impact would occur.

### III. Air Quality

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>AIR QUALITY:</b>				
<i>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</i>				
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) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Discussion

The following analysis is based upon the Air Quality Study prepared for the Project by Michael Baker International (September 2019); refer to [Appendix A](#).

**a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?***

Determination: Less Than Significant Impact

Cathedral City (City) is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). Consistency with the SCAQMD *2016 Air Quality Management Plan for the South Coast Air Basin* (2016 AQMP) means that a project is consistent with the goals, objectives, and assumptions set forth in the 2016 AQMP that are designed to achieve federal and State air quality standards. According to the SCAQMD CEQA Air Quality Handbook (1993), in order to determine consistency with the 2016 AQMP, two main criteria must be addressed:

**Criterion 1:**

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

**a) *Would the project result in an increase in the frequency or severity of existing air quality violations?***

Since the consistency criteria identified under the first criterion pertains to pollutant concentrations, rather than to total regional emissions, an analysis of the Project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating Project consistency. As discussed in response III(c) below, localized concentrations of carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), particulate matter less than 10 microns in diameter (PM<sub>10</sub>), and particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>) would be less than significant during Project construction and operations. Therefore, the proposed Project would not result in an increase in the frequency or severity of existing air quality violations.<sup>2</sup>

**b) *Would the project cause or contribute to new air quality violations?***

As discussed in response III(b) below, the Project would result in emissions that are below the SCAQMD thresholds. Therefore, the Project would not have the potential to cause or contribute to new air quality violations.

**c) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?***

The proposed Project would result in less than significant impacts with regard to localized concentrations during Project construction and operations. As such, the

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<sup>2</sup> Because reactive organic gases (ROGs) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROG plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

Project would not delay the timely attainment of air quality standards or 2016 AQMP emissions reductions.

**Criterion 2:**

With respect to the second criterion for determining consistency with SCAQMD and Southern California Association of Governments (SCAG) air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed Project exceeds the assumptions utilized in preparing the forecasts presented in the 2016 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

*a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

In the case of the 2016 AQMP, three sources of data form the basis for the projections of air pollutant emissions: The *City of Cathedral City Comprehensive General Plan 1993* (General Plan), SCAG's *Growth Management Chapter of the Regional Comprehensive Plan* (RCP), and SCAG's *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (2016-2040 RTP/SCS). The 2016-2040 RTP/SCS also provides socioeconomic forecast projections of regional population growth. The Project site is designated Low Density Residential (RL) by the General Plan and is zoned as Single Family Residential (R1). The Project proposes approximately 110 single-family residential homes on approximately 26.6 acres. According to the General Plan, the RL designation is intended to provide for single-family residential development on individual lots typically ranging from about 7,500 to 20,000 square feet (maximum density of 2 to 4.5 dwelling units per acre). As proposed, the 110 single-family residential homes with a density of 4.2 dwelling units per acre are an allowed use under the site's existing RL land use designation. Thus, the proposed Project would be consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the 2016-2040 RTP/SCS. Additionally, as the SCAQMD has incorporated these same projections into the 2016 AQMP, it can be concluded that the proposed project would be consistent with the projections included in the 2016 AQMP.

*b) Would the project implement all feasible air quality mitigation measures?*

The proposed Project would result in less than significant air quality impacts. Compliance with all feasible emission reduction measures identified by the SCAQMD would be required as identified in responses III(b) and III(c). As such, the proposed Project meets this 2016 AQMP consistency criterion.

c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

The proposed Project would serve to implement various City and SCAG policies and would be considered an infill development. The Project consists of a 110 single-family home development in the vicinity of a mix of residential and commercial uses. In addition, the Project would be consistent with the General Plan RL land use designation for the site. As such, the proposed Project meets this AQMP consistency criterion.

In conclusion, the determination of 2016 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed Project would not result in a long-term impact on the region's ability to meet State and federal air quality standards. Also, the proposed Project would be consistent with the goals and policies of the 2016 AQMP for control of fugitive dust. As discussed above, the proposed Project's long-term influence would also be consistent with the SCAQMD and SCAG's goals and policies and is considered consistent with the 2016 AQMP.

b) *Would the project 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?*

Determination: Less Than Significant Impact

### Criteria Pollutants

**Carbon Monoxide (CO).** CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

**Ozone (O<sub>3</sub>).** O<sub>3</sub> occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" ozone layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays. "Bad" O<sub>3</sub> is a photochemical pollutant, and needs volatile organic compounds (VOCs), NO<sub>x</sub>, and sunlight to form; therefore, VOCs and NO<sub>x</sub> are O<sub>3</sub> precursors. To reduce O<sub>3</sub> concentrations, it is necessary to control the emissions of these ozone precursors. Significant O<sub>3</sub> formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O<sub>3</sub> concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O<sub>3</sub> in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O<sub>3</sub> (in the troposphere) can adversely affect the human respiratory system and other tissues. O<sub>3</sub> is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O<sub>3</sub>. Short-term exposure (lasting for a few hours) to O<sub>3</sub> at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

**Nitrogen Dioxide (NO<sub>2</sub>).** NO<sub>x</sub> are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone and react in the atmosphere to form acid rain. NO<sub>2</sub> (often used interchangeably with NO<sub>x</sub>) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO<sub>2</sub> occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO<sub>2</sub> can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO<sub>2</sub> concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO<sub>2</sub> may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

**Coarse Particulate Matter (PM<sub>10</sub>).** PM<sub>10</sub> refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM<sub>10</sub> arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM<sub>10</sub> scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

**Fine Particulate Matter (PM<sub>2.5</sub>).** Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and federal PM<sub>2.5</sub> standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new PM<sub>2.5</sub> standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a Final Rule in the federal Register that designates the Basin as a nonattainment area for federal PM<sub>2.5</sub> standards. On June 20, 2002, CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or

above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

**Sulfur Dioxide (SO<sub>2</sub>).** SO<sub>2</sub> is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with SO<sub>x</sub> and lead. Exposure of a few minutes to low levels of SO<sub>2</sub> can result in airway constriction in some asthmatics.

**Volatile Organic Compounds (VOC).** VOC's are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form ozone to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include: carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O<sub>3</sub>, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG (see below) interchangeably.

**Reactive Organic Gases (ROG).** Similar to VOC, ROG are also precursors in forming ozone and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and nitrogen oxides react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O<sub>3</sub>, which is a criteria pollutant. The SCAQMD uses the terms ROG and VOC interchangeably.

### **Short-Term Construction Emissions**

The Project involves construction activities associated with Project would include grading, residential buildings, park/basin areas, roadway improvements/right-of-way for interior streets, paseos with driveways, sidewalks, landscaping, walls/fences, street lighting, and relevant infrastructure. The Project would be constructed over approximately 36 months, beginning in January 2020. Construction activities would require approximately 30,710 cubic yards of soil to be imported to the Project site. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2016.3.2 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared utilizing CalEEMod. Refer to [Appendix A, Air Quality/Greenhouse Gas Analysis and Energy Data](#), for the CalEEMod outputs and results. [Table III-1](#) presents the anticipated daily short-term construction emissions.

**Table III-1 Construction-Related Emissions**

Emissions Source	Pollutant (pounds/day) <sup>1,2</sup>					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Year 1</b>						
Construction Emissions <sup>2</sup>	4.97	64.71	35.86	0.10	6.74	3.76
<i>SCAQMD Thresholds</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Year 2</b>						
Construction Emissions <sup>2</sup>	2.12	18.70	18.24	0.03	1.45	1.05
<i>SCAQMD Thresholds</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Year 3</b>						
Construction Emissions <sup>2</sup>	22.77	16.81	17.91	0.03	1.34	0.91
<i>SCAQMD Thresholds</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Notes:						
1. Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD.						
2. The reduction/credits for construction emissions are based on "mitigation" included in CalEEMod and are required by the SCAQMD Rules. The "mitigation" applied in CalEEMod includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. The emissions results in this table represent the "mitigated" emissions shown in Appendix A.						
Refer to Appendix A for assumptions used in this analysis.						

### Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading, excavation and construction is expected to be short-term and would cease upon Project completion. Most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM<sub>10</sub> generated as a part of fugitive dust emissions. PM<sub>10</sub> poses a serious health hazard alone or in combination with other pollutants. PM<sub>2.5</sub> is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by

wind and human activities such as construction or agriculture. PM<sub>2.5</sub> is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO<sub>x</sub> and sulfur oxides (SO<sub>x</sub>) combining with ammonia. PM<sub>2.5</sub> components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

The Project would implement all required SCAQMD dust control techniques (i.e., daily watering), limitations on construction hours, and adhere to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.), to reduce PM<sub>10</sub> and PM<sub>2.5</sub> concentrations. As depicted in Table III-1, total PM<sub>10</sub> and PM<sub>2.5</sub> emissions would not exceed the SCAQMD thresholds during construction. Thus, construction air quality impacts would be less than significant.

### Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the Project site, employee commutes to the Project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in Table III-1, construction equipment and worker vehicle exhaust emissions would not exceed the established SCAQMD threshold for all criteria pollutants. Therefore, impacts in this regard would be less than significant.

### ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O<sub>3</sub> precursors. In accordance with the methodology prescribed by the SCAQMD, the ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. As required by SCAQMD Regulation XI, Rule 1113 – *Architectural Coating*, all architectural coatings for the proposed structures would comply with specifications on painting practices as well as regulation on the ROG content of paint.<sup>3</sup> ROG emissions associated with the proposed Project would be less than significant; refer to Table III-1.

### Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, federal, and international agencies and was identified as a toxic air contaminant by the California Air Resources Board in 1986.

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3 South Coast Air Quality Management District, *Rule 1113. Architectural Coatings*, <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf>, accessed August 22, 2019.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), serpentinite and ultramafic rocks are not known to occur within the Project area. Thus, there would be no impact in this regard.

### **Long-Term (Operational) Emissions**

Long-term air quality impacts would consist of mobile source emissions generated from project-related traffic, and emissions from stationary area and energy sources. Emissions associated with each of these sources were calculated and are discussed below.

#### Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are all pollutants of regional concern (NO<sub>x</sub> and ROG react with sunlight to form O<sub>3</sub> [photochemical smog]), and wind currents readily transport SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod. According to the *Mountain View Estates Traffic Impact Analysis* (Traffic Impact Analysis) prepared by Michael Baker International (dated September 13, 2019), the Project would generate approximately 1,135 total daily trips. [Table III-2](#) presents the anticipated mobile source emissions.

#### Area Source Emissions

Area source emissions would be generated due to an increased demand for natural gas associated with the development of the proposed Project; refer to [Table III-2](#). The primary use of natural gas producing area source emissions by the Project would be for consumer products, architectural coating, and landscaping.

#### Energy Source Emissions

Energy source emissions would be generated as a result of electricity and natural gas usage associated with the proposed Project; refer to [Table III-2](#). The primary use of electricity and natural gas by the Project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.

## Total Operational Emissions

As shown in [Table III-2](#) the total operational mitigated emissions for both summer and winter would not exceed established SCAQMD thresholds. Therefore, impacts in this regard would be less than significant.

**Table III-2 Long-term Air Emissions**

Emissions Source	Pollutant (pounds/day) <sup>1</sup>					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Project Summer Emissions</b>						
Area	4.72	1.66	9.75	0.01	0.18	0.18
Energy	0.10	0.85	0.36	0.00	0.07	0.07
Mobile	1.95	9.64	26.31	0.10	8.32	2.28
<b>Total Summer Emissions<sup>2</sup></b>	<b>6.76</b>	<b>12.15</b>	<b>36.42</b>	<b>0.11</b>	<b>8.57</b>	<b>2.52</b>
SCAQMD Thresholds	55	55	550	150	150	55
<b>Is Threshold Exceeded? (Significant Impact?)</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Project Winter Emissions</b>						
Area	4.72	1.66	9.75	0.01	0.18	0.18
Energy	0.10	0.85	0.36	0.00	0.07	0.07
Mobile	1.87	9.85	24.70	0.09	8.32	2.28
<b>Total Winter Emissions<sup>3</sup></b>	<b>6.69</b>	<b>12.36</b>	<b>34.81</b>	<b>0.11</b>	<b>8.57</b>	<b>2.52</b>
SCAQMD Thresholds	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Notes:						
1. Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD.						
2. The numbers may be slightly off due to rounding.						
Refer to <a href="#">Appendix A</a> , for assumptions used in this analysis.						

## Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, ozone precursors VOCs and NO<sub>x</sub> affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than

significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

Further, as noted in the Brief of Amicus Curiae by the SCAQMD (April 6, 2015) for the *Sierra Club vs. County of Fresno*, the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Furthermore, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD) (April 13, 2015), for the *Sierra Club vs. County of Fresno*, SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from ozone, as an example is correlated with the increases in ambient level of ozone in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's *2012 Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO<sub>x</sub> and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NO<sub>x</sub> or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. Thus, as the Project would not exceed SCAQMD thresholds for construction and operational air emissions, the Project would have a less than significant impact for air quality health impacts.

## **Cumulative**

### **Construction Impacts**

With respect to the proposed Project's construction-period air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the 2016 AQMP pursuant to federal Clean Air Act mandates. As such, the proposed Project would comply with SCAQMD Rule 403 requirements and implement all feasible SCAQMD rules to reduce construction air emissions to the extent feasible. SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of the proposed Project. In addition, the proposed Project would comply with adopted 2016 AQMP emissions control measures. Pursuant to SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., SCAQMD Rule 403 compliance, implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on construction projects throughout the Basin, which would include related projects.

As discussed above, the Project's short-term construction emissions would be below the SCAQMD thresholds and would result in a less than significant impact. Thus, it can be reasonably inferred that the Project's construction emissions would not contribute to a cumulatively considerable air quality impact for nonattainment criteria pollutants in the Basin. Thus, a less than significant impact would occur in this regard.

### **Cumulative Long-Term Impacts**

As discussed previously, the proposed Project would not result in long-term air quality impacts, as emissions would not exceed SCAQMD adopted operational thresholds. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the proposed Project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, cumulative operational impacts associated with implementation of the proposed Project would be less than significant.

#### ***c) Would the project expose sensitive receptors to substantial pollutant concentrations?***

##### Determination: Less Than Significant Impact

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors near the Project site include surrounding residences to the north, east, and west. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds for construction and operations impacts (stationary sources only).

### **Localized Significance Thresholds**

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO<sub>x</sub>, PM<sub>2.5</sub>, or PM<sub>10</sub>. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The Project is located within Source Receptor Area (SRA) 30, Coachella Valley.

## Construction LST

The SCAQMD guidance on applying CalEEMod to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day. The Project would disturb approximately 187.5 acres of land over 75 days of grading or would likely disturb 2.5 acres per day (187.5 acres/ 75 days). Therefore, the LST thresholds for two acres were utilized for the construction LST analysis. The closest sensitive receptors to the Project site are residential uses adjacent to the north, east, and west. These sensitive land uses may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As the nearest sensitive uses adjoin the Project site, the lowest available LST values for 25 meters were used.

Table III-3 shows the localized unmitigated and mitigated construction-related emissions for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> compared to the LSTs for SRA 30. It is noted that the localized emissions presented in Table III-3 are less than those in Table III-1 because localized emissions include only on-site emissions (i.e., from construction equipment and fugitive dust), and do not include off-site emissions (i.e., from hauling activities). As shown in Table III-3, the Project's localized construction emissions would not exceed the LSTs for SRA 30. Therefore, localized significance impacts from construction would be less than significant.

**Table III-3 Localized Significance of Emissions**

Source	Pollutant (pounds/day) <sup>3</sup>			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Construction (Grading Phase)				
On-Site Emissions <sup>1</sup>	50.20	31.96	10.89	5.60
On-Site Emissions with SCAQMD Rules Applied <sup>1,2</sup>	50.20	31.96	5.57	3.41
Localized Significance Threshold <sup>2</sup>	170	1,299	7	5
<b>Thresholds Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Notes:				
1. The grading phase emissions are presented as the worst-case scenario for NO <sub>x</sub> , CO, PM <sub>10</sub> , and PM <sub>2.5</sub> .				
2. The reduction/credits for construction emissions applied in CalEEMod are based on the application of dust control techniques as required by SCAQMD Rule 403. The dust control techniques include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces twice daily; cover stock piles with tarps; water all haul roads three times daily; and limit speeds on unpaved roads to 15 miles per hour.				
3. The Localized Significance Threshold was determined using Appendix C of the SCAQMD Final Localized Significant Threshold Methodology guidance document for pollutants NO <sub>x</sub> , CO, PM <sub>10</sub> , and PM <sub>2.5</sub> . The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (approximately 2.5 acres; therefore the 2-acre threshold was used) and SRA 30.				
Refer to Appendix A for assumptions used in this analysis.				

## Operational LST

According to SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources

or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed Project does not include such uses. Thus, due to the lack of such emissions, no long-term localized significance threshold analysis is needed. Operational LST impacts would be less than significant in this regard.

### **Carbon Monoxide Hotspots**

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The SCAQMD requires a quantified assessment of CO hotspots when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization) by 0.02 (two percent) for any intersection with an existing level of service LOS D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections.

The Basin is designated as an attainment/maintenance area for the federal CO standards and an attainment area for State standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. On-road mobile source CO emissions have declined 24 percent between 1989 and 1998, despite a 23 percent rise in motor vehicle miles traveled over the same 10 years. California trends have been consistent with national trends; CO emissions declined 20 percent in California from 1985 through 1997 while vehicle miles traveled increased 18 percent in the 1990s. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the *Federal Attainment Plan for Carbon Monoxide* (CO Plan) for the SCAQMD's *2003 Air Quality Management Plan*. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin and would likely experience the highest CO concentrations. Thus, CO analysis within the CO Plan is utilized in a comparison to the proposed Project, since it represents a worst-case scenario with heavy traffic volumes within the Basin.

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hr CO federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at any intersections within Cathedral City near the Project site due to net increase in volume of traffic of 1,135 daily trips that would occur as a result of Project implementation. Therefore, impacts would be less than significant in this regard.

## Air Quality Health Impacts

As evaluated above, the Project's air emissions would not exceed the SCAQMD's LST thresholds, and CO hotpots would not occur as a result of the proposed Project. Therefore, the Project would not exceed the most stringent applicable federal or State ambient air quality standards for emissions of CO, NO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>. It should be noted that the ambient air quality standards are developed and represent levels at which the most susceptible persons (children and the elderly) are protected. In other words, the ambient air quality standards are purposefully set in a stringent manner to protect children, elderly, and those with existing respiratory problems. Thus, an air quality health impact would be less than significant in this regard.

**d) *Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?***

Determination: Less Than Significant Impact

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed Project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the Project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon Project completion. In addition, the Project would be required to comply with the California Code of Regulations, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would reduce the detectable odors from heavy-duty equipment exhaust. The Project would also be required to comply with the SCAQMD Regulation XI, *Rule 1113 – Architectural Coating*, which would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short-term and not substantial. As such, the Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant in this regard.

## IV. Biological Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>BIOLOGICAL RESOURCES:</b>				
<i>Would the project:</i>				
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 state or federally protected wetlands (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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

The following analysis is based upon the *Habitat Assessment and Coachella Valley Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan* (CVMSHCP) Consistency Analysis prepared for the Project by Michael Baker International (September 2019); refer to [Appendix B](#).

- a) **Would the project 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?**

Determination: Less Than Significant Impact with Mitigation Incorporated

The Project site is currently vacant with generally flat, sandy topography that is mostly disturbed due to unauthorized vehicle and pedestrian access. The majority of the site is dominated by a disturbed desert saltbush scrub vegetation community. Dominant shrubs within this vegetation community include hoary saltbush (*Atriplex canescens*), creosote bush (*Larrea tridentata*), Palmer's coldenia (*Tiquilia palmeri*), Mediterranean grass (*Schismus barbatus*), and narrow leaved forget me not (*Cryptantha angustifolia*). In addition, scattered individuals of tree species including blue paloverde (*Parkinsonia florida*), Mexican fan palm (*Washingtonia robusta*), and acacia (*Acacia* sp.) occur within the site.

During a site survey conducted in June 2019 as part of the habitat assessment, no special-status plant species were observed within the Project site. In addition, based on existing site conditions and a review of specific habitat requirements, occurrence records, known distributions, and elevation ranges, all special-status plant species identified during the literature review were determined to have a low potential or are not expected to occur within the Project site.

Two special-status wildlife species were observed within the Project site: Cooper's hawk (*Accipiter cooperii*) and Costa's hummingbird (*Calypte costae*). One other special-status wildlife species, black-tailed gnatcatcher (*Polioptila melanura*), was determined to have a high potential to occur within the Project site. All other special-status wildlife species identified during the literature review were determined to have a low potential to occur or are not expected to occur within the project site based on existing site conditions and a review of specific habitat requirements, occurrence records, known distributions, and elevation ranges.

No other State or federally listed species are expected to occur within the Project area. In addition, the Project site is not located within any Federally designated Critical Habitat; the closest Federally designated Critical Habitat is located approximately 2.5 miles southwest of the Project site for Casey's June beetle (*Dinacoma caseyi*).

No burrowing owls or sign (i.e., pellets, feathers, castings, or white wash) was observed within the Project site during the habitat assessment. However, to ensure Project grading and/or construction activities do not result in impacts to sensitive wildlife, **Mitigation Measure BIO-1** would be implemented to ensure that burrowing owls are not present on the property prior to commencement of any grading or construction activities for the Project.

Nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA) of 1918 and the California Fish and Game Code (CFGC). The MBTA makes it unlawful to pursue, capture, kill, or possess or attempt to do the same to any migratory bird or part, nest, or

egg of any such bird listed in wildlife protection treaties between the United States, Great Britain, Mexico, Japan, Canada, and the countries of the former Soviet Union. No active nests or birds displaying nesting behavior were observed during the habitat assessment. However, vegetation within and adjacent to the Project site provides nesting opportunities for avian species, particularly in larger shrubs and in the trees within the site. Bird species expected to nest within the project site include verdin (*Auriparus flaviceps*) and black-throated sparrow (*Amphispiza bilineata*). **Mitigation Measure BIO-2** would be implemented to ensure that Project construction activities do not interfere with avian breeding or nesting activities or cause direct or indirect disturbance to sensitive species that may potentially be present on-site at the time when Project grading/construction activities commence.

Therefore, the Project could have a substantial adverse effect, either directly or through habitat modifications, on candidate, sensitive, or special status species identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). Implementation of **Mitigation Measures BIO-1 and BIO-2** would reduce such impacts to less than significant.

### ***Mitigation Measures:***

**BIO-1** Prior to initiating any ground disturbance or vegetation removal activities, a clearance survey shall be conducted by a qualified biologist to confirm that burrowing owls remain absent and impacts do not occur to any occupied burrows that may be located on or within 500 feet of the Project site. In accordance with the *Staff Report on Burrowing Owl Mitigation* (CDFW, 2012), two pre-construction clearance surveys shall be conducted 14-30 days and 24 hours prior to any ground disturbance or vegetation removal activities. Documentation of the surveys and findings shall be provided to the City of Cathedral City for review prior to initiating project activities. If no burrowing owls or occupied burrows are detected, project-related activities may begin. If an occupied burrow is detected, the qualified biologist shall flag the location and establish a “no-disturbance” buffer around the burrow in accordance with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) and contact CDFW to determine the appropriate method of relocation, such as eviction/passive relocation or active relocation.

*Monitoring/Enforcement: City of Cathedral City Planning Department and Building Department*

*Timing/Implementation: 14-30 days and 24 hours prior to ground disturbing activities*

**BIO-2** If Project grading/construction activities are scheduled to occur during the nesting season for breeding birds (typically February 1st through August 31st), a nesting bird clearance survey shall be conducted by a qualified biologist no more than three days prior to the start of any vegetation removal

or ground disturbing activities to ensure that impacts to nesting birds do not occur. The qualified biologist shall survey all suitable nesting habitat within the Project impact area, including areas within a biologically defensible buffer distance surrounding the Project impact area, for the presence of nesting birds and shall provide documentation of the surveys and findings to the City of Cathedral City for review prior to initiating project activities. If no active bird nests are detected, project-related activities may begin. If an active nest is found, the bird shall be identified to species and the approximate distance from the closest work site to the active nest shall be estimated and the qualified biologist shall establish a “no-disturbance” buffer around the active nest. The distance of the “no-disturbance” buffer may be increased or decreased according to the judgement of the qualified biologist depending on the level of activity and sensitivity (i.e., listed) of the species. The qualified biologist shall periodically monitor any active bird nests to determine if project-related activities occurring outside the ‘no disturbance’ buffer disturb the birds and if the buffer should be increased. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project-related activities within the ‘no disturbance’ buffer may occur.

*Monitoring/Enforcement: City of Cathedral Planning Department*

*Timing/Implementation: No more than three days prior to grading or construction activities*

- b) *Would the project 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?***

Determination: No Impact

According to the California Natural Diversity Database (CNDDDB), three special-status vegetation communities have been recorded in the vicinity of the Project site: Desert Fan Palm Oasis Woodland, Mesquite Bosque, and Southern Riparian Forest. However, based on the results of the habitat assessment, none of the vegetation communities listed above or any other special-status vegetation communities occur within or adjacent to the Project site. In addition, no drainage features or potential wetland features were observed on or within the vicinity of the Project site during the habitat assessment. Therefore, the Project would not impact riparian habitat or other sensitive natural communities. No impact would occur.

- c) *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Determination: No Impact

No drainage features or potential wetland features were observed on or within the vicinity of the project site during the habitat assessment. As such, the proposed project would not result in impacts to State or Federal jurisdictional features and regulatory approvals from the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), or the CDFW would not be required. No impact would occur.

- d) *Would the project 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?***

Determination: Less Than Significant Impact

The Project site does not contain any rivers, creeks, or waterways. Therefore, the site does not provide migratory corridors for any fish species. Given the location of the Project site, wildlife species are unlikely to use the site as a migratory corridor due to the urban, developed nature of surrounding lands. In addition, the Project area does not involve a corridor that links large areas of undeveloped open space. Therefore, a less than significant impact regarding the movement of fish or wildlife species or migratory wildlife corridors would occur.

- e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

Determination: Less Than Significant Impact

The City of Cathedral City Design Guidelines (amended May 19, 1997) includes a “Street Tree Policy” (City Council Resolution 89-49 dated 6/2/89, amended Resolution 88-95 dated 9/16/88) which prohibits removal or pruning of trees without first obtaining written authorization from the City Engineer. There are no street trees located within or adjacent to the Project site. Therefore, due to on-site conditions, development of the Project site is not anticipated to conflict with any local policies or ordinances protecting biological resources. Impacts would be less than significant.

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

Determination: Less Than Significant Impact with Mitigation Incorporated

The Project site is located within the boundaries of the CVMSHCP Area, but is not located within any Conservation Areas, Preserves, Cores, or Linkages. The Project is not listed

as a planned “Covered Activity”<sup>4</sup> under the published CVMSHCP but is still considered to be a current Covered Activity pursuant to Section 7.1 of the CVMSHCP, which states that take authorization will be provided for certain activities that take place outside of Conservation Areas, including development permitted or approved by local Permittees. This includes, but is not limited to, new projects approved pursuant to county and city general plans, including the circulation element of said general plans, transportation improvement plans for roads in addition to those addressed in Section 7.2 of the CVMSHCP, master drainage plans, capital improvement plans, water and waste management plans, the County's adopted Trails Master Plan, and other plans adopted by the Permittees.

As a Permittee under the CVMSHCP, the City of Cathedral City established a Local Development Mitigation Fee that is collected by the City for development projects within its boundaries. The fee is used to assist the Coachella Valley Conservation Commission (CVCC) in the maintenance of biological diversity and the natural ecosystem processes that support this diversity. More specifically, the fee will be used by the CVCC for the protection of vegetation communities and natural areas within the City limits, Coachella Valley and surrounding mountains located in central Riverside County that are known to support threatened, endangered or key sensitive populations of plant and wildlife species. In turn, development within the CVMSHCP area will be provided with a streamlined regulatory process from which development can proceed in an orderly process. Consistency with the CVMSHCP requirements affords protection of the existing character of the City and the region through the implementation of a system of reserves which will provide for permanent open space, community edges and habitat conservation for species covered by the CVMSHCP.

To assist in providing revenue for the conservation of lands necessary to implement the CVMSHCP, the Local Development Mitigation Fee is to be paid for each project, or portion thereof, to be constructed within the City. As defined in Section 5 of Ordinance No. 702, the Local Development Mitigation Fee includes the following five categories: (1) residential units, density less than 8.0 dwelling units per acre; (2) residential units, density between 8.1 and 14.0 dwelling units per acre; (3) residential units, density greater than 14.1 dwelling units per acre; (4) commercial acreage; and (5) industrial acreage. Because the Project falls within one of these categories, the Local Development Mitigation Fee would be required to be paid in full by the Project Applicant at the time of the issuance of a building permit for the Project. Implementation of **Mitigation Measure BIO-3** would reduce impacts in this regard to less than significant.

### ***Mitigation Measures:***

**BIO-3** The Local Development Mitigation Fee shall be paid in full by the Project Applicant, as defined in Section 5 of Ordinance No. 702, at the time of the issuance of a building permit for the Project.

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<sup>4</sup> Covered Activities are defined as certain activities carried out or conducted by Permittees, Participating Special Entities, Third Parties Granted Take Authorization and others within the CVMSHCP Area, as described in Section 7 of the CVMSHCP, that will receive Take Authorization under the Section 10(a) Permit and the Natural Community Conservation Plan Permit, provided these activities are otherwise lawful.

*Monitoring/Enforcement: City of Cathedral Planning Department and Building Department*

*Timing/Implementation: At the time of building permit issuance*

## V. Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>CULTURAL RESOURCES:</b>				
<i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 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) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

The following analysis is based upon the Cultural Resources Assessment prepared for the Project by BCR Consulting (July 26, 2019); refer to [Appendix C-1](#).

**a) *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?***

Determination: No Impact

Historic resources generally consist of buildings, structures, improvements, and remnants associated with a significant historic event or person(s) and/or having a historically significant style, design, or achievement. Damage to or demolition of such resources is typically considered to be a significant impact. Impacts to historic resources can occur through direct impacts, such as destruction or removal, and through indirect impacts, such as a change in the setting of a historic resource.

According to the Cultural Resources Assessment, the subject property is currently vacant land and no structures or active land uses are present on-site. A cultural resources records search was conducted at the Eastern Information Center (EIC) located at the University of California, Riverside. The record search included a review of all recorded historic and prehistoric cultural resources, as well as a review of known cultural resources, and survey and excavation reports generated from projects located within one mile of the project site. Reviews were conducted of the National Register of Historic Places, the California Register of Historical Resources, and documents and inventories from the California Office of Historic Preservation, including the lists of California Historical Landmarks, California Points of Historical Interest, listings of National Register Properties and the Inventory of Historic Structures.

An archaeological pedestrian field survey of the Project site was conducted on July 8, 2019. The survey was conducted by walking parallel transects spaced approximately 15

meters apart across 100 percent of the Project site. The records search and field survey did not identify any cultural resources, including prehistoric or historic archaeological sites, or historic-period buildings within the Project site. Data from the EIC revealed that 17 cultural resource studies have taken place resulting in the recording of three cultural resources within one-mile of the project site. Table B, Cultural Resources and Reports Located Within One Mile of the Project Site, in the Cultural Resources Assessment (Appendix C) summarizes the records search.

As a result of the investigations undertaken, no prehistoric or historic period cultural resources or sacred sites were identified on the property. As such, development of the Project site would have no impact on a historical resource.

**b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?***

Determination: Less Than Significant Impact with Mitigation Incorporated

Archaeological sites are locations that contain resources associated with former human activities and may contain such resources as human skeletal remains, waste from tool manufacture, tool concentrations, and/or discoloration or accumulation of soil or food remains.

The record search and site survey conducted for the Project did not identify any cultural resources on-site, and no further work to evaluate the potential presence of cultural resources is required.

Although no known cultural resources are present on-site, Project-related ground disturbing and construction activities would have the potential to adversely affect unknown archaeological resources. Therefore, **Mitigation Measures CR-1** and **CR-2** would be implemented to alert and direct field personnel to the possibility of buried prehistoric or historic cultural deposits and actions to take should cultural resources be encountered. Impacts would be less than significant with mitigation incorporated.

***Mitigation Measures:***

**CR-1** Prior to grading disturbance activities, the City of Cathedral City Planning Department shall inform field personnel of the possibilities of a buried cultural resource find. A qualified archaeologist shall be made available by the applicant during all ground disturbing activities should any unknown cultural resource be uncovered. In addition, because the site is located within the boundaries of the Agua Caliente Band of Cahuilla Indians (ACBCI) Tribe's Traditional Use Area, all ground disturbing activities shall be monitored by a qualified Native American monitor as requested by the ACBCI THPO. In the event that field personnel encounter buried cultural materials, work in the immediate vicinity of the find shall cease and the qualified archaeologist shall be retained by the applicant to assess the significance of the find. The qualified archaeologist/Tribal monitor shall have the authority to stop or divert construction excavation as necessary. If the

qualified archaeologist finds that any cultural resources found meet eligibility requirements for listing on the California Register or the National Register, plans for the treatment, evaluation and mitigation of impacts to the find shall be developed. Prehistoric or historic cultural materials that may be encountered during ground disturbing activities include:

- Historic artifacts such as glass bottles and fragments, cans, nails, ceramic and pottery fragments, and other metal objects;
- Historic structural or building foundations, walkways, cisterns, pipes, privies, and other structural elements;
- Prehistoric flaked-stone artifacts and debitage (waste material), consisting of obsidian, basalt, and or cryptocrystalline silicates;
- Grindstone artifacts, including mortars, pestles, and grinding slabs;
- Dark, greasy soil that may be associated with charcoal, ash, bone, shell, flaked stone, groundstone, and fire affected rocks.

If it has been determined that the find, with concurrence of the archaeologist, and tribal monitor/THPO in the case of cultural resources, has significance, the final disposition of the find shall be determined with concurrence between the archaeologist, THPO (in the case of tribal cultural resources) and the City Planner. Once the mitigation and disposition for the find has been determined, work in the vicinity of the find shall resume at the direction of the archaeologist.

*Monitoring/Enforcement: Cathedral City Planning Department/Tribal Monitor*

*Timing/Implementation: During initial Project grading activities*

**CR-2**

If human remains are encountered during project grading activities, work in the immediate vicinity shall cease and the Riverside County Coroner shall be contacted within 24 hours of the discovery. California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin of the human remains. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendants(s)" (MLD) for purposes of receiving notification of discovery. The City and developer will work with the designated MLD to determine the final disposition of the remains pursuant to Public Resources Code Section 5097.98.

*Monitoring/Enforcement: Cathedral City Planning Department and Building Department*

*Timing/Implementation: During Project grading and construction*

**c) *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?***

Determination: Less Than Significant Impact with Mitigation Incorporated

It is not anticipated that human remains, or informal cemetery areas are present on the Project site. However, ground-disturbing activities such as grading, or excavation have the potential to disturb human remains. If human remains are found, those remains would require proper treatment, in accordance with applicable laws. California Public Resources Code Section 5097.98 and Health and Safety Code Sections 7050.5-7055 describe the general provisions regarding human remains, including the requirements if any human remains are accidentally discovered during Project construction.

As required by State law, procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the “most likely descendant.”

Pursuant to **Mitigation Measure CR-2**, if human remains are found during excavation, construction activities would be halted in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been notified, and the remains have been investigated and appropriate recommendations have been made for the treatment and removal of the remains. Compliance with existing State regulations, which detail the appropriate actions necessary in the event human remains are encountered, and implementation of **Mitigation Measure CR-2** would ensure that potential impacts on undiscovered human remains are less than significant with mitigation incorporated.

***Mitigation Measures:***

Implement **Mitigation Measure CR-2**.

*Monitoring/Enforcement: Cathedral City Planning Department and Building Department*

*Timing/Implementation: During Project grading and construction*

## VI. Energy

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>ENERGY:</b> <i>Would the project:</i>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

#### Regulatory

##### California Building Energy Efficiency Standards (Title 24)

The *2016 Building Energy Efficiency Standards for Residential and Nonresidential Buildings* (California Code of Regulations, Title 24, Part 6), commonly referred to as “Title 24,” became effective on January 1, 2017. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2016 Title 24 standards are 28 percent more efficient than previous standards for residential development.<sup>5</sup> The standards offer developers better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. Further, the City recently adopted the *2019 Building Energy Efficiency Standards*, which promote integration of photovoltaic systems in newly constructed residential buildings. With rooftop solar electricity generation, homes built under the 2019 standards will use approximately 53 percent less energy than those under the 2016 standards.<sup>6</sup> The 2019 standards will take effect in the City on April 13, 2020.

##### California Green Building Standards (CALGreen)

The 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, will get into effect on January 1, 2020. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies, divert construction waste from landfills, and incorporate electric vehicles charging infrastructure.

<sup>5</sup> California Energy Commission, 2016 Building Energy Efficiency Standards for Residential and Nonresidential Buildings, June 2015.

<sup>6</sup> California Energy Commission, 2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings, December 2018.

## Cathedral City Energy Action Plan

Cathedral City's *Energy Action Plan* (EAP) provides a roadmap of actions within the City's municipal operations, to help reduce energy consumption, to reduce operation costs, and increase energy awareness. Further, the City's EAP has the following community-wide policies that would be applicable to the Project:

- **Green Building:** Green building measures will be supported through ordinances that do not place an undue burden on developers and homeowners; these green building measures can increase the value of new and existing homes. The marginal costs for designated green building measures and higher efficiency devices – which have a payback of less than or equal to four years – will be mandated for all new construction.
- **Solar Access:** Solar access will be assured through zoning and the planning process. Suitable rooftops and properties will be protected through solar mapping and following the requirements of existing California solar rights law.
- **Electric Vehicle Infrastructure:** Cathedral City will continue to advocate for owners and prospective owners of electric vehicles (EVs) and to facilitate the use of EVs through expansion of renewable power charging stations.

**a) *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

Determination: Less Than Significant Impact

This analysis focuses on three sources of energy that are relevant to the Project: electricity, natural gas, and transportation fuel for vehicle trips associated with new development and for Project construction. The analysis of operational electricity/natural gas usage is based on the California Emissions Estimator Model version 2016.3.2 (CalEEMod) program modeling results for the Project, which quantifies energy use for occupancy. The Project's estimated electricity/natural gas consumption is based primarily on CalEEMod's default settings for Riverside County (County), and consumption factors provided by Southern California Edison (SCE) and The Gas Company (the electricity and natural gas providers for the City of Cathedral City). The results of the CalEEMod modeling are included in Appendix A. The amount of operational fuel consumption was estimated using the California Air Resources Board's Emissions Factor 2014 (EMFAC2014) computer program which provides projections for typical daily fuel usage in Riverside County, and the Project's annual vehicle miles traveled (VMT) outputs from CalEEMod. The estimated construction fuel consumption is based on the Project's construction equipment list timing/phasing, and hours of duration for construction equipment.

The Project's electricity and natural gas usage is compared to the County's usage rather than the City's due to the lack of available City data. The Project's estimated energy consumption is summarized in Table VI-1. As shown in Table VI-1, the Project's electricity and natural usage would constitute an approximate 0.006 percent increase over the

County's typical annual electricity and approximately 0.005 percent increase over the County's typical natural gas consumption. The Project-related construction and operational vehicle fuel consumption would increase the County's consumption by 0.038 percent, and 0.032 percent, respectively.

**Table VI-1 Energy Consumption**

Energy Type	Project Annual Energy Consumption <sup>1</sup>	Riverside County Annual Energy Consumption <sup>2</sup>	Percentage Increase Countywide <sup>2</sup>
Electricity Consumption	903 MWh	15,980,727 MWh	0.006%
Natural Gas Consumption	19,334 therms	398,538,428 therms	0.005%
<b>Fuel Consumption</b>			
Construction (Heavy-Duty Diesel Vehicle) Fuel Consumption <sup>3</sup>	87,719 gallons	228,965,907 gallons	0.038%
Operational Automotive Fuel Consumption <sup>3</sup>	232,252 gallons	733,004,818 gallons	0.032%
Notes:			
1. As modeled in CalEEMod version 2016.3.2.			
2. The Project increases in electricity and natural gas consumption are compared to the total consumption in Riverside County in 2018. The Project increases in automotive fuel consumption are compared with the projected Countywide fuel consumption in 2020. Riverside County electricity consumption data source: California Energy Commission, <i>Electricity Consumption by County</i> , <a href="http://www.ecdms.energy.ca.gov/elecbycounty.aspx">http://www.ecdms.energy.ca.gov/elecbycounty.aspx</a> , accessed September 26, 2019. Riverside County natural gas consumption data source: California Energy Commission, <i>Gas Consumption by County</i> , <a href="http://www.ecdms.energy.ca.gov/gasbycounty.aspx">http://www.ecdms.energy.ca.gov/gasbycounty.aspx</a> , accessed September 26, 2019.			
3. Project fuel consumption calculated based on CalEEMod results. Countywide fuel consumption is from the California Air Resources Board EMFAC2014 model.			

## Construction-related Energy Consumption

Project construction would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during Site clearing, grading, and construction. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not

prohibitively expensive and that there is a significant cost-savings potential in green building practices and materials.

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The Project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the cost of doing business.

As indicated in Table VI-1, the Project's fuel consumption from construction would be approximately 87,719 gallons, which would increase fuel use in the County by 0.038 percent. As such, construction would have a nominal effect on the local and regional energy supplies. It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. As such, a less than significant impact would occur in this regard.

## **Operational Energy Consumption**

### Transportation Energy Demand

Pursuant to the federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration (NTSA) is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table VI-1 provides an estimate of the daily fuel consumed by vehicles traveling to and from the Site. As indicated in Table VI-1, Project operations is estimated to consume approximately 232,252 gallons of fuel per year, which would increase the Riverside County's automotive fuel consumption by 0.032 percent. The Project would not result in any unusual characteristics that would result in excessive operational fuel consumption. Fuel consumption associated with Project-related vehicle trips would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. As such, a less than significant impact would occur in this regard.

