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**DRAFT**

**Initial Study and Mitigated Negative Declaration  
DATE PALM DRIVE BICYCLE LANE AND SIDEWALK IMPROVEMENTS PROJECT**

**February 2021**

**Lead Agency:**



**Cathedral City**

**City of Cathedral City  
68700 Avenida Lalo Guerrero  
Cathedral City, CA 92234**

**Prepared for:**



**KOA Corporation  
3190 C Shelby Street  
Ontario, CA 91764**

**Prepared by:**



**ECORP Consulting, Inc.**  
ENVIRONMENTAL CONSULTANTS

**215 N. Fifth Street  
Redlands, CA 92374**

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DRAFT MITIGATED NEGATIVE DECLARATION DATE PALM DRIVE BICYCLE LANE AND SIDEWALK IMPROVEMENTS PROJECT	
<b>Lead Agency:</b>	City of Cathedral City
<b>Project Proponent:</b>	City of Cathedral City 68700 Avenida Lalo Guerrero Cathedral City, CA 92234 (760) 770-0344
<b>Project Location:</b>	The project site consists of a 0.3-mile portion of Date Palm Drive between East Palm Canyon Drive and Perez Road in Cathedral City, California.

**Project Description:**

Under the implementation of Coachella Valley Association of Governments' (CVAG) regional Active Transportation Plan (ATP), the City of Cathedral City proposes to widen the easterly portion of Date Palm Drive between East Palm Canyon Drive and Perez Road to accommodate new curb and gutter, sidewalk, and six-foot Class II bike lanes in the northbound and southbound directions. This segment of roadway is approximately 0.3-mile in length.

The existing bridge over the North Cathedral Canyon Flood Control Channel (State Br. No. 56C0195) would consequently need to be widened. The existing structure is a two-span reinforced concrete slab bridge that is supported by two diaphragm type abutments and a middle pier wall. The bridge length is approximately 50 feet. The Proposed Project is intended to eliminate gaps in the City's bicycle route network and allow non-motorized users to be separated from motorized users, making the roadway a safer place to travel.

**Public Review Period:** March 1, 2021 to March 30, 2021

**Mitigation Measures Incorporated into the Project to Avoid Significant Effects:**

**Biological Resources**

**BIO-1:** If construction or other project activities are scheduled to occur during the bird breeding season (February through August for raptors and March through August for songbird species), a pre-construction nesting bird survey shall be conducted by a qualified biologist. The survey shall be completed no more than 7 days prior to initial ground disturbance. The nesting bird survey shall include the project site and adjacent areas where project activities have the potential to cause nest failure. If an active nest is identified, a qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities will need to be avoided within any disturbance limit buffer zones until the nest is deemed no longer active by the biologist.

## Cultural Resources

**CUL-1:** If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for pre-contact and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the City of Riverside, and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Riverside County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

## Geology and Soils

**GEO-1:** The Project Applicant shall implement the *Conclusions* and *Recommendations* as listed in the final site-specific geotechnical report (*Geotechnical Evaluation Date Palm Drive Bridge and Roadway Widening*. Ninyo & More 2021).

**GEO-2: Unanticipated Discovery – Paleontological Resource.** If paleontological resources (i.e., fossil remains) are discovered during excavation activities, the contractor will notify the City and cease excavation within 100 feet of the find until a qualified paleontological professional can provide an evaluation of the site. The qualified paleontological professional will evaluate the significance of the find and recommend appropriate measures for the disposition of the site (e.g. fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.