### Electricity Demand

The Project would consume energy for interior and exterior lighting, heating/ventilation and air conditioning (HVAC), refrigeration, electronics systems, appliances, and security

systems, among other things. The Project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage. Furthermore, SCE, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources, which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures projects would not result in the waste of the finite energy resources. In accordance with the 2019 Title 24 standards, the Project would be required to provide solar panels which would reduce the Project's electricity consumption even further. As indicated in [Table VI-1](#), operational energy consumption would represent an approximate 0.006 percent increase in electricity consumption over the current Countywide usage. Therefore, the Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy, and impacts in this regard would be less than significant.

As indicated in [Table VI-1](#), operational energy consumption would represent an approximate 0.006 percent increase in electricity consumption and a 0.005 percent increase in natural gas consumption over the current Countywide usage. The Project would adhere to all federal, State, and local requirements for energy efficiency, including the Title 24 standards. Additionally, the Project would not result in a substantial increase in demand or transmission service, resulting in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure. The Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. As such, a less than significant impact would occur in this regard.

**b) *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

Determination: Less Than Significant Impact

Although the City's EAP is mostly tailored towards energy efficiency for municipal infrastructure, the project would comply with the community-wide green building, solar access, and electric vehicle infrastructure EAP policies; refer to Section VI *Regulatory*. The Project would be required to comply with any City ordinances or regulations pertaining to renewable energy or energy efficiency. Further, the Project would be required to comply with all Title 24 and CALGreen standards. Compliance with Title 24 and CALGreen standards would ensure the Project incorporates energy efficient windows, insulation, lighting, ventilation systems, as well as water efficient fixtures and electric vehicles charging infrastructure. Additionally, the Project would be required to construct solar panels at all residences that are built post-2020 to comply with the 2019 Title 24 standards, which mandate photovoltaic systems in newly constructed residential buildings (resulting in approximately 53 percent less energy usage than residential

buildings constructed under the 2016 standards). Adherence to the Title 24 energy requirements will ensure conformance with the State's and City's goal of promoting energy and lighting efficiency. Therefore, the Project would result in less than significant impacts associated with renewable energy or energy efficiency plans.

## VII. Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>GEOLOGY AND SOILS:</b>				
<i>Would the project:</i>				
a) Directly or indirectly cause 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 checked="" type="checkbox"/>	<input 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 direct or indirect 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) 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"/>

## Discussion

The following analysis is based upon the Preliminary Geotechnical Evaluation prepared for the Project by Petra Geosciences, Inc. (August 13, 2019); refer to Appendix D.

The Project site is situated in the Coachella Valley portion of the Salton Trough which is part of the Colorado Desert geomorphic province. The western boundary is formed by the San Jacinto and Santa Rosa Mountains as part of the Peninsular Ranges geomorphic province and the eastern boundary is formed by the Little San Bernardino, Orocopia and Chocolate Mountains of the Eastern Transverse Ranges geomorphic province. The Salton Trough is a structural depression formed by the San Jacinto fault zone to the west and the San Andreas fault zone to the northeast and is underlain by marine and non-marine sediments up to 15,000 feet in thickness. In closer proximity, the Project site is located a little more than 2.5 miles northeast of the Santa Rosa/San Jacinto Mountains and approximately 2.5 miles southwest of the Indio Hills.

The site is located on the central portion of several broad alluvial aprons created by the coalescence of Quaternary dune-sand deposits, alluvial fans and washes which extend from the flanks of the nearby San Jacinto and Santa Rosa Mountains and Indio Hills. The Whitewater River is located approximately 1.5 miles to the west.

According to the Preliminary Geotechnical Evaluation, earth materials encountered in the exploratory borings consisted of thin veneer of surficial topsoil underlain by an approximately four-foot thick layer of natural aeolian dune deposits and further underlain by alluvial soils that extended to the maximum explored depth of 51.5 feet. Surficial stockpiles of imported soils, likely from the nearby area, are also present, predominately in the northern half of the site. The native dune deposits materials consisted generally of dry to slightly moist, loose to medium dense, poorly graded fine sand and poorly graded fine sand with silt with occasional interbeds of silty fine sand to fine sand. The underlying natural alluvial soils also consisted of dry to slightly moist poorly graded fine sands and poorly graded fine sands with silt that were generally medium dense to dense.

**a)i) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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.***

Determination: Less Than Significant Impact

No active or potentially active faults are known to project through the Project site. The site does not lie within the bounds of an Earthquake Fault Zone as defined by the State of California in the Alquist-Priolo Earthquake Fault Hazard Zoning Act, nor does it lie within a Riverside County fault hazard zone. The closest known active earthquake fault is the San Andreas Fault zone, which lies approximately 4 miles to the northeast. The potential for active fault rupture at the site is considered to be very low. As such, the Project would not expose people or structures to rupture of a known earthquake fault as delineated on

the current Alquist-Priolo Earthquake Fault Zoning Map. Impacts would be less than significant.

**a)ii) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?***

Determination: Less Than Significant Impact

As stated above in response VII-a) i), the Project site is not within an earthquake fault zone. The Project site lies approximately 4 miles to the southeast of the San Andreas Fault zone.

In accordance with the California Building Code (CBC) (California Code of Regulations, Title 24), seismic structure design requirements will be based on the Seismic Design Category (SDC) for the proposed structures which is based on the construction type and occupancy category for the structure and on the level of expected soil modified seismic ground motion. The majority of structures in Cathedral City would have an SDC of D (high seismic vulnerability) or E (very high seismic vulnerability and near a major fault) based on the proximity of the City to the San Andreas Fault.

Although the Project site may experience ground shaking during a seismic event, the site is not located within an earthquake fault zone according to the current Alquist-Priolo Fault Zone Map. The proposed development would be required to comply with applicable *General Plan* policies related to geologic safety and CBC design requirements in order to prevent potential structural damage anticipated during seismic events. Conformance with seismic design requirements specified by the CBC would reduce potential impacts due to seismic ground shaking to a less than significant level.

**a)iii) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?***

Determination: Less Than Significant Impact

Liquefaction potential is generally determined based upon soil type and distance to groundwater. The highest potential for liquefaction occurs in saturated, loosely consolidated sands and silts below the water table when the water table is within approximately 50 feet of the surface.

According to the Preliminary Geotechnical Evaluation, groundwater was not encountered within deep borings conducted on-site, drilled to a maximum depth of 51.5 feet below the ground surface (bgs). Data from a well located just east of the site from 2012 to 2018 indicated groundwater to be at 225 feet bgs or greater (California Department of Water Resources). Therefore, the Project site is considered to have a low potential for liquefaction to occur.

The Project would be required to comply with applicable *General Plan* policies related to geologic safety. In addition, the Project would be required to adhere to CBC design

requirements and site-specific earthwork recommendations provided in the Preliminary Geotechnical Evaluation in order to minimize potential adverse effects relative to liquefaction. With conformance to such requirements, Project impacts would be reduced to less than significant.

**a)iv) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?***

Determination: No Impact

The Project site exhibits level topography and is not located within an area having steep slopes that may be subject to potential slope failure. Therefore, the potential for earthquake-induced landslides is considered to be low. Further, adjacent properties are relatively flat and are not susceptible to landslides because there are no slopes that have sufficient height or slope ratio that would cause a landslide to occur. Therefore, no impact would occur.

**b) *Would the project result in substantial soil erosion or the loss of topsoil?***

Determination: Less Than Significant Impact

Soil erosion is most prevalent in unconsolidated alluvium and surficial soils and in areas that have slopes. Erosive soils are generally found in areas of steep slope where runoff velocity is greater and vegetative cover is lower.

The Project site is relatively flat, with very little variation in topography. Alteration to the Project site would not result in substantial changes in topography or create erosion or unstable conditions. However, grading and trenching during the construction phase of the Project would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. The Project applicant would be required to meet City grading standards and to prepare a Temporary Erosion Control Plan, signed by a registered civil engineer. Further, the Applicant would prepare a Storm Water Pollution Prevention Plan (SWPPP) in accordance with General Permit Order No. 99-08-DWQ for approval by the City prior to grading. These plans identify the specific Best Management Practices (BMPs) that would be implemented by the Project applicant to prevent erosion, minimize siltation from impacting downstream water bodies, and protect water quality. With implementation of the above standards, impacts related to soil erosion would be less than significant.

**c) *Would the project 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?***

Determination: Less Than Significant Impact

Lateral spreading is a phenomenon in which large blocks of intact, non-liquefied soil move down slope on a liquefied soil layer. Lateral spreading is often a regional event. For lateral spreading to occur, the liquefiable soil zone must be unconstrained laterally and free to move along sloping ground.

As discussed above, the Project site is not located within a liquefaction zone, and it is not located in an area subject to landslides or liquefaction. According to the Preliminary Geotechnical Evaluation, the potential for lateral spreading on-site is also considered to be very low. Refer also to Responses VII-a) ii) through VII-a) iv). As stated above, the Project would be required to comply with applicable General Plan policies related to geologic safety, as well as CBC design requirements and site-specific earthwork recommendations provided in the Preliminary Geotechnical Evaluation, in order to minimize potential adverse effects relative to unstable soils. With conformance to such requirements, Project impacts would be reduced to less than significant.

**d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***

Determination: Less Than Significant Impact

Expansive soils are those that undergo volume changes as moisture content fluctuates, swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement and distorting structural elements.

Testing conducted as part of the Preliminary Geotechnical Evaluation indicates that the soils in the upper 5 feet of the Project site possess a very low expansion potential, classifying the material as non-expansive. As noted under response VII-a) ii) above, the Project would be subject to conformance to design requirements of the CBC, which outlines design elements to address expansive soils. With implementation of relevant CBC and site-specific earthwork recommendations provided in the Preliminary Geotechnical Evaluation, impacts would be less than significant.

**e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?***

Determination: No Impact

The Project does not include the use of septic tanks or alternative wastewater disposal systems. Public wastewater service for the Project would be provided by the Coachella Valley Water District (CVWD), whose service area encompasses lands north and east of the Whitewater River Stormwater Channel. Therefore, no impact would occur in this regard.

**f) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Determination: Less Than Significant Impact with Mitigation Incorporated

Paleontological resources are the preserved fossilized remains of plants and animals. Fossils and traces of fossils are preserved in sedimentary rock units, particularly fine- to medium-grained marine, lake, and stream deposits, such as limestone, siltstone, sandstone, or shale, and in ancient soils (paleosols). Such resources are also found in

coarse-grained sediments, such as conglomerates or coarse alluvium sediments. Fossils are rarely preserved in igneous or metamorphic rock units. Fossils may occur throughout a sedimentary unit and are more likely to be preserved subsurface, where they have not been damaged or destroyed by previous ground disturbance, amateur collecting, or natural causes such as erosion. In contrast, archaeological and historic resources are often recognized by surface evidence of their presence.

According to the Paleontological Overview that was conducted as part of the Cultural Resources Assessment that was prepared for the Project (refer to Appendix C-1), there are no vertebrate fossil localities that lie directly within the Project area boundaries, however, there are localities nearby that occur in sedimentary deposits similar to those that may occur at depth in the Project area. Geologic mapping indicates that the entire Project area has surficial deposits of younger Quaternary sands over younger Quaternary Alluvium, derived broadly as alluvial fan deposits from the San Bernardino Mountains to the northwest via the Whitewater River that currently flows just to the west. These deposits are unlikely to contain significant vertebrate fossils in the uppermost layers, and there are no vertebrate fossil localities anywhere nearby from these deposits. Older Quaternary deposits may occur at unknown depth in the Project area, however, and the closest vertebrate fossil locality in older Quaternary deposits is located almost due north of the Project area on the northwest side of Edom Hill on the southeastern side of Seven Palms Valley, that produced a fossil specimen of horse (*Equus*). To the east-southeast of the Project area, near Thousand Palms Oasis, the older Quaternary locality produced a fossil specimen of camel (*Camelidae*).

Shallow excavations in the younger Quaternary sands and Alluvium exposed throughout the Project area would likely not uncover significant vertebrate fossils. Deeper excavations that extend down into older sedimentary deposits, however, may encounter significant fossil vertebrate remains. Therefore, to ensure the preservation of any significant or unique paleontological resources, **Mitigation Measure GEO-1** would be implemented to require that a paleontological monitor be present on-site in the event of any substantial and deep excavations in the sedimentary deposits in the Project area. Impacts would be less than significant with mitigation incorporated.

***Mitigation Measure:***

**GEO-1** Any substantial and deep excavations in the sedimentary deposits in the Project area shall be monitored by a qualified paleontologist to professionally and expeditiously collect any vertebrate fossil remains uncovered without impeding development. Sediment samples shall be collected and processed to determine the small fossil potential in the Project area. Any fossils recovered during mitigation shall be deposited in an accredited and permanent scientific institution.

*Monitoring/Enforcement: City of Cathedral City Planning Department*

*Timing/Implementation: During Project grading and construction*

## VIII. Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>GREENHOUSE GAS EMISSIONS:</b>				
<i>Would the project:</i>				
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"/>

### Discussion

#### Regulatory

##### Global Climate Change

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 440 million tons of carbon dioxide (CO<sub>2</sub>) per year.<sup>7</sup> Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit over the next century. Methane (CH<sub>4</sub>) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO<sub>2</sub>, CH<sub>4</sub>, and nitrous oxide (N<sub>2</sub>O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO<sub>2</sub> concentrations ranged from 180 to 300 parts per million. For the period from approximately 1750 to the present, global CO<sub>2</sub> concentrations increased from a pre-industrialization period concentration of 280 to 379 parts per million in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.

##### Regulations and Significance Criteria

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent

<sup>7</sup> California Environmental Protection Agency, California Greenhouse Gas Emissions for 2000 to 2016, [https://www.arb.ca.gov/cc/inventory/pubs/reports/2000\\_2016/ghg\\_inventory\\_trends\\_00-16.pdf](https://www.arb.ca.gov/cc/inventory/pubs/reports/2000_2016/ghg_inventory_trends_00-16.pdf), accessed August 26, 2019.

(CO<sub>2</sub>eq)<sup>8</sup> concentration is required to keep global mean warming below 2 degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change.

### Federal

To date, no national standards have been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

**U.S. Environmental Protection Agency Endangerment Finding.** The U.S. Environmental Protection Agency's (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF<sub>6</sub>]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

### State

Various Statewide and local initiatives to reduce the State's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is underway and there is a real potential for severe adverse environmental, social, and economic effects in the long term. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation will be required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

**Assembly Bill 32 (California Global Warming Solutions Act of 2006).** California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be

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8 Carbon Dioxide Equivalent (CO<sub>2</sub>eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

**Senate Bill 375.** SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding programmed after January 1, 2012.

**Executive Order S-3-05.** Executive Order S-3-05 sets forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (Cal/EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary must also submit biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of Cal/EPA created the California Climate Action Team made up of members from various State agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

**Senate Bill 32 (SB 32).** Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

**CARB Scoping Plan.** On December 11, 2008, CARB adopted its Climate Change Scoping Plan (Scoping Plan), which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. CARB's Scoping Plan contains the main strategies California will implement to reduce CO<sub>2</sub>eq emissions by 174 million metric tons (MT), or approximately 30 percent, from the State's projected 2020 emissions level of 596 million MT CO<sub>2</sub>eq under a business as usual

(BAU)<sup>9</sup> scenario. This is a reduction of 42 million MT CO<sub>2</sub>eq, or almost ten percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.

CARB's Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. The measures described in CARB's Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal." The Scoping Plan update did not establish or propose any specific post-2020 goals, but identified such goals adopted by other governments or recommended by various scientific and policy organizations.

In December 2017, CARB approved the *California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target*. This update focuses on implementation of a 40 percent reduction in GHGs by 2030 compared to 1990 levels. To achieve this the updated Scoping Plan draws on a decade of successful programs that addresses the major sources of climate changing gases in every sector of the economy:

- ***More Clean Cars and Trucks:*** The plan sets out far-reaching programs to incentivize the sale of millions of zero-emission vehicles, drive the deployment of zero-emission trucks, and shift to a cleaner system of handling freight statewide.
- ***Increased Renewable Energy:*** California's electric utilities are ahead of schedule meeting the requirement that 33 percent of electricity come from renewable sources by 2020. The Scoping Plan guides utilities to 50 percent renewables, as required under SB 350.

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9 "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions; refer to <http://www.arb.ca.gov/cc/inventory/data/bau.htm>. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

- ***Slashing Super-Pollutants:*** The plan calls for a significant cut in super-pollutants such as methane and HFC refrigerants, which are responsible for as much as 40 percent of global warming.
- ***Cleaner Industry and Electricity:*** California's renewed cap-and-trade program extends the declining cap on emissions from utilities and industries and the carbon allowance auctions. The auctions will continue to fund investments in clean energy and efficiency, particularly in disadvantaged communities.
- ***Cleaner Fuels:*** The Low Carbon Fuel Standard will drive further development of cleaner, renewable transportation fuels to replace fossil fuels.
- ***Smart Community Planning:*** Local communities will continue developing plans which will further link transportation and housing policies to create sustainable communities.
- ***Improved Agriculture and Forests:*** The Scoping Plan also outlines innovative programs to account for and reduce emissions from agriculture, as well as forests and other natural lands.

## Regional

### *Cathedral City Climate Action Plan*

In May 2013, Cathedral City adopted a comprehensive climate action plan (CAP). The CAP is a framework for the development and implementation of policies and programs that will reduce the City's GHG emissions. The CAP analyzed the City's 2010 GHG emissions (baseline) and projected the 2020 BAU to see if the City would be in-line with the reduction targets of AB32. The CAP does not look at the City's GHG emissions past 2020. As Project construction and operation would be post-2020, the City's CAP's goals and objectives would not be applicable.

## **GHG Thresholds**

### State

The State of California has adopted various administrative initiatives and legislation relating to climate change, much of which set aggressive goals for GHG emissions reductions Statewide. Although lead agencies must evaluate climate change and GHG emissions of projects subject to California Environmental Quality Act (CEQA), the CEQA Guidelines do not require or suggest specific methodologies for performing an assessment or specific thresholds of significance and do not specify GHG reduction mitigation measures. Instead, the guidelines allow lead agencies to choose methodologies and make significance determinations based on substantial evidence, as discussed in further detail below. No state agency has promulgated binding regulations for analyzing GHG emissions, determining their significance, or mitigating significant effects in CEQA documents. Thus, lead agencies exercise their discretion in determining how to analyze GHGs.

## SCAQMD

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds.<sup>10</sup> Within its October 2008 document, the SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 MTCO<sub>2</sub>eq per year. Under this proposal, commercial/residential projects that emit fewer than 3,000 MTCO<sub>2</sub>eq per year would be assumed to have a less than significant impact on climate change. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold of 10,000 MTCO<sub>2</sub>eq per year for stationary source/industrial projects where the SCAQMD is the lead agency. However, the SCAQMD has yet to adopt a GHG significance threshold for application by local lead agencies in their review of land use development projects (e.g., residential/commercial projects).

- a) ***Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***
- b) ***Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

Determination: Less Than Significant Impact

The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions. Similarly, the SCAQMD, CARB, or any other state or regional agency have not yet adopted a numerical significance threshold for assessing GHG emissions that is applicable to the Project. Since there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the Project's impacts related to GHG emissions focuses on its consistency with Statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the Project's GHG-related impacts on the environment.

Notwithstanding, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the Project using recommended air quality models, as described below. The primary purpose of quantifying the Project's GHG emissions is to satisfy CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the Project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. However, the significance of the Project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the Project.

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<sup>10</sup> South Coast Air Quality Management District, Draft Guidance Document—Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008.

## Project-related Sources of Greenhouse Gases

Project-related GHG emissions would include emissions from direct and indirect sources. The proposed Project would result in direct and indirect emissions of CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub>, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct Project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. The California Emissions Estimator Model version 2016.3.2 (CalEEMod) relies upon trip generation rates from the *Draft Mountain View Estates Cathedral City, California Traffic Impact Analysis* (Traffic Impact Analysis) prepared by Michael Baker International (dated September 13, 2019), and Project-specific land use data to calculate emissions; refer to Appendix F, Traffic Impact Analysis. Accordingly, the proposed Project would generate a net increase of approximately 1,135 total daily trips. Table VIII-1 presents the estimated CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub> emissions of the proposed Project. The CalEEMod outputs are contained within the Appendix A, Air Quality/Greenhouse Gas Analysis and Energy Data.

**Table VIII-1 Estimated Greenhouse Gas Emissions**

Source	CO <sub>2</sub>	CH <sub>4</sub>		N <sub>2</sub> O		Total Metric Tons of CO <sub>2</sub> eq <sup>2,3</sup>
	Metric Tons/yr <sup>1</sup>	Metric Tons/yr <sup>1</sup>	Metric Tons of CO <sub>2</sub> eq <sup>1</sup>	Metric Tons/yr <sup>1</sup>	Metric Tons/yr <sup>1</sup>	
<b>Direct Emissions</b>						
Construction (amortized over 30 years)	13.01	0/00	0.06	0/00	0.00	13.07
Area Source	1.85	0.00	0.05	0.00	0.00	1.90
Mobile Source	1,601.81	0.08	1.90	0.00	0.00	1,603.71
<b>Indirect Emissions</b>						
Energy	313.37	0.01	0.34	0.00	1.30	315.01
Water Demand	30.87	0.19	4.52	0.00	1.61	37.00
Waste	6.55	0.39	9.69	0.00	0.00	16.24
<b>Total Project-Related Emissions<sup>2</sup></b>	<b>1,986.93 MTCO<sub>2</sub>eq/yr</b>					
Notes:						
1. Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD.						
2. Totals may be slightly off due to rounding.						
3. Carbon dioxide equivalent values calculated using the United States Environmental Protection Agency Website, <i>Greenhouse Gas Equivalencies Calculator</i> , <a href="http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator">http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator</a> , accessed September 26, 2019.						
Refer to <a href="#">Appendix A</a> , for detailed model input/output data.						

### Direct Project-related Sources of Greenhouse Gases

- **Construction Emissions.** Construction GHG emissions are typically summed and amortized over the lifetime of the Project (assumed to be 30 years), then added to the operational emissions.<sup>11</sup> As seen in [Table VIII-1](#) the proposed Project would result in 392.10 MTCO<sub>2</sub>eq/yr, which represents 13.07 MTCO<sub>2</sub>eq when amortized over 30 years.
- **Area Source.** The Project would directly result in 1.90 MTCO<sub>2</sub>eq/yr from area source emissions; refer to [Table VIII-1](#).
- **Mobile Source.** CalEEMod relies upon trip generation rates from the Project Traffic Impact Analysis, and Project specific land use data to calculate mobile source emissions. The Project would directly result in 1,603.71 MTCO<sub>2</sub>eq/yr of mobile source-generated GHG emissions; refer to [Table VIII-1](#).

### Indirect Project-Related Sources of Greenhouse Gases

- **Energy Consumption.** Energy Consumption emissions were calculated using CalEEMod and Project-specific land use data. Southern California Edison (SCE)

<sup>11</sup> The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008).

would provide electricity to the Project site. The Project would indirectly result in 315.01 MTCO<sub>2</sub>eq/year due to energy consumption; refer to [Table VIII-1](#).

- ***Water Demand***. The Project operations would result in a demand of approximately 10.25 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 37.00 MTCO<sub>2</sub>eq/year; refer to [Table VIII-1](#).
- ***Solid Waste***. Solid waste associated with operations of the proposed Project would result in 16.24 MTCO<sub>2</sub>eq/year; refer to [Table VIII-1](#).

### Total Project-Related Sources of Greenhouse Gases

As shown in [Table VIII-1](#), the total amount of proposed Project-related GHG emissions from direct and indirect sources combined would total 1,986.93 MTCO<sub>2</sub>eq/yr.

### **Consistency with Applicable GHG Plans, Policies, or Regulations**

Since the City's CAP horizon year is 2020 and the Project would be operational post 2020, the Project's consistency with the 2017 Scoping Plan and the Southern California Association of Governments (SCAG) *2016-2040 Regional Transportation Plan/Sustainable Communities Strategies* (2016-2040 RTP/SCS) will be analyzed.

#### 2017 Scoping Plan

The goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the Legislature as the 2006 Global Warming Solutions Act (AB 32). In 2008, CARB approved a Scoping Plan as required by AB 32.<sup>12</sup> The Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The 2017 Scoping Plan Update (2017 Scoping Plan) identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the *First Update to the Scoping Plan* (2013). Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted as required to achieve Statewide GHG emissions targets.

[Table VIII-2](#), provides an evaluation of applicable reduction actions/strategies by emissions source category to determine how the Project would be consistent with or exceed reduction actions/strategies outlined in the 2017 Scoping Plan.

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<sup>12</sup> Climate Change Proposed Scoping Plan was approved by the California Air Resources Board on December 11, 2008.

**Table VIII-2 Project Consistency with the 2017 Scoping Plan**

Actions and Strategies	Project Consistency Analysis
<b>SB 350</b>	
Achieve a 50 percent RPS by 2030, with a doubling of energy efficiency savings by 2030.	<b>Consistent.</b> The Project would not be an electrical provider or delay the goals of SB 350. Furthermore, the Project would be supplied electricity from SCE. As SCE is required to demonstrate compliance with SB 350, the Project would be in compliance with SB 350.
<b>Low Carbon Fuel Standard (LCFS)</b>	
Increase stringency of carbon fuel standards; reduce the carbon intensity of fuels by 18 percent by 2030, which is up from 10 percent in 2020.	<b>Consistent.</b> Motor vehicles driven by the proposed Project's residents would be required to use LCFS compliant fuels, thus the Project would be in compliance with this goal.
<b>Mobile Source Strategy (Cleaner Technology and Fuels Scenario)</b>	
Maintain existing GHG standards of light and heavy-duty vehicles while adding an addition 4.2 million ZEVs on the road. Increase the number of ZEV buses, delivery trucks, or other trucks.	<b>Consistent.</b> The Project would not include any light or heavy-duty truck trips. Furthermore, the Project would be required to comply with the California Green Building Standards Code (CALGreen) Residential Mandatory Measure 5.106. As such, the Project would not conflict with the goals of the Mobile Source Strategy.
<b>Sustainable Freight Action Plan</b>	
Improve the freight system efficiency and maximize the use of near zero emission vehicles and equipment powered by renewable energy. Deploy over 100,000 zero-emission trucks and equipment by 2030.	<b>Not Applicable.</b> The Project would not include any freight systems. Therefore, the Project would not conflict with the Sustainable Freight Action Plan.
<b>Short-Lived Climate Pollutant (SLCP) Reduction Strategy</b>	
Reduce the GHG emissions of methane and hydrofluorocarbons by 40 percent below the 2013 levels by 2030. Furthermore, reduce the emissions of black carbon by 50 percent below the 2013 levels by the year 2030.	<b>Consistent.</b> The Project does not involve sources that would emit large amounts of methane (refer to <i>Table VIII-1</i> ). Furthermore, the Project would comply with all CARB and SCAQMD hydrofluorocarbon regulations. As such, the Project would not conflict with the SLCP reduction strategy.
<b>SB 375 Sustainable Communities Strategies</b>	
Increase the stringency of the 2035 GHG emission per capita reduction target for MPOs.	<b>Consistent.</b> As shown in <i>Table VIII-3</i> , the Project would be consistent with the 2016-2040 RTP/SCS and would not conflict with the goals of SB 375.
<b>Post-2020 Cap and Trade Programs</b>	
The Cap-and-Trade Program will reduce greenhouse gas (GHG) emissions from major sources (covered entities) by setting a firm cap on Statewide GHG emissions while employing market	<b>Not Applicable.</b> The Project would not be a gross emitter of CO <sub>2</sub> eq emissions (25,000 metric tons per year), and thus would be exempt from the Cap and Trade program. The Project would not conflict with this goal in this regard.

Actions and Strategies	Project Consistency Analysis
mechanisms to cost-effectively achieve the emission-reduction goals.	
Source: California Air Resources Board, <i>California's 2017 Climate Change Scoping Plan</i> , November 2017.	

## 2016-2040 RTP/SCS

The 2016–2040 RTP/SCS is expected to help California reach its GHG reduction goals, with reductions in per capita transportation emissions of 9 percent by 2020 and 13 percent by 2035.<sup>13</sup> Furthermore, although there are no per capita GHG emission reduction targets for passenger vehicles set by CARB for 2040, the 2016–2040 RTP/SCS GHG emission reduction trajectory shows that more aggressive GHG emission reductions are projected for 2040.<sup>14</sup> The 2016–2040 RTP/SCS would result in an estimated 8-percent decrease in per capita passenger vehicle GHG emissions by 2020, 18-percent decrease in per capita passenger vehicle GHG emissions by 2035, and 21-percent decrease in per capita passenger vehicle GHG emissions by 2040. By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving an approximately 21-percent decrease in per capita passenger vehicle GHG emissions by 2040 (an additional 3-percent reduction in the five years between 2035 [18 percent] and 2040 [21 percent]), the 2016–2040 RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the State's GHG emission reduction goals.

At the regional level, the 2016–2040 RTP/SCS is an applicable plan adopted for the purpose of reducing GHGs. In order to assess the Project's potential to conflict with the 2016–2040 RTP/SCS, this section also analyzes the Project's land use assumptions for consistency with those utilized by SCAG's RTP/SCS. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as SCAG's RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. [Table VIII-3](#) demonstrates the Project's consistency with applicable Actions and strategies set forth in the 2016–2040 RTP/SCS.

<sup>13</sup> California Air Resources Board, Regional Greenhouse Gas Emission Reduction Targets Pursuant to SB 375, Resolution 10-31.

<sup>14</sup> Southern California Association of Governments, 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, p. 153, April 2016.

**Table VIII-3 Project Consistency with the 2016-2040 RTP/SCS**

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
<b>Land Use Actions and Strategies</b>		
Encourage the use of range-limited battery electric and other alternative fueled vehicles through policies and programs, such as, but not limited to, neighborhood-oriented development, complete streets, and Electric (and other alternative fuel) Vehicle Supply Equipment in public parking lots.	Local Jurisdictions, Council of Governments (COGs), SCAG, CTCs	<b>Consistent.</b> The Project would not impair the City or SCAG's ability to encourage the use of alternatively-fueled vehicles through various policies and programs. Specifically, the Project would be required to comply with the CALGreen Residential Mandatory Measure 5.106.
Collaborate with the region's public health professionals to enhance how SCAG addresses public health issues in its regional planning, programming, and project development activities.	SCAG, State, Local Jurisdictions	<b>Consistent.</b> The Project would not impair the City, SCAG, or the State's ability to collaborate with the region's public health professionals regarding the integration of public health issues in regional planning.
Support projects, programs, and policies that support active and healthy community environments that encourage safe walking, bicycling, and physical activity by children, including, but not limited to development of complete streets, school siting policies, joint use agreements, and bicycle and pedestrian safety education.	Local Jurisdictions, SCAG	<b>Consistent.</b> The Project would include opportunities for healthy, physical activities for its patrons, including walking paths, landscaped open space areas, and an outdoor plaza.
Support projects, programs, policies and regulations that encourage the development of complete communities, which includes a diversity of housing choices and educational opportunities, jobs for a variety of skills and education, recreation and culture, and a full range of shopping, entertainment and services all within a relatively short distance.	Local Jurisdictions, SCAG	<b>Consistent.</b> The Project's proposed 110 single-family homes would increase the diversity of housing choices in the neighborhood. The Project would also be within 0.30 miles of a bus stop.
<b>Transportation Network Actions and Strategies</b>		
Cooperate with stakeholders, particularly county transportation commissions and the California Department of Transportation, to identify new funding sources and/or increased funding levels for the preservation and maintenance of the existing transportation network.	SCAG, CTCs, Local Jurisdictions	<b>Not Applicable.</b> This action/strategy is not directly applicable to the proposed Project. However, the Project would not impair the ability of SCAG, CTCs, or the City to cooperate with stakeholders to identify new funding sources and/or increase funding levels.

**Table VIII-3 Project Consistency with the 2016-2040 RTP/SCS, continued**

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
Explore and implement innovative strategies and projects that enhance mobility and air quality, including those that increase the walkability of communities and accessibility to transit via non-auto modes, including walking, bicycling, and neighborhood electric vehicles (NEVs) or other alternative fueled vehicles.	SCAG, CTCs, Local Jurisdictions	<b>Consistent.</b> Per CALGreen, the Project would be required to provide electric vehicle (EV) charging spaces. Therefore, the Project would serve to reduce vehicle trips that generate GHG emissions, thereby contributing to a reduction in air pollutant and GHG emissions.
Collaborate with local jurisdictions to provide a network of local community circulators that serve new Transit Oriented Development (TOD), High Quality Transit Areas (HQTAs), and neighborhood commercial centers providing an incentive for residents and employees to make trips on transit.	SCAG, CTCs, Local Jurisdictions	<b>Consistent.</b> The Project would not impair the ability of SCAG, CTCs, or the City to provide such a network of local community circulators that serve new TOD, HQTAs, and neighborhood commercial centers.
Develop first-mile/last-mile strategies on a local level to provide an incentive for making trips by transit, bicycling, walking, or neighborhood electric vehicle or other ZEV options.	CTCs, Local Jurisdictions	<b>Consistent.</b> The Project would not impair the CTCs or the City's ability to develop first-mile/last-mile strategies. In support of this action/ strategy, the Project would provide EV parking on-site per CALGreen requirements.
<b>Transportation Demand Management (TDM) Actions and Strategies</b>		
Support work-based programs that encourage emission reduction strategies and incentivize active transportation commuting or ride-share modes.	SCAG, Local Jurisdictions	<b>Consistent.</b> The project will address emission reduction strategies and incentivize active transportation commuting or ride-share modes through consistency with Section 9.102 Transportation Demand Management of the Cathedral City Zoning Ordinance.
Encourage the development of telecommuting programs by employers through review and revision of policies that may discourage alternative work options.	Local Jurisdictions, CTCs	<b>Consistent.</b> The Project would not impair the CTCs or City's ability to encourage the development of telecommuting programs by employers.
Emphasize active transportation and alternative fueled vehicle projects as part of complying with the Complete Streets Act (AB 1358).	State, SCAG, Local Jurisdictions	<b>Consistent.</b> The Project would not impair the CTCs or City's ability to develop infrastructure plans and education programs to promote active transportation options and other alternative fueled vehicles.

**Table VIII-3 Project Consistency with the 2016-2040 RTP/SCS, continued**

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
<b>Transportation System Management (TSM) Actions and Strategies</b>		
Work with relevant state and local transportation authorities to increase the efficiency of the existing transportation system.	SCAG, Local Jurisdictions, State	<b>Consistent.</b> The Project would not impair the ability of the State, SCAG, or City to work with relevant transportation authorities to increase the efficiency of the existing transportation system. Moreover, all proposed footpaths and roadways to be constructed would be designed to conform to City requirements.
Notes: CTCs: County Transportation Commissions		
Source: Southern California Association of Governments, 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, April 2016.		

In summary, the plan consistency analysis provided above demonstrates that the Project complies with the plans, policies, regulations, and GHG reduction actions/strategies outlined in the 2017 Scoping Plan and the 2016-2040 RTP/SCS. Therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs. Furthermore, because the Project is consistent and does not conflict with these plans, policies, and regulations, the Project’s incremental increase in GHG emissions as described above would not result in a significant impact on the environment. Therefore, Project-specific impacts with regard to consistency with climate changes programs and policies would be less than significant.

## IX. Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>HAZARDS AND HAZARDOUS MATERIALS:</b>				
<i>Would the project:</i>				
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 or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

The following analysis is based upon the Phase I Environmental Site Assessment (ESA) prepared for the Project by Petra Geosciences. (May 1, 2019); refer to [Appendix E](#).

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

Determination: Less Than Significant Impact

The routine transport, use, and disposal of hazardous materials can result in hazards to the public through the potential for accidental release. Such hazards are typically associated with certain types of land uses, such as chemical manufacturing facilities, industrial processes, waste disposal, and storage and distribution facilities. Construction of the Project may result in temporary hazards related to transport and use of hazardous materials, including those used for construction vehicle use and maintenance (i.e., diesel fuel, motor oil, etc.). Once operational, the Project would not result in the routine transport or use of hazardous materials, due to the residential nature of the uses proposed. Project operations would be expected to involve the use of minimal quantities, if any, of hazardous materials (e.g., pesticides/fertilizers for landscaping, fuels for maintenance vehicles and equipment, household cleaning products) and would not generate hazardous waste.

Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

**b) *Would the project 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?***

Determination: Less Than Significant Impact

Refer to response IX.a), above. A recognized environmental condition (REC) refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property including: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment.

According to the Phase I ESA that was prepared for the Project, the Project site appears to have been undeveloped land from at least 1953 based on aerial photograph and topographic map information obtained during the Phase I ESA investigation. The Phase I ESA did not reveal any evidence of recognized environmental conditions in connection with the property.

During the short-term grading period, there is the possibility of accidental release of hazardous substances such as spilling of petroleum-based fuels used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. During construction of the Project, contractors would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of hazardous substances into the environment. Standard construction practices must be

observed such that any hazardous materials released are appropriately contained and remediated as required by local, State, and federal law. Conformance with these standards would reduce impacts to less than significant levels. Furthermore, once operational the Project does not propose the use or generation of hazardous materials.

Project implementation of typical residential use activities would not have the potential to create a significant hazard to the public or the environment through upset or accident conditions involving the release of hazardous materials. Impacts are considered less than significant in this regard.

**c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

Determination: Less Than Significant Impact

The nearest school is Sunny Sands Elementary School (69-310 McCallum Way, Cathedral City, CA 92234), located approximately 0.13 mile to the west. The Project would involve limited use of hazardous materials including gasoline for vehicle operation, and other limited chemicals for residential uses such as herbicides/pesticides, cleaning products and other materials. The production of hazardous materials would not occur with Project implementation, due to the nature of the residential uses proposed. The Project would not emit hazardous emissions or acutely hazardous materials that would typically stem from manufacturing/industrial uses, which would not be allowed in a residential zone. Although the school is located within one-quarter mile of the Project site, a residential use would not generate or emit hazardous emissions, or handle hazardous, or acutely hazardous materials, substances or waste. Further, as stated in response IX.a), implementation of the Project would not involve the routine use of hazardous materials. Impacts would be less than significant.

**d) *Would the project 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?***

Determination: No Impact

Refer to response IX.b), above. Additionally, the Project site is not included on a list of hazardous material sites identified by Government Code Section 65962.5. According to the Department of Toxic Substances Control (DTSC) EnviroStor database (accessed on August 2, 2019), no hazardous materials sites are located on or near the Project site. No impacts would occur.

- 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 or excessive noise for people residing or working in the project area?**

Determination: Less Than Significant Impact

The Palm Springs International Airport is located approximately 2.5 miles west of the Project site. The Project site is located within Zone E (Other Airport Environs) of the Riverside County Airport Land Use Compatibility Plan (ALUCP). Zone E allows for the proposed residential development density (no limit) as well as the height of the residential structures (approx. 26 feet). The Project would need to comply with other policies within the ALUCP (lighting, glare, etc.), which was reviewed and found to be consistent with the ALUCP by the Riverside County Airport Land Use Commission (ALUC) in a letter dated March 26, 2020. In addition, the Project site is located outside of the ALUCP noise compatibility contours shown on the ALUCP map (Map PS-3) where the Project site would not be impacted by noise generated by aircraft landings and takeoffs. The Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. Impacts are considered less than significant.

- f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Determination: Less Than Significant Impact

Implementation of the Project is not expected to cause significant impacts on emergency response plans or emergency evacuation plans. The Project would be designed, constructed, and maintained in accordance with applicable City design standards for vehicular access and provision of means of evacuation. Construction activities that may temporarily restrict vehicular circulation in the area would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Adherence to these measures would reduce potential impacts related to this issue to a less than significant level.

- g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

Determination: Less Than Significant Impact

According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program (FRAP) map for Cathedral City<sup>15</sup>, the Project area is not located within a very high fire hazard severity zone. Additionally, the Project site is located in a developed portion of the City and is near existing residential development. There are no wildlands or wildland interface areas located in the Project vicinity. Because the Project involves placement of impervious surface and would not introduce a fuel source, Project implementation would not expose people or structures to a significant risk

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<sup>15</sup> California Department of Forestry and Fire Protection Fire and Resource Assessment Program (FRAP) Fire Hazard Severity Zone Map, [https://osfm.fire.ca.gov/media/5910/cathedral\\_city.pdf](https://osfm.fire.ca.gov/media/5910/cathedral_city.pdf) accessed 8-27-19.

involving wildland fires. A less than significant impact would occur and no mitigation would be required.

## X. Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>HYDROLOGY AND WATER QUALITY:</b>				
<i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<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 or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) 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"/>
iii) 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"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a) ***Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Determination: Less Than Significant Impact

Water quality impacts from short-term construction operations would consist of the discharge of pollutants, including primarily sediment from grading operations, as well as oil and grease from equipment, trash from worker and construction activities, heavy metals, pathogens, and other substances. Discharge of these pollutants into waters of the United States and are regulated by the State Water Resources Control Board (SWRCB).

The SWRCB has adopted General Permit No. CAS000002 - Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity (General Permit) for California that applies to most construction-related storm water discharges within California. The General Permit requires that projects disturbing greater than one acre develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that specifies Best Management Practices (BMPs) to prevent all construction pollutants from contacting storm water and with the intent of keeping all products of erosion from moving off-site into receiving waters. As the Project site is approximately 26.6 acres in size, the Project would be subject to the provisions of the National Pollution Discharge Elimination System (NPDES) General Permit and would be required to submit a SWPPP to the State Water Quality Control Board, Colorado River (Regional Board). Compliance with such measures would reduce construction-related impacts on water quality to less than significant.

Post-construction, development is not anticipated to result in significant impacts to water quality or waste discharge requirements. The Project will be required to comply with the City of Cathedral City Municipal Code Section 8.24 Floodplain Management. The Project includes stormwater retention areas on-site (identified as "Lot S" and portions of Lot "Q" on the Conceptual Site Plan) and thus the Project design will be required to infiltrate the calculated 100 year – 3-hour duration rainfall events. In addition, the Municipal Code requires that all retention basins infiltrate the standing water within 36 hours. This assures that stormwater discharges from the site are less than the current undeveloped conditions and that any overflow runoff leaving the site complies with all applicable water quality standards.