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## **ACRONYMS AND ABBREVIATIONS**

AB	Assembly Bill
AF	acre-feet
AFY	acre-feet per year
APE	Area of Potential Effect
ATP	Active Transportation Plan
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
CAA	California Clean Air Act
CalEEMod	California Emissions Estimator Model
CALFIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CCAA	Clean Air Act
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH <sub>4</sub>	methane
CHRIS	California Historic Resource Information Center
CMP	Congestion Management Plan
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalent
CO Plan	Federal Attainment Plan for Carbon Monoxide
CRHR	California Register of Historic Places
CVAG	Coachella Valley Association of Governments
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
CVWD	Coachella Valley Water District
CWA	Clean Water Act
DOC	California Department of Conservation
DTSC	Department of Toxic Substances Control
DWA	Desert Water Agency
EIC	Eastern Information Center
EIR	Environmental Impact Report
DPM	Diesel Particulate Matter
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map

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FTA	Federal Transit Administration
GHG	Greenhouse Gas
HCP	Habitat Conservation Plan
LRA	Local Responsibility Area
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MMT	Million Metric Tons
MND	Mitigated Negative Declaration
MTCO <sub>2</sub> e	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
ND	Negative Declaration
NEV	Neighborhood Electric Vehicles
NIOSH	National Institute of Occupational Safety Standards
NPDES	National Pollutant Discharge Elimination System
N <sub>2</sub> O	nitrous oxide
NO <sub>x</sub>	nitrogen oxides
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O <sub>3</sub>	ozone
OHV	Off-Highway Vehicle
OPR	California Office of Planning and Research
PM <sub>2.5</sub>	Particulate Matter Less than 2.5 Microns in Diameter
PM <sub>10</sub>	Particulate Matter Less than 10 Microns in Diameter
PSUSD	Palm Springs Unified School District
RCALUC	Riverside County Airport Land Use Commission
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation and Recovery Act
ROG	Reactive Organic Gases
ROW	Right-of-Way
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SIP	State Implementation Plan
SP	Service Population
SR	State Route
SRRE	Source Reduction and Recycling Element
SSAB	Salton Sea Air Basin

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SRA	Sensitive Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
USEPA	U.S. Environmental Protection Agency
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
USFWS	U.S. Fish and Wildlife Service
VHFHSZ	Very High Fire Hazard Severity Zone
WQMP	Water Quality Management Plan

## SECTION 1.0 BACKGROUND

### 1.1 Summary

<b>Project Title:</b>	Date Palm Drive Bicycle Lane and Sidewalk Improvements Project
<b>Lead Agency Name and Address:</b>	City of Cathedral City
<b>Contact Person and Phone Number:</b>	John A. Corella, P.E. Director of Engineering/Public Works 760-770-0327 JCorella@cathedralcity.gov
<b>Project Location:</b>	The project site consists of a 0.3-mile portion of Date Palm Drive between East Palm Canyon Drive and Perez Road in Cathedral City, California
<b>General Plan Designation:</b>	Public Right-of-Way
<b>Zoning:</b>	Public Right-of-Way