The Project would be required to obtain approval of a Water Quality Management Plan (WQMP) from the City's Engineering department. The WQMP would identify BMPs (including the design criteria for the retention basins in lieu of treatment control) for the management of urban stormwater runoff relative to the rate, amount, and quality of water that will infiltrate on the Project and the overflow waters leaving the property. By addressing site design, source control, and treatment control BMPs on a project-specific and/or sub-regional or regional basis, the WQMP is intended to ensure that the cumulative, regional impact of urban stormwater runoff is properly managed. The WQMP

would be incorporated by reference or attached to the Project's SWPPP as the Post-Construction Management Plan. Further, the Project would be required to comply with the mandatory requirements of the National Pollution Discharge Elimination System (NPDES) to control and reduce the potential for water quality impacts to occur. Project conformance with the requirements of the NPDES permit, SWPPP, and WQMP would be required prior to, during, and/or after construction. As such, potential impacts relative to water quality would be reduced to a less than significant level.

**b) *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

Determination: Less Than Significant Impact

The Desert Water Agency (DWA) and the Coachella Valley Water District (CVWD) are responsible for providing domestic water to the City, relative to the location of the Whitewater River within the City. Development east and north of the Whitewater River occurs within the service boundaries of CVWD, and development west and south of the river occurs within the service boundaries of DWA. These agencies utilize wells to extract groundwater from the Whitewater River subbasin, which underlies most of the planning area (lands within the Indio Hills and the Santa Rosa Mountains are not underlain by any groundwater basins due to the non-water bearing composition of these mountains).

Water service for the Project site would be provided by CVWD. According to CVWD's *2015 Urban Water Management Plan (UWMP)*, groundwater is the principal source of municipal water supply in the Coachella Valley. In addition to groundwater, CVWD has imported water supplies from the State Water Project and the Colorado River, and recycled water from several water reclamation plants. CVWD obtains groundwater from both Whitewater River and the Mission Creek subbasins. CVWD's non-urban, non-potable water supplies are comprised of recycled water and imported Colorado River water. Future urban supplies are projected to include treated and untreated Colorado River water and desalinated water from CVWD's agricultural drain system. CVWD anticipates using treated water from the Coachella Branch of the All American Canal (which brings Colorado River water into the Imperial and Coachella Valleys) as an urban potable supply starting in 2025 to reduce the amount of groundwater pumping; by 2040, Canal water is projected to meet 28 percent of total urban potable demand, while the rest is met by groundwater. CVWD also intends to supply untreated Canal water and desalinated agricultural drain water for urban landscaping to offset groundwater pumping.

According to Table ES-1, *Current and Projected CVWD Retail and Wholesale Demand*, of the UWMP, CVWD had a total water demand of 92,974 acre-feet (AF) in 2015. According to Table ES-3, *Current and Projected CVWD Retail and Wholesale Supply*, of the UWMP, CVWD had a total water supply of 101,723 AF in 2015, sufficient to meet the current water demand. Based on the UWMP, CVWD will continue to be able to meet future water demand through year 2040.

Payment of water connection fees and ongoing user fees, would ensure that the Project does not substantially interfere with CVWD's ability to provide water service within its

service boundaries and that impacts on groundwater supplies are less than significant. Therefore, impacts are considered less than significant.

**c)i) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?***

Determination: Less Than Significant Impact

The Project site does not support any natural drainage features, streams, or rivers. The Project would provide standard erosion sediment control measures that would protect against erosion, including installation of groundcover (e.g., landscaping as required) and other BMPs such as use of gravel bags to allow for sediment retention. Further, the Project would be required to comply with the mandatory requirements of the NPDES to control and reduce the potential for siltation to occur. Therefore, impacts in this regard would be less than significant.

**c)ii) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?***

Determination: Less Than Significant Impact

The Project site does not support any natural drainage features, streams, or rivers. The site does currently receive offsite flows from Ramon Road to the south. An existing under the sidewalk inlet at the southwest frontage of the Projects allows upstream roadway stormwater to flow onto the site in an area that has been a naturally depressed area. The Project would be required to capture and retain an incremental amount of these flows as the site has accumulated in the past. Onsite, the Project would be required to adhere to the City's grading regulations that would ensure positive drainage toward the Project's onsite constructed retention basins drainages (off-site) and avoid ponding of water or damage to adjacent properties from runoff. The Project as designed would not generate stormwater runoff that would exceed the capacity of the storm water drainage system and would not provide a substantial additional source of polluted runoff. The Project would also be required to comply with the mandatory requirements of the NPDES to control siltation. As designed, the Project would not induce flooding on- or off-site. Therefore, impacts would be less than significant in this regard.

**c)iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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?**

Determination: Less Than Significant Impact

Refer to Responses X.a), c) and d) above. Short-term construction activities have the potential to impact surface water quality as a result of minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into local storm drains. Post construction, the Project would involve the introduction of impervious surfaces on an unimproved site. As such, the Project would result in the increase in surface runoff and some alteration of an existing drainage patterns on the site.

The Project would adhere to the City's grading regulations which would ensure positive drainage toward new drains and retention basin on the Project per City of Cathedral City Municipal Code 8.24 Floodplain Management requirements and overflows would be directed to existing historical downstream drainages. The Project will incorporate water infiltration through pervious surfaces, and control flows via proposed storm water infrastructure improvements. Since runoff water from the site is expected to be minimal, and controlled by compliance with the City's grading regulations, which would ensure maximum protection against substantial polluted runoff, impacts are considered to be less than significant.

**c)iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?**

Determination: Less Than Significant Impact

The Project would be required to prepare a WQMP to show how storm water would be retained on site after construction. The Project includes an underground storm drain system and a storm water retention area on-site (identified as "Lot S" on the Conceptual Site Plan as well as other multi-purpose lots) that would handle the predicted runoff from a 100-year 3-hour storm event. With the implementation of the WQMP, the Project would be in compliance with NPDES permit program requirements and result in a less than significant impact relative to impeding or redirecting flood flows.

**d) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

Determination: No impact.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06065C1579G (dated August 28, 2008), the Project site is mapped within Zone X, defined as an area defined as areas of 0.2 percent annual chance flood; areas

of 1 percent annual chance flood with average depths of less than 1 foot or within drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance flood.

The Project site is not located near any large inland bodies of water and is more than 70 miles from the Pacific Ocean, a condition that precludes inundation by tsunami. The nearest large body of water is the Salton Sea, located approximately 30 miles to the southeast. There is no possibility of a seiche from the Salton Sea affecting the Project site given the distance. As such, inundation of the Project site is unlikely and no impact would occur relative to the release of pollutants due to inundation.

**e) *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

Determination: Less Than Significant Impact.

Refer to response X.a) above. The proposed Project would be required develop a WQMP to address the project's quality and quantity of storm water runoff and provide BMPs for the construction and operation of the Project to ensure compliance with the General Storm Water Permit.

The City is an implementing agency of the CVWD 2015 UWMP. The UWMP provides a summary of water supply sources for the area, as well as management strategies to meet targets for future water use, including groundwater supply. The proposed Project would be consistent with the management strategy outlined by the UWMP for local surface water and groundwater in the Coachella Valley. The proposed Project would not obstruct the General Storm Water Permit or the CVWD 2015 UWMP. A less than significant impact would occur.

## XI. Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>LAND USE AND PLANNING:</b>				
<i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

#### a) ***Would the project physically divide an established community?***

Determination: No Impact

The Project site is located in a relatively urbanized area of the City and is surrounded by existing single-family residential development to the west, north, and east. The Project proposes the construction of approximately 110 single-family residential homes on approximately 26.6 acres and would include residential buildings, park/basin areas, roadway improvements/right-of-way for interior streets, paseos with driveways, sidewalks, landscaping, walls/fences, street lighting, and relevant infrastructure (water, sewer, storm drain facilities, electrical, cable, etc.).

The change from vacant land to residential use would not cause a physical division within the community, and instead, would be consistent with development on surrounding lands. Additionally, the Project does not propose the construction of any new roadways that could create a physical barrier or restrict existing circulation patterns. Therefore, the Project would not physically divide an established community. No impact would occur.

#### b) ***Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***

Determination: Less Than Significant Impact with Mitigation Incorporated

Development as proposed would be consistent with that allowed under the existing General Plan land use designation (Low Density Residential [RL]) and zoning designation (Single Family Residential [R1]) and is consistent with future use of the property as envisioned by the City. The Project site is not located within the boundaries of any specific plans, and therefore, would not conflict with any such plans. In addition, the Project is subject to applicable provisions of the City's General Plan Land Use Element and Municipal Code and has been designed consistent with zoning regulations for adequate building setbacks, landscaping requirements, and building placement as illustrated on

Exhibit 3, Conceptual Site Plan, to ensure overall compatibility with existing residential uses and other development within the surrounding area.

In addition, Santoro Drive would extend south from McCallum Way to Via Campanile through the subject site as a private street as proposed with the Project. Although Santoro Drive is identified as a Collector (C) on Exhibit III-6A, Buildout Roadway Classifications, in the General Plan Circulation Element, the segment of Santoro Drive that would be constructed within the Project's boundaries would not be considered a Collector since it would be a private, gated roadway. The General Plan designation of Santoro Drive as a Collector (C) indicates a roadway for public use. Public use of portion of Santoro Drive within the Project boundaries would be prohibited since the Project proposes this section of Santoro Drive as a private, gated roadway. Thus, use of the roadway would vary from that designated in the General Plan. Public roadway users would be required to utilize other roadways, as is the case under Existing conditions since Santoro Drive currently does not exist within the Project area. Consistent with the Project site plan, the traffic volume development and analysis for the Project did not assume a redistribution of non-site traffic as a result of connecting Santoro Drive between Megan Court and Ramon Road. Opening Year traffic is anticipated to be accommodated adequately within the available roadway capacity near the Project site. In fact, LOS B or better is projected at the intersection of Santoro Drive and McCallum Way, thus indicating that additional capacity is available. Based on the traffic analysis assuming no public usage of the new portion of Santoro Drive, and with additional capacity projected, the change in intended use of Santoro Drive is not anticipated to create any unintended traffic capacity issues. Design and construction of Santoro Drive within the project limits would be required to comply with the requirements of the City's subdivision regulations and street improvement standards. The City has adopted the County of Riverside County Road Improvement Standards and Specifications, Ordinance No. 461 as the City's Standards. Therefore, the roadway component of the Project would not conflict with land use plans, policies, or regulations associated with transportation.

As discussed in Section IV. Biological Resources, the Project site is located within the boundaries of the CVMSHCP but is not located within any Conservation Areas, Preserves, Cores, or Linkages. The Project would be required to pay the Local Development Mitigation Fee at the time of building permit issuance, as provided for in **Mitigation Measure BIO-3**, and impacts relative to conflicts with the CVMSHCP would be reduced to a less than significant level.

As discussed in Section IX. Hazards and Hazardous Materials, the Project site is located within Zone E (Other Airport Environs) of the Riverside County ALUCP. Zone E allows for the proposed residential development density (no limit) as well as the height of the residential structures. The Project would need to comply with other policies within the ALUCP (lighting, glare, etc.), which would be reviewed by the Riverside County ALUC and determined to be consistent with the ALUCP in a letter dated March 26, 2020. Additionally, the Project site is located outside of the ALUCP noise compatibility contours shown on the ALUCP map (Map PS-3) where the Project site would not be impacted by noise generated by aircraft landings and takeoffs. The Project would not result in a conflict with the ALUCP and therefore the Project would have a less than significant impact.

Overall, the Project is consistent with applicable land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect and therefore has a less than significant impact in this regard.

## XII. Mineral Resources

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

### Discussion

**a) *Would the project 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?***

Determination: Less Than Significant Impact

The California State Mining and Geology Board (SMGB) has established Mineral Resources Zones (MRZs) to designate lands that contain mineral deposits. Accordingly, the MRZ classification system is used to evaluate an area's mineral resources pursuant to the California Surface Mining and Reclamation Act (SMARA). The classifications used by the SMGB to define MRZs are as follows:

- MRZ-1: Areas where the available geologic information indicates no significant likelihood of significant mineral deposits.
- MRZ-2a: Areas where the available geologic information indicates that there are significant mineral deposits.
- MRZ-2b: Areas where the available geologic information indicates that there is a likelihood of significant mineral deposits.
- MRZ-3a: Areas where the available geologic information indicates that mineral deposits exist, however, the significance of the deposit is undetermined.
- MRZ-3b: Areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined.
- MRZ-4: Areas where there is not enough information available to determine the presence or absence of mineral deposits.

According to Exhibit IV-10 (Mineral Resource in the Planning Area) in the City's General Plan Energy and Mineral Resources Element, the majority of City, including the Project site, is located within Mineral Resource Zone 3 (MRZ-3). The MRZ-3 designates areas containing mineral deposits the significance of which cannot be evaluated from available

data. MRZ-3 generally refers to areas where development has limited the ability to determine the presence or amount of mineral resources.

The General Plan Energy and Mineral Resources Element notes that only Mineral Resource Zone 3 (MRZ-3) is applicable to the City and its sphere of influence. Policy 8 within this element directs the City to support regional efforts to provide mineral resources which ensure an affordable supply for building materials and public works construction projects. It should be noted that no mineral production currently occurs on or adjacent to the Project area, nor is mineral production suitable in the Project area due to the urbanized nature and land uses. Therefore, implementation of the Project would have a less than significant impact on known mineral resources.

***b) Would the project 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?***

Determination: No Impact

Refer to response XII.a), above. There are no mineral resource recovery sites on or near the Project area, and no impact would occur.

### XIII. Noise

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>NOISE:</b> <i>Would the project result in:</i>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or 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 type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between three dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of three dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level ( $L_{eq}$ ), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level ( $L_{dn}$ ). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical  $L_{dn}$  noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

## **Regulatory Framework**

### State Level

#### *Noise Element Guidelines*

The State Office of Planning and Research Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL).

#### *California Department of Transportation*

The Transportation and Construction Vibration Guidance Manual prepared by the California Department of Transportation (Caltrans) identifies various vibration damage criteria for different building classes. As the nearest structures to Project construction are residences, the architectural damage criterion for continuous vibrations at older residential structures of 0.3 inch-per-second peak particle velocity (PPV) is utilized.<sup>16</sup>

### Local Level

#### *City of Cathedral City Comprehensive General Plan 1993*

The General Plan Noise Element provides guidance for the control of noise to protect residents, workers, and visitors from potentially adverse noise impacts. Cathedral City has adopted local guidelines based on the community noise compatibility guidelines established by the California Department of Health Services, for use in assessing the compatibility of various land use types with a range of noise levels; refer to [Table XIII-1](#). Further, the following goals, policies, and programs would be applicable to the Project:

#### **Goal**

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<sup>16</sup> California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, Table 19, September 2013.

A noise environment that complements the City's low density residential character and its various land uses.

### **Policy 1**

Protect noise sensitive land uses, including residential neighborhoods, schools, hospitals, libraries, churches, resorts and community open space, as well as land uses proposed in the vicinity of the railway, Interstate 10, the Mid-Valley Parkway, and Da Vall Drive from high noise levels generated by existing and future noise sources.

#### **Program 1.A**

Develop and maintain an inventory of existing noise sources and areas of incompatibility and establish procedures to

#### **Program 1.B**

Require building setbacks, the installation of wall and window insulation, sound walls, earthen berms, and/or other mitigation measures in areas exceeding the City's noise limit standards for private development projects as they occur.

#### **Program 1.C**

Maintain and enforce a Noise Control ordinance that establishes community-wide noise standards and identifies measures designed to resolve noise complaints.

#### **Program 1.D**

Use Specific Plans and the development review process to encourage the use of buffers between noise sensitive land uses and incompatible land uses.

### **Policy 2**

The relationship between land use designations in the Land Use Element and changes in the circulation pattern of the City, as well as individual developments shall be monitored and mitigated.

#### **Program 2.A**

The City zoning ordinance and development review standards shall be used to limit land use patterns and project designs to those that are noise compatible.

#### **Program 2.B**

Develop guidelines and minimal criteria requirements for noise analyses for future development projects. Studies shall evaluate project impacts and the effectiveness of proposed mitigation measures.

### **Policy 3**

Private sector project proposals shall include measures that assure that noise exposures levels comply with State of California noise insulation standards as defined in Title 25 (California Noise Insulation Standards).

### Policy 7

The City shall restrict grading and construction activities that may impact residential neighborhoods to specified days of the week and times of day.

**Table XIII-1 Land Use Compatibility for Community Noise Environments**

Land Use Category	Community Noise Exposure (CNEL)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 – 70	70 – 75	75 – 85
Residential – Multiple Family	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging – Motel, Hotels	50 – 65	60 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 - 85
Auditoriums, Concert Halls, Amphitheaters	N/A	50 – 70	65-85	N/A
Sports Arenas, Outdoor Spectator Sports	N/A	50 – 75	70-85	N/A
Playgrounds, Neighborhood Parks	50 – 70	N/A	67.5 – 75	72.5 - 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	N/A	70 – 80	80 - 85
Office Buildings, Business Commercial and Professional	50 – 70	67.5 – 77.5	N/A	75-85
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	N/A	75-85
Notes: CNEL = community noise level equivalent; N/A = not applicable. <b>NORMALLY ACCEPTABLE:</b> With no special noise reduction requirements assuming standard construction. <b>CONDITIONALLY ACCEPTABLE:</b> New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features have been included in the design. <b>NORMALLY UNACCEPTABLE:</b> New construction is discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. <b>CLEARLY UNACCEPTABLE:</b> New construction or development should generally not be undertaken.				
Source: Cathedral City <i>General Plan</i> Noise Element. Amended June 24, 2009.				

### *Cathedral City Municipal Code*

Cathedral City Municipal Code Section 11.96 contains the ambient noise control regulations and permitted hours for construction. Section 11.96.070 states that no person shall be engaged or employed or cause any other person to be engaged or employed, in any work of construction, erection, alteration, repair, addition, movement, demolition, or

improvement to any building or structure on any Sunday or any State holidays. During the dates of October 1<sup>st</sup> through April 30<sup>th</sup> any such construction is permitted between the hours of 7:00 a.m. to 5:30 p.m. on Mondays through Fridays and between the hours of 8:00 a.m. to 5:00 p.m. on Saturdays. During the dates of May 1<sup>st</sup> through September 30<sup>th</sup> any such construction is permitted between the hours of 6:00 a.m. to 7:00 p.m. on Mondays through Fridays and between the hours of 8:00 a.m. to 5:00 p.m. on Saturdays.

Further, the Municipal Code Section 11.96.030, *Prohibited Acts*, includes interior and exterior noise standards as summarized in [Table XIII-2](#). [Table XIII-2](#) shows standards and criteria that specify acceptable limits of ambient noise for various zones throughout Cathedral City. The City uses the standards identified in [Table XIII-1](#) and [Table XIII-2](#) as the primary tools to ensure compatibility between land uses and outdoor ambient noise.

**Table XIII-2 Cathedral City Ambient Noise Ordinance Standards**

Maximum Acceptable Ambient Noise Levels				
Zone	Time	Exterior	Interior	Scale
Residential	7 a.m. – 10 p.m.	65	50	dBA
	10 p.m. – 7 a.m.	50	40	dBA
Commercial/Industrial	7 a.m. – 10 p.m.	85	N/A	dBA
	10 p.m. – 7 a.m.	55	N/A	dBA
N/A = not applicable.				
dBA - A-weighted decibels are an expression of the relative loudness of sounds in air as perceived by the human ear.				
Source: Cathedral City Municipal Code, Section 11.96.030, <i>Prohibited Acts</i> , effective January 2017.				

## Existing Conditions

### Stationary Sources

The Project area is located within a residential area. The primary sources of stationary noise in the Project vicinity are suburban-related activities (i.e., mechanical equipment, dogs/pets, landscaping activities, weekly garbage collection, cars parking, pedestrians, etc.). The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

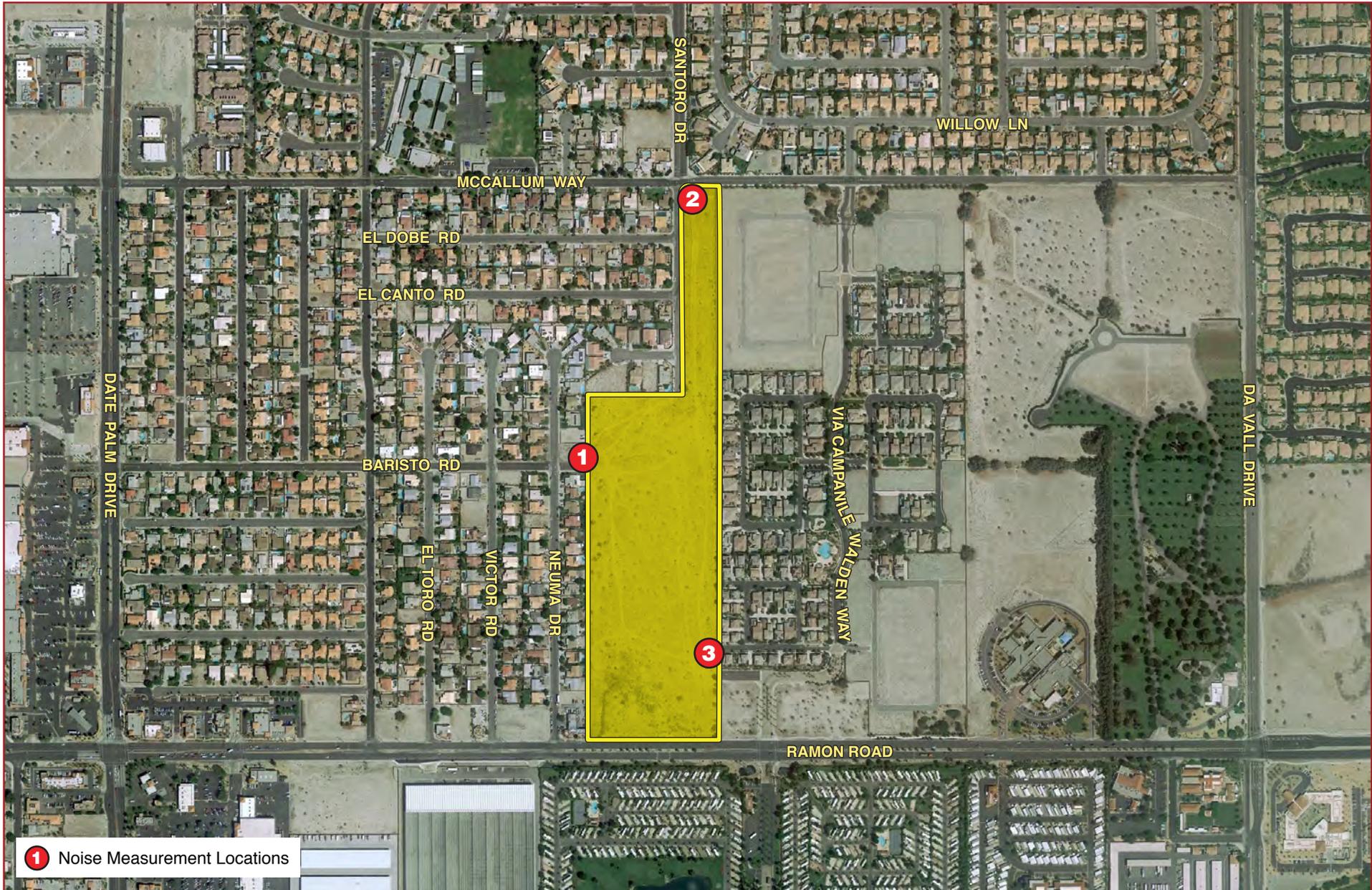
### Mobile Sources

The majority of the existing noise in the Project area is generated from vehicle sources along McCallum Way. According to the noise measurements taken, traffic noise levels along McCallum Way range from 38.1 to 76 dBA. Additionally, aircraft overflights, Interstate-10 and the Southern Pacific Railroad lines are sources of noise in Cathedral City.<sup>17</sup>

<sup>17</sup> Cathedral City, *City of Cathedral City General Plan*, Noise Element, 2009.

### Noise Measurements

In order to quantify existing ambient noise levels in the vicinity of the Project site, three noise measurements were taken on July 9, 2019; refer to Exhibit 5, Noise Measurement Locations and Table XIII-3. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site. Ten-minute measurements were taken, between 9:24 a.m. and 10:08 a.m. Short-term ( $L_{eq}$ ) measurements are considered representative of the noise levels throughout the day.



1 Noise Measurement Locations

Source: Google Earth, September 2019.

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**Table XIII-3 Noise Measurements**

Sit e no.	Location	L <sub>eq</sub> (dBA)	L <sub>min</sub> (dBA)	L <sub>max</sub> (dBA)	Peak (dBA)	Time
1	End of the cul-de-sac of Baristo Road, perpendicular to Neuma Drive.	43.2	33.0	63.3	87.3	9:24 a.m.
2	Corner of Santoro Drive and McCallum Way.	57.4	38.1	76.0	98.0	9:40 a.m.
3	Off Via de Campanile cul-de-sac.	47.3	40.0	56.6	78.4	9:58 a.m.

Source: Michael Baker International, July 9, 2019.

Meteorological conditions were clear skies, warm temperatures, with moderately light wind speeds (less than 5 miles per hour), and low humidity. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for sound level meters. The results of the field measurements are included in Appendix F, Noise Technical Memorandum.

- a) *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Determination: Less Than Significant Impact with Mitigation Incorporated

## Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., grading, paving, building construction). Noise generated by construction equipment, including graders and concrete saws, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods in the vicinity of the construction site. Specifically, Project construction could occur as close as approximately ten feet from an existing residential structure to the north, east, and west sides of the Project site.

Construction of the proposed Project would include grading, paving, and building construction. Ground borne noise and other types of construction-related noise impacts would typically occur during the grading construction phase and have the potential to create the highest levels of noise. As such, the grading phase represents the worst-case condition for short-term construction noise levels that may occur at the nearest noise-sensitive receptors.

Construction noise is difficult to quantify because of the many variables involved, including the specific equipment types, size of equipment used, percentage of time each piece is in operation, condition of each piece of equipment, and number of pieces that

would operate on the site. The estimated construction equipment noise levels at the nearest noise-sensitive receptors is presented in [Table XIII-4](#). To present a conservative impact analysis, the estimated noise levels were calculated per type of equipment and their impact based on distance nearest to a receptor. for a scenario in which all heavy construction equipment (e.g., excavators, graders, and loaders) were assumed to operate simultaneously and be located at the construction area nearest to the affected receptors.

**Table XIII-4 Estimated Construction Noise Level of Nearest Residential Receptor by Type of Equipment**

Equipment Type	Reference		Project	
	Reference Noise Level at 25 ft. (dBA)	Reference Distance of 25 ft.	Approximate Receptor Location Distance (ft.)	Estimated Construction Noise Level (dBA)
Concrete Saw	90	25	10	98
Crane	79	25	10	87
Concrete Mixer Truck	79	25	10	87
Backhoe	78	25	10	86
Dozer	82	25	10	90
Excavator	81	25	10	89
Forklift	78	25	10	86
Paver	77	25	10	85
Roller	80	25	10	88
Tractor	84	25	10	92
Water Truck	80	25	10	88
Grader	85	25	10	93
General Industrial Equipment	85	25	10	93

dBA - A-weighted decibels are an expression of the relative loudness of sounds in air as perceived by the human ear.  
Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006.

As depicted in [Table XIII-4](#), adjacent residential receptors could be exposed to temporary and intermittent noise levels up to 98 dBA, which is a substantial increase in ambient noise when compared to the existing ambient noise measurements in [Table XIII-3](#). In reality, construction equipment would be used throughout the Project site and would not be concentrated at the point closest to the sensitive receptors. It should also be acknowledged that construction activities would occur within the permitted construction hours mandated in the Cathedral City Municipal Code (between 7:00 a.m. and 5:30 p.m., 6:00 a.m. and 7:00 p.m., or 8:00 a.m. and 5:00 p.m. depending on the day of the week and the time of year, with no construction allowed on Sundays or State holidays).

Noise source control is the most effective method of controlling construction noise. Source controls, which limit noise, are the easiest to oversee on a construction project. Mitigation at the source reduces the problem everywhere, not just along one single path or for one receiver. Noise path controls are the second method in controlling noise. Barriers or enclosures can provide a substantial reduction in the nuisance effect in some cases. Path control measures include moving equipment farther away from the receiver; enclosing especially noisy activities or stationary equipment; erecting noise enclosures, barriers, or curtains; and using landscaping as a shield and dissipater.

Noise barriers or enclosures can provide a sound reduction up to 35 dBA or greater.<sup>18</sup> To be effective, a noise enclosure/barrier must physically fit in the available space, must completely break the line of sight between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend lengthwise and vertically as far as feasibly possible to be most effective. The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. In these cases, the enclosure/barrier system must either be very tall or have some form of roofed enclosure to protect upper-story receptors.

Although the City does not have a maximum construction noise limit, the noise level generated by the construction equipment would cause a substantial increase in the ambient noise level at nearby receptors and therefore the proposed Project would be required to implement **Mitigation Measure NOI-1**. **Mitigation Measure NOI-1** would include the designation of a “Noise Disturbance Coordinator” and orientation of stationary construction equipment away from nearby sensitive receivers, among other requirements. Therefore, Project construction activities would not generate noise levels in excess of the ambient noise level with implementation of **Mitigation Measure NOI-1**. A less than significant impact would occur in this regard.

## Operation

### Mobile Noise

The proposed Project would result in additional traffic on adjacent roadways from daily activities, thereby increasing vehicular noise in the vicinity of existing and proposed land uses.

### *Daily Activities*

Based on the *Draft Mountain View Estates Cathedral City, California Traffic Impact Analysis* (Traffic Impact Analysis) prepared by Michael Baker International (dated September 13, 2019), typical daily activities are forecast to generate 1,135 average daily trips, including 83 trips during the a.m. peak hour and 111 trips during the p.m. peak hour. The “Project Opening Year 2021 without Project” and “Project Opening Year 2021 with Project” scenarios are compared in Table XIII-5. As depicted in Table XIII-5, under the “Project Opening Year 2021 without Project” scenario, noise levels would range from approximately 44.8 dBA to 69.2 dBA, with the highest noise levels occurring along the Ramon Road roadway segment from Date Palm Drive to Avenida Del Yermo. The “Project Opening Year 2021 with Project” scenario noise levels would range from approximately 44.8 dBA to 69.3 dBA, with the highest noise levels occurring on the Ramon Road roadway segment from Date Palm Drive to Avenida Del Yermo.

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18 Echo Barrier, *H9 Acoustic Barrier*, <https://www.echobarrier.com/product/h9/>, accessed August 7, 2019.

**Table XIII-5 Future Traffic Noise Levels**

Roadway Segment	Project Opening Year 2021 Without Project					Project Opening Year 2021 with Project					Difference In dBA @ 100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	
<b>Santoro Drive</b>											
Mccallum Way to Cypress Road	1,600	48.4	-	-	-	1,600	48.4	-	-	-	0
Mccallum Way to Santoro Drive	700	44.8	-	-	-	700	44.8	-	-	-	0
<b>McCallum Way</b>											
Santoro Drive to Da Vall Drive	2,500	52.8	33	-	-	2,500	52.8	33	-	-	0
Santoro Drive to San Ejay Avenue	2,800	53.3	36	-	-	3,100	53.8	38	-	-	0.5
<b>Via Campanille Walden Way</b>											
Ramon Road to Via Assisi	1,300	47.5	-	-	-	2,100	49.6	-	-	-	2.1
Ramon Road to Hibiscus Drive	1,000	46.4	-	-	-	1,000	46.4	-	-	-	0
<b>Ramon Road</b>											
Via Campanille Walden Way to Da Vall Drive	32,700	68.1	347	161	75	33,000	68.1	349	162	75	0
Via Campanille Walden Way to EL Toro Road	34,200	68.3	357	166	77	34,700	68.4	361	168	78	0.1
El Toro Road to Date Palm Drive	37,600	68.7	381	177	82	38,100	68.8	384	178	83	0.1
Date Palm Drive to Avenida Del Yermo	42,400	69.2	413	191	89	42,600	69.3	414	192	89	0.1
<b>El Toro Road</b>											
Ramon Road to Baristo Road	800	45.4	-	-	-	800	45.4	-	-	-	0
<b>Date Palm Drive</b>											
Ramon Road to Baristo Road	29,800	66.6	275	128	-	29,900	66.6	276	128	-	0
1 Ramon Road to Corral Road-210 Southbound Off-ramp	31,000	66.8	283	131	-	31,200	66.8	284	132	-	0
Notes: ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level											
1. The "Future With Project" scenario is the worst-case scenario as it is based on the maximum special event trips (i.e. factored major retreat trips).											
Source: Noise modeling is based on traffic data within Michael Baker International, <i>Draft Mountain View Estates Cathedral City, California Traffic Impact Analysis</i> , September 13, 2019.											

As depicted in [Table XIII-5](#), traffic associated with the proposed Project would result in a maximum increase of 2.1 dBA along Via Campanille Walden Way from Ramon Road to Via Assisi. A significant impact would result only if both of the following occur: an exceedance of the City's residential exterior noise standards (i.e., 65 dBA CNEL) and a perceptible increase in traffic noise levels (i.e., noise increase would be greater than 3.0 dBA). Daily traffic levels with the Project would not cause a perceptible increase in traffic noise levels (i.e., noise increase would be greater than 3.0 dBA) along any of the surrounding roads. All segments along Ramon Road and Date Palm Drive would exceed the City's residential exterior noise standard of 65 dBA CNEL under the "Project Opening Year 2021 with Project" scenario; refer to [Table XIII-5](#). However, these segments would also exceed the City's residential exterior noise standards under the "Project Opening Year 2021 without Project" scenario. As the Project would not cause an exceedance of the City's residential exterior noise standards in combination with a perceptible increase in traffic noise levels, the proposed Project would not significantly increase noise levels along the roadway segments analyzed. Therefore, a less than significant impact would occur in this regard.

### Stationary Noise

Stationary noise sources associated with the Project would include those typical of suburban areas (e.g., mechanical equipment, dogs/pets, landscaping activities, weekly garbage collection, cars parking, etc.). These noise sources are typically intermittent and short in duration and would be comparable to existing sources of noise experienced at surrounding residential uses. Further, all stationary noise activities would be required to comply with the City's Noise Ordinance and the California Building Code (CBC) (California Code of Regulations, Title 24) requirements pertaining to noise attenuation. As such, impacts from stationary sources would be less than significant.

### *Mechanical Equipment*

The Project would include heating, ventilation, and air conditioning (HVAC) units for the proposed housing units. HVAC units would be installed as part of the proposed Project. HVAC systems can result in noise levels of approximately 52 dBA  $L_{eq}$  at 50 feet from the source.<sup>19</sup> Assuming the HVAC units would be located to the sides of the housing units they would be approximately 35 feet from the nearest off-site residential property to the west of the Project site. The noise levels from the HVAC units would be approximately 55 dBA at the nearest residential properties to the east or west. As such, the City's exterior daytime noise standard (65 dBA) would not be exceeded but the City's exterior nighttime noise standard (50 dBA) would be exceeded. However, the line site from the HVAC would be blocked by the surrounding proposed housing units and the existing walls surrounding the neighboring residential areas to the east. This would shield the HVAC units and would attenuate the noise level by approximately 8 dBA.<sup>20</sup> The reduction of the noise level by 8 dBA would make the HVAC units approximately 47 dBA which would no longer exceed the City's exterior nighttime noise standard (50 dBA). As such, the City's daytime (65

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19 Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.

20 Federal Highway Administration, *Roadway Construction Noise Model User's Guide*, January 2016.

dBA) and nighttime (50 dBA) noise standards would not be exceeded as a result of HVAC units at the Project site. Impacts would be less than significant in this regard.

***Mitigation Measures:***

**NOI-1** To reduce noise levels during construction activities, the Applicant must demonstrate, to the satisfaction of the Cathedral City Director of Planning/Building, that the Project complies with the following:

- Construction contracts must specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state-required noise attenuation devices.
- A sign, legible at a distance of 50 feet, shall be posted at the Project construction site providing a contact name and a telephone number where residents can inquire about the construction process and register complaints. This sign shall indicate the dates and duration of construction activities. In conjunction with this required posting, a noise disturbance coordinator shall be identified to address construction noise concerns received. The coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the disturbance coordinator shall notify the City within 24 hours of the complaint and determine the cause of the noise complaint (starting too early, malfunctioning muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the City. All signs posted at the construction site shall include the contact name and the telephone number for the noise disturbance coordinator.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
- Per Section 11.96.070 of the Municipal Code, construction shall be limited to the hours between 7:00 a.m. to 5:30 p.m. on Mondays through Fridays and between the hours of 8:00 a.m. to 5:00 p.m. on Saturdays from October 1<sup>st</sup> through April 30<sup>th</sup> and between 6:00 a.m. to 7:00 p.m. on Mondays through Fridays and between the hours of 8:00 a.m. to 5:00 p.m. on Saturdays from May 1<sup>st</sup> through September 30<sup>th</sup>. All construction activities shall be prohibited outside of those times and on Sundays and State holidays.

**b) *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?***

Determination: Less Than Significant Impact

### **Construction**

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The Caltrans *Transportation and Construction Vibration Manual* identifies various vibration damage criteria for different building classes. This evaluation uses the Caltrans architectural damage criterion for continuous vibrations at older residential structures of 0.3 inch-per-second PPV. As the nearest structures to Project construction are residences, this threshold is considered appropriate. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural.

The highest degree of groundborne vibration would be generated during the paving construction phase due to the operation of a vibratory roller. Based on the Federal Transit Administration (FTA) data, vibration velocities from vibratory roller operations would be 0.293 inch-per-second PPV at 20 feet from the source of activity.<sup>21</sup> As such, structures located greater than 20 feet from vibratory roller operations would not experience groundborne vibration above the Caltrans significance threshold (i.e. 0.3 inch-per-second PPV). All residential structures surrounding the Project site would be located further than 20 feet from vibratory roller operations as the closest paving operation that would occur is approximately 25 feet away from the western boundary of the proposed Project site. At this distance, vibration velocities from vibratory roller operations would be 0.210 inch-per-second PPV and would not exceed the 0.3 inch-per-second PPV significance threshold. Thus, impacts would be less than significant.

### **Operation**

The Project proposes development of single-family residential uses and, therefore, is not anticipated that daily Project operations would generate groundborne vibration that would be felt at surrounding land uses. The Project would not involve railroads or substantial

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<sup>21</sup> Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

heavy truck operations on a regular basis, and therefore, would not result in vibration impacts at surrounding uses. No impact would occur in this regard.

- c) *For a project located within the vicinity of a private airstrip or 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?***

Determination: No Impact

The nearest airport to the Project site is the Palm Springs International Airport located approximately 2.5 miles to the west. The Project site is located outside of the ALUCP noise compatibility contours shown on the ALUCP map (Map PS-3) where the Project site would not be impacted by noise generated by aircraft landings and takeoffs and it was determined by the Riverside County ALUC that the Project is consistent with the ALUCP. Additionally, the Project site is not located within the vicinity of a private airstrip or related facilities. Therefore, Project implementation would not expose people residing or working in the Project area to excessive noise levels associated with aircraft. No impacts would occur in this regard.

### XIV. Population and Housing

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>POPULATION AND HOUSING:</b>				
<i>Would the project:</i>				
a) Induce substantial unplanned 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 people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

- a) ***Would the project induce substantial unplanned 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)?***

Determination: Less Than Significant Impact

The Project proposes construction of 110 new residential dwelling units on the Project site. Existing single-family residential development is present on adjoining lands to the north, east, west, and mobile housing is located along the south side of the Project site. Therefore, similar residential development is already present in the Project area.

Utilities (water, sewer, electricity, natural gas, and telecommunications) are presently available in the area and would be extended into the interior of the site to serve the proposed uses. However, the Project would not require extension of utilities into an undeveloped area where such amenities are not already present and available (e.g., therefore introducing the potential for induced growth to occur). Access would be extended into the site from Santoro Drive through the existing neighborhood west of the Project site.

It is anticipated that, due to the nature of the proposed residential uses, construction workers would generally be from the local area and that the Project would not spur an influx of new residents into the City for employment purposes. Although Project construction would generate new temporary opportunities for employment, it is not anticipated that the proposed development would substantially induce area population growth.

According to the U.S. Census Bureau, the average number of persons per household in Cathedral City in 2017 was 2.86 persons.<sup>22</sup> The Project would result in construction of 110 new single-family dwelling units, which would add approximately 314 people to the City's population (2.86 persons per household x 110 dwelling units). The estimated total population of Cathedral City as of July 2018 was 54,902. The Project would therefore result in a 0.6 percent increase in population. With a growth rate of 0.12 percent per year, the City's projected population by 2025 will be 58,276 people. The projected population increase of 314 people as a result of the Project would contribute a 0.56 percent population increase for 2025.

Any future growth resulting from development within the City, including the Project site, has been planned for and analyzed within the *General Plan Land Use Element*, and the residential land use density proposed with the Project is consistent with the current General Plan designation (Single Family Residential, R1). Furthermore, the General Plan includes goals and policies to reduce potential population growth-related impacts. The Project would therefore not induce substantial population growth, either directly or indirectly.

**b) *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

Determination: No Impact

The Project site is currently undeveloped and vacant. Therefore, the Project would not displace any existing housing as a result of Project implementation, nor would it displace substantial numbers of people requiring the construction of replacement housing elsewhere. No impact would occur in this regard.

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<sup>22</sup> U.S. Census Bureau American FactFinder website, <https://factfinder.census.gov/> accessed 8-13-19.

## XV. Public Services

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>PUBLIC SERVICES:</b>				
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:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

**a)i) *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 fire protection?***

Determination: Less Than Significant Impact

The City provides its own fire protection services. The Cathedral City Fire Department Administration Office is located at 32-100 Desert Vista Road. Fire Department staff includes one Fire Chief, two administrative personnel, one fire inspector, and 42 emergency responders (including firefighter/paramedics).<sup>23</sup> Current staffing levels represent a ratio of approximately 0.77 firefighters to every 1,000 residents.<sup>24</sup>

Three fire stations are located within the City, including: 1) Station No. 411, at 36913 Date Palm Drive, 2) Station 412, at 32100 Desert Vista Road, and 3) Station No. 413, at 27610

<sup>23</sup> Cathedral City Fire Department: 2019-2023 Strategic Plan. [https://12a026a9-6a7a-95ee-e383-3bc685eb8818.filesusr.com/ugd/8eb484\\_90e175d1b3fb4c3091e54741802f57b3.pdf](https://12a026a9-6a7a-95ee-e383-3bc685eb8818.filesusr.com/ugd/8eb484_90e175d1b3fb4c3091e54741802f57b3.pdf). Accessed 3-30-2020.

<sup>24</sup> United States Census, Quick Facts: Cathedral City, California. Population Estimates, July 1, 2018. <https://www.census.gov/quickfacts/fact/table/cathedralcitycalifornia/IPE120218>. (Population estimates as of July 1, 2018 was 54,902). Accessed 3-30-2020

Landau Boulevard. The closest fire station closest to the Project site is Station No. 412, located approximately one mile west of the Project site.

The Project would be subject to review by the Cathedral City Fire Department and would be required to comply with any conditions of approval identified by the Department. Further, the City requires residential projects to annex into the City's Communities Facility District, which requires payment of fees to offset impacts on fire protection services. Therefore, the Project applicant would be required to pay development impact fees in order to offset any potential additional demand occurring from development of the Project as proposed. Due to the limited size of the Project (110 new residential units), additional or altered fire protection services would not be warranted and services would remain at acceptable levels. Therefore, a less than significant impact to fire protection services would occur with Project implementation.

***a)ii) 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 police protection?***

Determination: Less Than Significant Impact

The City provides its own police protection services. Police protection services for the Project would be provided by the Cathedral City Police Department. The Cathedral City Police Department is located at 68700 Avenida Lalo Guerrero, approximately 3.9 miles southwest of the Project site. The Department is staffed by 52 sworn officers and an additional 24 non-sworn support and administrative personnel.<sup>25</sup> The City currently provides approximately 1.3 officers for every 1,000 residents, which is near the commonly recommended ratio of 1.5 officers for every 1,000 residents<sup>26</sup>.

As part of the City's discretionary application process, the City's Police Department would review the Project and provide comments/conditions of approval the Project applicant must comply with. Further, the City requires residential projects to annex into the City's Communities Facility District, which requires payment of fees to offset impacts on police protection services. The Project applicant would therefore be required to pay development impact fees to the City for police protection services, which are intended to offset any potential increase in services required by a project. Due to the scale of the Project and the uses proposed, the Project would not result in the need for additional police protection services beyond those associated with a typical residential development. As such, implementation of the Project would not create the need for additional police facilities. Therefore, a less than significant impact to police protection services would occur with Project implementation.

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25 Cathedral City Police Department. 2020. <http://www.cathedralcitypolice.com/about-cathedral-city/history/>. Accessed 3-30-2020

26 United States Census, Quick Facts: Cathedral City, California. Population Estimates, July 1, 2018. <https://www.census.gov/quickfacts/fact/table/cathedralcitycalifornia/IPE120218>. Accessed 3-30-2020.

**a)iii) 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 schools?**

Determination: Less Than Significant Impact

The Project site is served by the Palm Springs Unified School District (PSUSD). The nearest schools to the Project site include Sunny Sands Elementary School located at 69-310 McCallum Way, approximately 1.1 miles to the north; James Workman Middle School located at 69300 30th Avenue, approximately 1.7 miles to the northeast; and Rancho Mirage High School located at 31001 Rattler Road, approximately 1.5 miles to the east.

According to the *General Plan Schools and Libraries Element*, PSUSD provides kindergarten through 12th grade public educational services and facilities to the City of Cathedral City and other communities in the western Coachella Valley. The *PSUSD Residential Development School Fee Justification Study* (Cooperative Strategies, April 2018) establishes student generation factors (SGF) to estimate student growth. For single-family detached units, elementary schools have an SGF rate of 0.1211, middle schools have an SGF rate of 0.0795, and high schools have an SGF rate of 0.1332. Therefore, there is a projected student generation rate of 13.3 students for elementary schools, 8.7 students for middle schools, and 14.6 students for high schools (110 new units multiplied by SGF rates). With the addition of 110 single-family residential units, a total of approximately 36 new students are predicted to be added to the PSUSD with the Project.

California State law requires that impacts to school facilities from development projects be mitigated through mandatory development impact fees. Senate Bill (SB) 50 (the Leroy F. Greene School Facilities Act of 1998), adopted in 1998, defined the school impact fee needs analysis process in Government Code Sections 65995.5–65998. Pursuant to its provisions, school districts may collect fees to offset the costs associated with increasing school capacity as a result of development. By statute, payment of a statutory fee by developers serves as the total mitigation of the potential impact of a development on school facilities pursuant to CEQA. As the Project is a new residential use (110 new single-family dwelling units), the Project applicant would be required to pay developer impact fees in the amount required at the time of building permit issuance. As discussed in the *PSUSD Residential Development School Fee Justification Study*, PSUSD has established mitigation fees to address potential facility impacts created by new residential development and uses these fees to pay for facility expansion and upgrades needed to serve new students. These fees would be collected prior to Project approval and the issuance of a building permit during processing of the Tentative Tract Map. In addition, student generation resulting from planned residential development in the City, including the proposed Project, has already been accounted for in the development of the *PSUSD Residential Development School Fee Justification Study*. Accordingly, implementation of

the Project would not result in the need to construct new school facility or alter an existing school facility. A less than significant impact would occur.

**a)iv) *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 parks?***

Determination: Less Than Significant Impact

Refer also to responses XVI.a) and b) under Section XVI, Recreation, for additional discussion. As stated in Section 9.106.010 of the City's Municipal Code, pursuant to the authority granted by California Government Code Section 66477 et seq. (the "Quimby Act") which specifically authorizes cities to require dedication of park land or the payment of fees in-lieu of such dedication in set amounts to meet the needs of the citizens of the community for park land and to further the health, safety and general welfare of the community. Section 9.106.040 of the City's Municipal Code states that 3 net acres of useable park land per 1,000 persons residing within a subdivision shall be devoted to parks.

The Project would result in construction of 110 new single-family residential units. To offset potential effects on the City's provision of park services, the Project applicant would be subject to the payment of development fees in-lieu-of the dedication of park land. Payment of such fees is intended to support future acquisition of land and improvement of parks and recreational facilities within the City. The development fees would prevent overuse and deterioration of existing parks and recreational facilities because the Project would fund improvements to existing park and recreational facilities. Project conformance to such requirements would minimize potential effects of the development on recreational resources within the area.

The Project would not result in the need for new or expanded parks or park facilities. Payment of park impact fees would reduce Project impacts to less than significant.

**a)v) *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 other public facilities?***

Determination: Less Than Significant Impact

The nearest library to the Project site is the Desert Center Library in Rancho Mirage, a branch of the Riverside County library systems, located approximately 1.5 miles to the east. It is not anticipated that the development of 110 new residential units within the City would generate new demands for other public services, such as libraries. In addition, the

Project may be subject to development impact fees for library services, the payment of which would offset potential impacts to library facilities associated with Project implementation. Therefore, the Project would not generate substantial new local population, either directly or indirectly, and would not create a significant impact to other public facilities (e.g., libraries). Impacts would be less than significant.

## XVI. Recreation

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>RECREATION:</b>				
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"/>

### Discussion

- 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?***

Determination: Less Than Significant Impact

Regional recreational areas within the vicinity of Cathedral City include the mountain areas of the Santa Rosa and San Jacinto mountains to the south of the City. Other major recreational facilities in the area include Coachella Valley Preserve – Thousand Palms Oasis Preserve, located approximately 12.5 miles east and the Big Morongo Canyon Preserve, located approximately 25 miles north.

Cathedral City currently has 10 operating park facilities within the planned area of the city, totaling approximately 68 acres of park space. The closest park facility to project site is the Dennis Keat Soccer Park located approximately 1.3 miles to the north.

The Project would result in construction of 110 new single-family residential units. According to the Quimby Act (see Government Code Section 66477 and City Municipal Code Section 9.106.010), the intended park land to population ratio is 3 acres of park per 1,000 persons. Using the park land to population ratio, the population estimate of 53,733 persons<sup>27</sup> would require approximately 165 acres of public parks. As mentioned above, local public park facilities provide only 68 acres of park space, resulting in approximately 1.2 acres per 1,000 residents. According to the *General Plan Parks and Recreation Element*, the City does not currently have an established standard, but instead relies on individual development agreements with developers as projects are proposed in the City. Therefore, there is an existing need for development of additional parks within the City.

<sup>27</sup> U.S. Census Bureau American FactFinder website, <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>. Accessed 8-13-19.

The project design includes a number of on-site park/drainage basin uses of varied acreage throughout the property that may be used for active or passive recreational uses; refer to [Exhibit 3, Conceptual Site Plan](#). Two park/drainage basins of larger acreage for such use are proposed in the southern portion and the north-central portion of the site adjacent to the gated access entrances. These park/drainage areas would be reserved for use by residents of the proposed project.

As stated previously, the City allows for the payment of development fees in-lieu-of the dedication of park land for new residential development. Payment of such fees is intended to support future acquisition of land and improvement of parks and recreational facilities within the City. Therefore, Project conformance to such requirements would minimize potential effects of the development on recreational resources within the area. Additionally, as stated above, the project design includes a number of on-site park/drainage basin uses of varied acreage throughout the property that may be used for active or passive recreational uses; refer to [Exhibit 3, Conceptual Site Plan](#).

With the payment of appropriate development fees, the Project would not substantially increase the use of existing neighborhood or regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated. Therefore, impacts would be less than significant.

***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?***

Determination: Less Than Significant Impact

Significant impacts would occur if new recreation facilities needed to be constructed because of an increase in population. The Project consists of the construction of 110 single-family residential units. Neighborhood parks, regional parks, and recreational facilities are not part of the proposed site plan.

As shown on [Exhibit 3, Conceptual Site Plan](#), the Project includes multiple areas within the site dedicated to park/detention basin uses that may be utilized by residents for passive/active recreation. However, the construction of these park/detention basin uses would not have an adverse physical effect on the environment. Due to the small scale of the Project, the Project would not result in a substantial population increase necessitating the construction of new or expanded recreational facilities. Therefore, there would be no substantial impact such that new or expanded facilities would be required, and impacts would be less than significant.

## XVII. Transportation

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>TRANSPORTATION:</b>				
<i>Would the project:</i>				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following analysis is based upon the Traffic Impact Analysis prepared by Michael Baker International (September 2019); refer to [Appendix G](#).

### Discussion

- a) ***Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?***

Determination: Less Than Significant Impact

**Methodology:** The Traffic Impact Analysis was prepared in accordance with the Riverside County Transportation Department Traffic Impact Analysis Preparation Guide (Revised April 2008), the Riverside County Congestion Management Program (Revised December 2011), and the Cathedral City Draft Comprehensive General Plan 2040 (July 1, 2019). The traffic operations analysis contained in the Traffic Impact Analysis was conducted to determine the existing and projected capacity based on the Highway Capacity Manual, 6<sup>th</sup> Edition (HCM), published by the Transportation Research Board in 2016. Analysis was conducted for the AM Peak Hour and the PM Peak Hour. The study scenarios<sup>28</sup> include the following:

- Existing Year 2019
- Existing Year 2019 With Project
- Opening Year 2021 With Ambient Growth With Cumulative Projects Without Project

<sup>28</sup> The "With Project" scenarios include full buildout of the Project site; Project phasing is not anticipated.

- Opening Year 2021 With Ambient Growth With Cumulative Projects With Project

The Traffic Impact Analysis evaluated four study intersections<sup>29</sup> during the AM Peak Hour and PM Peak Hour near the Project site including the following:

- #1: Santoro Drive @ McCallum Way
- #2: Via Campanile @ Ramon Road
- #3: El Toro Road @ Ramon Road
- #4: Date Palm Road @ Ramon Road

Riverside County thresholds of significance have been referenced in this evaluation. Application of thresholds of significance vary by location.

According to the Riverside County Transportation Department Traffic Impact Analysis Preparation Guide, minimum level of service (LOS) guidelines are outlined in the Riverside County General Plan. According to the Riverside County General Plan Chapter 4 Circulation Element (revised December 2017), Policy C 2.1 sets the minimum target LOS for developments in the Western Coachella Valley region at LOS D.

The Riverside County Congestion Management Plan (CMP) also establishes minimum LOS standards for intersections and segments within its freeway and roadway network. Chapter 4 Multimodal System Performance Standards establishes LOS E as the minimum standard for intersections. If an intersection within the CMP roadway network fails to meet the minimum LOS, a “deficiency plan” must be prepared in accordance to Chapter 6 LOS Deficiency Plans of the Riverside County CMP.

Citing information provided in the Traffic Impact Analysis prepared by Michael Baker International (September 2019) (Study), Study intersection #1 (Santoro Drive at McCallum Way) does not lie within the CMP roadway network and is subject to the minimum LOS E detailed in the Riverside County General Plan. Under the Riverside County CMP, the segment of Ramon Road from State Route 111 (SR-111) to Interstate 10 (I-10) is considered a Principle Arterial in the Coachella Valley region of the program. Study intersections #2, #3, and #4 (Via Campanile at Ramon Road, El Toro Road at Ramon Road, and Date Palm Drive at Ramon Road) all lie within this segment and are thus subject to the minimum LOS E detailed in the Riverside County CMP. However, the more conservative County General Plan requirement of LOS D was utilized in this evaluation for intersections #2, #3, and #4.

**Existing Conditions:** The characteristics of the roadway system near the Project site are described below:

- **Date Palm Drive** is a six-lane roadway with a center median within Cathedral City. It runs north-south from Varner Road in the north to East Palm Canyon Drive in the south. It measures approximately 5.8 miles and mostly includes three travel lanes in each direction. Date Palm Drive is classified as an Arterial Highway and

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<sup>29</sup> All study intersections are within the jurisdiction of the City of Cathedral City; Ramon Road from SR-111 to I-10 has been identified as part of the Riverside County Congestion Management Program (CMP) Roadway System.

an existing truck route under the Cathedral City Draft General Plan Circulation and Mobility Element. An interchange exists between I-10 and Date Palm Drive north of the study area. The posted speed limit along Date Palm Drive varies from 30 to 50 mph throughout.

- **Ramon Road** is an east-west six-lane roadway with a center median. It runs from Da Vall Drive at the eastern city limits to San Luis Rey Drive at the western city limits. The segment of Ramon Road within Cathedral City measures approximately three miles and includes three travel lanes in each direction. Ramon Road is classified as an Arterial Highway and an existing truck route under the Cathedral City Draft General Plan. Ramon Road is a designated Principle Arterial in the Riverside County CMP. The posted speed limit varies from 40 to 50 mph throughout.
- **El Toro Road** is a two-lane residential roadway. It runs north-south from a cul-de-sac terminus north of Baristo Road to Ramon Road. El Toro Road is approximately 0.3 miles long and allows on-street parking in both directions of travel. El Toro Road is not classified in the Cathedral City Draft General Plan. The posted speed limit along El Toro Road is 25 mph.
- **Via Campanile/Walden Way** is a two-lane residential roadway. It runs north-south from Walden Way to Ramon Road. Via Campanile is approximately 0.6 miles long and is within a gated community. Via Campanile is not classified in the Cathedral City General Plan. There is no posted speed limit on Via Campanile, thus the assumed speed limit is 25 mph.
- **Santoro Drive** is a two-lane residential roadway. It runs north-south from Tortuga Road to Megan Court. Santoro Drive is approximately 0.9 miles long and allows on-street parking. Santoro Drive is classified as a Collector under the Cathedral City General Plan. According to the General Plan Circulation Element, Santoro Drive will be extended to Tachevah Drive to the north and Ramon Road to the south. The extension of Santoro Drive through the gated community from Megan Court and Via Campanile/Ramon Road would occur as part of the proposed Project. The posted speed limit along Santoro Drive is 25 mph.
- **McCallum Way** is a two-lane residential roadway. It runs east-west from Da Vall Drive to its western cul-de-sac terminus west of Landau Boulevard. McCallum Way is approximately 2.2 miles long and allows on-street parking. McCallum Way is classified as a Collector in the General Plan Circulation Element. The posted speed limit is 25 mph.

The General Plan Circulation Element lists planned bicycle and pedestrian improvements within the Project area. There are plans for a Class I shared off-road bicycle/pedestrian trail along Ramon Road from Landau Boulevard to Da Vall Drive. Date Palm Drive will add Class II on-street bikes lanes along its entire length. Additionally, Class II on-street planned bike lanes are identified in the General Plan Circulation Element along Santoro Drive from McCallum Road to Ramon Drive. However, as discussed previously, the segment of Santoro Drive that would be constructed within the project boundaries would be implemented as a private roadway within a gated community, and as such, would not construct public roadway improvements including bike lanes.

**Existing Year 2019 Operations Analysis:** [Table XVII-1](#) shows existing conditions for AM Peak Hour and PM Peak Hour LOS for all study intersections. As shown, all study intersections currently operate at LOS D or better during both Peak Hours.

**Table XVII-1: Existing Year 2019 Peak Hour Intersection LOS**

Study Intersection	Traffic Control	Existing Year 2019	
		AM Delay <sup>1</sup> - LOS	PM Delay <sup>1</sup> - LOS
#1 Santoro Drive @ McCallum Way	AWSC	12.8 – B	8.4 – A
#2 Via Campanile @ Ramon Road	Signal	8.0 – A	7.4 – A
#3 El Toro Road @ Ramon Road	TWSC	16.4 – C	13.9 – B
#4 Date Palm Road @ Ramon Road	Signal	32.3 – C	38.8 – D

Source: Michael Baker International, Traffic Impact Analysis (September 2019), Table 3-2.  
Notes: 1 = Average seconds of delay per vehicle  
LOS = Level of Service, AWSC = All-Way Stop Control, TWSC = Two-Way Stop Control  
Overall LOS/delay reported for Signal and AWSC. Worst approach reported for TWSC. Deficient intersection operations indicated in **bold**.

**Project Forecast Trip Generation:** In order to calculate vehicle trips forecast to be generated by the Project, the *Institute of Transportation Engineers (ITE) 10<sup>th</sup> Edition Trip Generation Manual* trip generation rates were utilized. Based on this analysis, the Project is forecast to generate 1,135 daily trips with 83 trips occurring during the AM Peak Hour (21 in/62 out) and 111 trips occurring during the PM Peak Hour (70 in/41 out).

**Existing 2019 With Project Operations Analysis:** [Table XVII-2](#) shows the Existing With Project Peak Hour LOS for all study intersections. As shown, all study intersections are forecast to operate at LOS D or better during both Peak Hours with the addition of Project-related traffic to existing traffic volumes.

**Table XVII-2: Existing Year 2019 With Project Peak Hour Intersection LOS**

Study Intersection	Traffic Control	Existing Year 2019	
		AM Delay <sup>1</sup> - LOS	PM Delay <sup>1</sup> - LOS
#1 Santoro Drive @ McCallum Way	AWSC	13.2 – B	8.6 – A
#2 Via Campanile @ Ramon Road	Signal	8.7 – A	8.1 – A
#3 El Toro Road @ Ramon Road	TWSC	16.7 – C	14.0 – B
#4 Date Palm Road @ Ramon Road	Signal	32.9 – C	39.4 – D

Source: Michael Baker International, Traffic Impact Analysis (September 2019), Table 3-2.  
Notes: 1 = Average seconds of delay per vehicle  
LOS = Level of Service, AWSC = All-Way Stop Control, TWSC = Two-Way Stop Control  
Overall LOS/delay reported for Signal and AWSC. Worst approach reported for TWSC. Deficient intersection operations indicated in **bold**.

**Forecast Project Opening Year 2021 Without Project Operations Analysis:** [Table XVII-3](#) shows the Forecast Project Opening Year 2021 Without Project Peak Hour LOS for all study intersections. As shown, all study intersections are forecast to operate at LOS D or better during both Peak Hours under the Forecast Project Opening Year 2021 Without Project conditions. It should be noted that the Ramon 19 Cultivation Project is

currently under construction at El Toro Road south of Ramon Road. A traffic signal will be installed at the intersection of Ramon Road and El Toro Road (#2) as a condition of that development. The traffic signal and modified access at the intersection were assumed to be in place prior to the opening of the proposed Project given that the Ramon 19 Cultivation Project is currently under construction, a preliminary signal design is complete and the Ramon 19 Cultivation Project Traffic Impact Study assumed an Opening Year of 2018. The analysis inputs utilized in this analysis are consistent with the traffic signal plan for this intersection provided by the City including the planned lane configurations.

**Table XVII-3: Forecast Project Opening Year 2021 Without Project Peak Hour Intersection LOS**

Study Intersection	Traffic Control	Opening Year 2021	
		AM Delay <sup>1</sup> - LOS	PM Delay <sup>1</sup> - LOS
#1 Santoro Drive @ McCallum Way	AWSC	13.4 – B	8.5 – A
#2 Via Campanile @ Ramon Road	Signal	8.5 – A	7.7 – A
#3 El Toro Road @ Ramon Road	Signal	7.9 – A	9.7 – A
#4 Date Palm Road @ Ramon Road	Signal	37.6 – D	49.7 – D

Source: Michael Baker International, Traffic Impact Analysis (September 2019), Table 3-2.  
Notes: 1 = Average seconds of delay per vehicle  
LOS = Level of Service, AWSC = All-Way Stop Control, TWSC = Two-Way Stop Control  
Overall LOS/delay reported for Signal and AWSC. Worst approach reported for TWSC. Deficient intersection operations indicated in **bold**.

**Forecast Project Opening Year 2021 With Project Operations Analysis:** Table XVII-4 shows the Forecast Project Opening Year 2021 With Project Peak Hour LOS for all study intersections. As shown, all study intersections are forecast to operate at LOS D or better during both Peak Hours under the Forecast Project Opening Year 2021 With Project conditions.

**Table XVII-4: Forecast Project Opening Year 2021 With Project Peak Hour Intersection LOS**

Study Intersection	Traffic Control	Opening Year 2021	
		AM Delay <sup>1</sup> - LOS	PM Delay <sup>1</sup> - LOS
#1 Santoro Drive @ McCallum Way	AWSC	13.9 – B	8.7 – A
#2 Via Campanile @ Ramon Road	Signal	9.2 – A	8.4 – A
#3 El Toro Road @ Ramon Road	Signal	8.0 – A	9.7 – A
#4 Date Palm Road @ Ramon Road	Signal	38.7 – D	50.7 – D

Source: Michael Baker International, Traffic Impact Analysis (September 2019), Table 3-2.  
Notes: 1 = Average seconds of delay per vehicle  
LOS = Level of Service, AWSC = All-Way Stop Control, TWSC = Two-Way Stop Control  
Overall LOS/delay reported for Signal and AWSC. Worst approach reported for TWSC. Deficient intersection operations indicated in **bold**.

As discussed above, all study intersections would operate at acceptable levels of service under all study scenarios. The Project would not conflict with a program plan, ordinance

or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities. No significant impacts would occur, and no mitigation is required.

**b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***

Determination: Less Than Significant Impact

The Sunline Transit Agency currently runs transit routes serving Cathedral City. Two bus routes operating near the traffic study area include Route 30 and Route 32.

- Route 30 runs from downtown Palm Springs in the west to near the Cathedral City Police Department in the south. There is one stop near the intersections of Date Palm Drive and Ramon Road (0.45-mile from the Project site), with buses arriving regularly every 20 to 30 minutes.
- Route 32 operates from near the Palm Springs International Airport in the west to the Westfield Palm Desert Mall in the southeast. There are multiple bus stops in the traffic study area including those that are near the intersections of: 1) Date Palm Drive and Ramon Road (0.45-mile from the Project site); 2) Via Campanile and Ramon Road (0.05-mile from the Project site); and 3) Da Vall Drive and Ramon Road (0.48-mile from the Project site). The route operates buses regularly every 45 to 60 minutes.

As discussed above, there are four existing bus stops within a 0.5-mile radius of the Project site. Therefore, impacts related to vehicle miles traveled would be less than significant.

**c) *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

Determination: No Impact

The City implements development standards designed to ensure standard roadway engineering practices are used for all improvements. The Project would be reviewed for compliance with these standards as part of the discretionary review process conducted by the City.

The Project includes planned private interior roadway circulation system that would extend through the Project site and is designed to provide efficient internal circulation, driveway access and appropriate linkages to existing neighborhoods. All proposed roadway improvements would be designed and constructed in conformance with applicable City design standards. As such, they would not introduce any hazardous design features. No impact would occur.

**d) Would the project result in inadequate emergency access?**Determination: Less Than Significant Impact

During the plan check phase, the Project would be subject to review by the City, including the Cathedral City Fire Department and the Cathedral City Police Department, to ensure that adequate emergency access is provided pursuant to adopted City design standards. The City also requires that emergency access be provided during construction activities and notification of emergency services including the Fire and Police Departments of any lane closures that would occur. A traffic control plan is required to be submitted to the City that would assure that any delays, lane closures or traffic rerouting are minimized. Construction equipment would be stored in a staging area on-site and set back from the existing streets so as to avoid incompatibility or reduced visibility. Therefore, impacts in this regard would be less than significant.

**XVIII. Tribal Cultural Resources**

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

## Discussion

**a)i) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?***

Determination: Less Than Significant Impact with Mitigation Incorporated

In 2015, the California Public Resources Code (PRC) was amended to enact Assembly Bill 52 (AB 52) (Chapter 532, Statutes of 2014) to ensure that local and Tribal governments, public agencies, and project proponents would have information early in the project planning process to identify potential impacts to Tribal Cultural Resources (TCR). California Public Resources Code Section 21084.2 states that a “project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.” TCR are considered as the following:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either (a) included or determined to be eligible for inclusion in the California Register of Historical Resources, or (b) included in a local register of historical resources.
2. A resource determined by the lead agency (in its discretion and supported by substantial evidence) to be significant. This includes resources considered significant to a California Native American tribe (e.g., cultural landscapes, unique and non-unique archaeological resources, and historic resources).
3. Embodies the distinctive characteristics of a type, period, or region or method of construction, or represents the work of an important creative individual or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

In accordance with Public Resources Code Section 21080.1(d), a lead agency is required to provide formal notification of intended development projects to Native American tribes that have requested to be on the lead agency’s list for receiving such notification. The formal notification is required to include a brief description of the Project and its location, lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation for tribal cultural resources.

On March 3, 2020, the City initiated consultation per AB 52 requirements, sending written notification via U.S. mail to area tribes to allow the tribes to request consultation on the proposed project pursuant to Public Resources Code Section 21080.3.1. These tribes included the Twenty-nine Palms Band of Mission Indians, Morongo Band of Mission

Indians, Torres Martinez Desert Cahuilla Indians, Soboba Band of Luiseno Indians, and Agua Caliente Band of Cahuilla Indians (ACBCI). Refer to Appendix C-2, AB 52 Consultation Documentation, of this IS/MND for such correspondence.

Subsequently, the City received a response from the Morongo Band of Mission Indians on March 10, 2020 indicating that the tribe had no additional comments and that the tribe defers to the Agua Caliente Band of Cahuilla for the proposed project. The City received a second letter from the Morongo Band of Mission Indians on March 13, 2020 similarly stating that the tribe had no further comments on the project. The City also received a response from the ACBCI on March 31, 2020 requesting four considerations, including a cultural resources inventory of the project area, copy of the records search, copies of cultural resource documentation generated in conjunction with the project and the presence of an ACBCI monitor during ground-disturbing activities. The City subsequently provided the tribe with a copy of the cultural resources survey prepared for the Project. No response from any of the other tribes contacted by the City had been received at the time when public review of this IS/MND commenced.

Although no known tribal cultural resources are present on-site, Project-related ground disturbing and construction activities would have the potential to adversely affect undiscovered resources. Therefore, **Mitigation Measures CR-1** and **CR-2** would be implemented to alert and direct field personnel to the possibility of buried prehistoric or historic tribal cultural deposits and actions to take should any such resources be encountered. Impacts would be less than significant with mitigation incorporated.

***Mitigation Measures:***

Implement **Mitigation Measures CR-1 and CR-2.**

*Monitoring/Enforcement: Cathedral City Planning Department and Building Department*

*Timing/Implementation: During Project grading and construction*

***a)ii) 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 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.***

Determination: Less than Significant with Mitigation Incorporated

Construction activities for the Project have a low potential to result in a significant impact to tribal cultural resources based upon response received from the tribes notified and the fact that no such resources have been identified on-site or in the surrounding area.

Potential impacts within the boundaries of a Traditional Cultural Property could cause a substantial adverse change of a tribal cultural resource as defined in Public Resources Code Section 21074. With implementation of **Mitigation Measures CR-1** and **CR-2**, potential impacts to any undiscovered tribal cultural resources would be reduced to less than significant.

***Mitigation Measures:***

Implement **Mitigation Measures CR-1** and **CR-2**.

*Monitoring/Enforcement: Cathedral City Planning Department and Building Department*

*Timing/Implementation: During Project grading and construction*

## XIX. Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>UTILITIES AND SERVICE SYSTEMS:</b>				
<i>Would the project:</i>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

- a) ***Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Determination: Less Than Significant Impact

### Water

Water service for the Project site is provided by the Coachella Valley Water District (CVWD). According to CVWD's 2015 Urban Water Management Plan (UWMP), groundwater is the principal source of municipal water supply in the Coachella Valley. In addition to groundwater, CVWD has imported water supplies from the State Water Project

and the Colorado River, and recycled water from several water reclamation plants. As discussed in Impact X.b) in the “Hydrology and Water Quality” section, CVWD will continue to be able to meet future water demand through year 2040.

As described previously, water services for the Project would be provided by CVWD. The applicant is required to obtain a “will serve” letter from CVWD prior to construction of the Project. Further, prior to Project operation, the Project Applicant would be required to pay CVWD water utility connection fees and ongoing user fees to in order to defray the cost of any necessary facility upgrades, including those related to water facilities. The provision of a “will serve” letter from CVWD, as well as payment of water connection fees and ongoing user fees, would ensure the Project’s potential impacts related to the construction or expansion of water treatment facilities are less than significant.

## Wastewater

The Project falls under the jurisdiction of the Coachella Valley Water District (CVWD) wastewater service area. CVWD has developed a *Sewer System Management Plan* (SSMP) (December 1, 2015) pursuant to the State Water Resources Control Board Order No. 2006-0003, Statewide General Waste Discharge Requirements (WDR) for Sanitary Sewer Systems. The primary goal of the SSMP is to minimize frequency and severity of Sanitary Sewer Overflows (SSOs). The SSMP covers the management, planning, design, and operation and maintenance of the District’s sanitary sewer system.

The CVWD prepared site-specific sanitation hydraulic modeling of the improvements proposed to provide sewer service to the Project site. The study determined that the existing and proposed sewer facilities are adequate to serve the addition of 110 residential units to the sewer collection system. It was therefore determined that connection to the CVWD system and accommodation of the additional flows from the Project would not result in a deficiency to the downstream sewer system (CVWD 2019).

The CVWD wastewater system serves approximately 265,000 customers, collecting municipal waste from residential and commercial users, and delivering the collected wastewater to one of five wastewater reclamation plants (WRP). As shown in [Table XIX-1](#), these WRPs have a combined total capacity of 30.08 mgd.

**Table XIX-1: Summary of Wastewater Treatment Plants in the CVWD Service Area**

Location	Plant Number	Plant Capacity (mgd)
Bombay Beach	WRP-1	0.15
North Shore	WRP-2	0.033
Thermal	WRP-4	9.9
Indio Hills	WRP-7	5.0
City of Palm Desert	WRP-10	15.0
<b>TOTAL COMBINED CAPACITY</b>		<b>30.08</b>

Source: Coachella Valley Water District, 2015 Urban Water Management Plan.

The Project proposes the development of 110 new residential units on the Project site. Therefore, Project implementation would result in an increased demand for wastewater services. As with all new development in the City, the Project would be required to connect to the sewer system. However, development of the site as proposed would not result in a substantial increase in wastewater flows that would be in excess of the capacity of the existing wastewater treatment plants. Based on the combined total wastewater treatment capacity of 30.08 mgd of the available plants, development of the Project would not substantially increase wastewater flows to the plants, nor exceed the capacity of the plants' ability to serve the site and existing commitments. The Project would not result in significant impacts related to wastewater treatment or non-compliance with wastewater treatment requirements.

Prior to Project operation, the Project Applicant would be required to pay CVWD utility connection fees and ongoing user fees to in order to defray the cost of any necessary facility upgrades, including those related to wastewater treatment facilities. The payment of sewer connection fees and ongoing user fees, would ensure the Project's potential impacts related to the construction or expansion of wastewater treatment facilities are less than significant.

### **Storm Water**

The decrease in permeable surface on the Project site has the potential to impact the City's existing storm water drainage infrastructure, as permeable surfaces allow rain and urban runoff to infiltrate the ground and runoff infiltration reduces the amount of flow entering storm water facilities. However, the Project would minimize potential effects to the City's storm drain system by adhering to the City of Cathedral City Municipal Code Section 8.24 Floodplain Management requirement through its incorporation of a site design which would ensure that no increase in volume or rate of runoff from the Project site to the existing storm drain system would occur as compared to existing conditions.

Thus, Project operations as designed would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

### ***Electric Power, Natural Gas, and Telecommunications Facilities***

Existing utility service providers currently provide the City, including the Project area, with electric power, natural gas, and telecommunications facilities as follows:

- Electric Power: Southern California Edison (SCE)
- Natural Gas: The Gas Company
- Telecommunications: Frontier Communications

The proposed Project site is located in an area that is already developed with residential uses and is provided with electric power, natural gas, and telecommunications. In addition, the Project consists of a small number of new residential units that would not result in a substantial number of new utility connections. The Project applicant would be

required to obtain “will serve” letters from SCE, SCGC, and Frontier Communications prior to construction of the Project. The provision of “will serve” letters from all existing utility companies would ensure that the Project would not result in the relocation or construction of new or expanded utility infrastructure. Impacts would be less than significant.

**b) *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***

Determination: Less Than Significant Impact

Refer to response XIX.a). A less than significant impact would occur in this regard.

**c) *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?***

Determination: Less Than Significant Impact

Refer to response XIX.a) above. The Project would result in a limited increase in wastewater treatment demand for the CVWD water treatment system. Further, the Project would be subject to CVWD sewer connection fees, which are used in part to mitigate impacts to wastewater treatment facilities. A less than significant impact would occur in this regard.

**d) *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

Determination: Less Than Significant Impact

The Project site is currently vacant with no structures and no demolition would be required. Project construction would produce solid waste debris, some of which would need to be delivered to a landfill. Project operations would generate non-hazardous waste, consistent with standard residential land use operations. Solid waste generated during Project construction and operation would be disposed of at a properly permitted facility in accordance with federal, State, and local statutes and regulations.

Burrtec Waste Industries provides solid waste collection and disposal services to the City of Cathedral City through an exclusive franchise agreement. Solid waste and recycling collected from the proposed Project would be hauled to the Edom Hill Transfer Station. Waste from this transfer station is then sent to a permitted landfill or recycling facility outside of the Coachella Valley. These include Badlands Sanitary Landfill located in Moreno Valley, El Sobrante Landfill located in Corona, and Lamb Canyon Sanitary Landfill located in Beaumont. [Table XIX-2](#) shows the remaining capacity, maximum permitted throughput, and estimated closure date for each landfill.

**Table XIX-2: Summary of Project Area Landfills Capacity, Maximum Permitted Throughput and Closure Date**

Landfill	Remaining Capacity (cubic yards)	Maximum Permitted Throughput (tons per day)	Estimated Closure Date
Badlands Sanitary Landfill	15,748,799	4,800	1/1/2022
El Sobrante Landfill	143,977,170	16,054	1/1/2051
Lamb Canyon Sanitary Landfill	19,242,950	5,000	4/1/2029

Source: CalRecycle website, <https://www2.calrecycle.ca.gov/SWFacilities/Directory/> accessed 9-4-19.

Using the annual residential solid waste generation factor of 0.41 tons per dwelling unit from the Riverside County EIR No. 521, the proposed Project could generate up to 45.1 tons of solid waste annually. The Project applicant would be required to obtain approval for solid waste services from Burrtec for the Project indicating that there is sufficient capacity in area landfills to accept solid waste from the Project. The Project would be required to obtain a letter of intent from Burrtec to serve the Project. Therefore, the proposed Project would have a negligible impact on the capacity of the landfills discussed above because the landfills have the capacity to accommodate waste from a residential site of the Project's proposed size and use. Further, the Project would be required to be in compliance with adopted programs and federal, State, and local regulations pertaining to solid waste. Therefore, a less than significant impact would occur.

**e) *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

Determination: Less Than Significant Impact

Refer to response XIX.d), above. A less than significant impact would occur.

## XX. Wildfire

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>WILDFIRE:</b>				
<i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

Wildfires occur on grasslands, hillsides and mountainous terrain. Wildfire spreading speed depends on the slope, climate and vegetation of the area. According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program (FRAP) map for Cathedral City<sup>30</sup>, the Project area is not located within State Responsibility Area (SRA) lands. The SRA is the area of the state where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA Fire Prevention Fee was enacted pursuant to Assembly Bill X1 29 in July 2011. The law approved the annual Fire Prevention Fee to pay for fire prevention services within the SRA. The fee is applied to all habitable structures within the SRA. Assembly Bill 398 was enacted on July 25, 2017 to suspend the SRA Fire Prevention Fee until 2031.

<sup>30</sup> California Department of Forestry and Fire Protection Fire and Resource Assessment Program (FRAP) Fire Hazard Severity Zone Map, [https://osfm.fire.ca.gov/media/5910/cathedral\\_city.pdf](https://osfm.fire.ca.gov/media/5910/cathedral_city.pdf) accessed 8-27-19.

- a) ***If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?***

Determination: Less Than Significant Impact

The Project is located within, and surrounded by, existing urban development. The Project is not located in or near lands classified as very high fire severity zone or within a State Responsibility Area. The Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Therefore, impacts are considered less than significant.

- b) ***If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

Determination: Less Than Significant Impact

The Project is located within, and surrounded by, existing urban development. The Project is not located in lands classified as very high fire severity zone or within a State Responsibility Area. The Project is not located in an area of slope, but occasionally experiences Santa Ana wind conditions. The Project would be required to comply with federal, State, and local development regulations that minimize the risk of fire hazards. Implementation of the Project would not exacerbate wildfire risks and would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts are considered less than significant.

- c) ***If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

Determination: Less Than Significant Impact

The Project is located within, and surrounded by, existing urban development. The Project is not located in lands classified as very high fire severity zone or within a State Responsibility Area. The Project would be required to comply with federal, State and local development regulations that minimize the risk of fire hazards. Implementation of the Project would not exacerbate fire risk associated with Project construction. Impacts are considered less than significant.

- d) *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

Determination: No Impact

The Project is located within, and surrounded by, existing urban development. The Project is not located in lands classified as very high fire severity zone or within a State Responsibility Area. The Project is not located in an area of slope that could cause erosion due to wildfire destroying existing vegetation. The Project would not cause a situation that would expose people or structures to danger due to runoff, post-fire slope instability, or drainage changes. No impact would occur.

## XXI. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>MANDATORY FINDINGS OF SIGNIFICANCE:</b>				
a) Does the project have the potential to substantially 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"/>

### Discussion

The following findings have been made, regarding the mandatory findings of significance set forth in Section 15065 of the CEQA Guidelines, based on the results of this environmental assessment:

- a) ***Does the project have the potential to substantially 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?***

Determination: Less Than Significant Impact with Mitigation Incorporated

Refer to Section IV, Biological Resources; Section V, Cultural Resources; Section VII.f) Paleontological Resources; and Section XVII, Tribal Cultural Resources. **Mitigation Measure BIO-1** would be implemented to ensure that burrowing owls are not present on the property prior to commencement of any grading or construction activities for the Project. **Mitigation Measure BIO-2** would be implemented to ensure that Project construction activities do not interfere with avian breeding or nesting activities or cause direct or indirect disturbance to sensitive species that may potentially be present on-site at the time when Project grading/construction activities commence. Mitigation Measure BIO-3 would require the Project to pay in full the Local Development Mitigation Fee to assist in providing revenue for the conservation of lands necessary to implement the CVMSHCP. **Mitigation Measures CR-1 and CR-2** would be implemented to alert and direct field personnel to the possibility of buried prehistoric, historic, or tribal cultural deposits and actions to take should cultural resources be encountered. **Mitigation Measure GEO-1** would be implemented to require that a paleontological monitor be present on-site in the event of any substantial and deep excavations in the sedimentary deposits in the Project area.

With implementation of mitigation measures proposed, all Project impacts would be reduced to less than significant.

- 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)?***

Determination: Less Than Significant Impact with Mitigation Incorporated

Refer to the analysis provided in Section F, Evaluation of Environmental Impacts. In accordance with CEQA Guidelines Section 15183, this environmental analysis was conducted to determine if there were any Project-specific effects that are peculiar to the Project or its site. No Project-specific significant effects peculiar to the Project or its site were identified that could not be mitigated to a less than significant level. The Project would not induce substantial population growth or significant traffic volumes. The Project would contribute to environmental effects in the areas of biological resources, cultural resources, noise, and paleontological resources. However, these would not be cumulatively considerable, since they are site-specific. Further, mitigation measures incorporated herein mitigate any potential impacts associated with these environmental

issues. Cumulative projects would be required to prepare the appropriate CEQA environmental documentation on a project-by-project basis. Therefore, the Project does not have impacts that are individually limited, but cumulatively considerable. With implementation of the proposed mitigation measures, impacts would be less than significant.

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

Determination: Less Than Significant Impact with Mitigation Incorporated

Refer to the analysis provided in Section F, Evaluation of Environmental Impacts. Given the scope and nature of the proposed development, Project implementation would not result in environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly. Compliance with applicable existing laws and regulations and implementation of recommended mitigation measures would ensure that the Project would not result in substantial adverse effects on human beings. Impacts would be less than significant.

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## SECTION G. REFERENCES

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## **SECTION H. PREPARERS**

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### **II. Technical Studies**

#### **Air Quality/Greenhouse Gas Emissions (Appendix A)**

Michael Baker International

#### **Biological Resources (Appendix B)**

Michael Baker International

#### **Cultural Resources (Appendix C-1)**

BCR Consulting, LLC

#### **Geology and Soils (Appendix D)**

Petra Geosciences, Inc.

#### **Hazards and Hazardous Materials (Appendix E)**

Petra Geosciences, Inc.

#### **Noise (Appendix F)**

Michael Baker International

#### **Transportation (Appendix G)**

Michael Baker International