### 1.2 Introduction

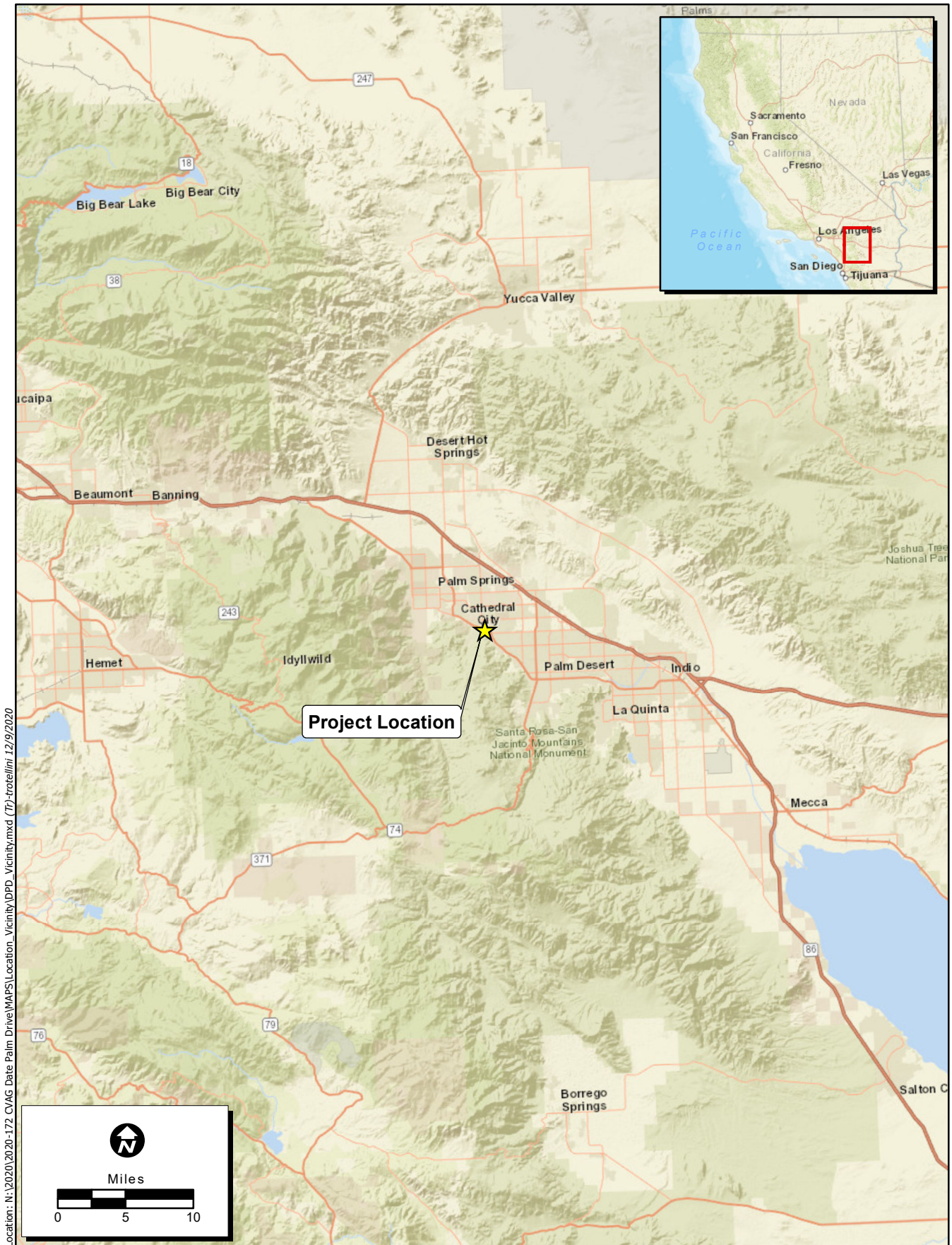
The City of Cathedral City is the Lead Agency for this Initial Study. The Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Date Palm Drive Bicycle Lane and Sidewalk Improvements Project (Proposed Project). This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Pub. Res. Code, Section 21000 *et seq.*) and State CEQA Guidelines (14 CCR 15000 *et seq.*). CEQA requires that all state and local government agencies consider the environmental consequences of Projects over which they have discretionary authority before acting on those Projects. A CEQA Initial Study is generally used to determine which CEQA document is appropriate for a Project (Negative Declaration [ND], Mitigated Negative Declaration [MND], or Environmental Impact Report [EIR]).

### 1.3 Surrounding Land Uses/Environmental Setting

The project site consists of a 0.3-mile portion of Date Palm Drive in Cathedral City, California. As shown on the 1978 Cathedral City U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle map, the project area is located in the northwest half of Section 34 and northeast half of Section 33, Township 4 and 5 South, Range 5 East of the San Bernardino Base and Meridian. The land use designations surrounding the Project site consist of Downtown Commercial (DTC), General Commercial (GC), and Open Space-Water (OS-W). Zoning surrounding the project site includes Planned Community Commercial (PCC), Mixed-Use Commercial (MXC), Light Industrial (I-1), and Open Space (OS).

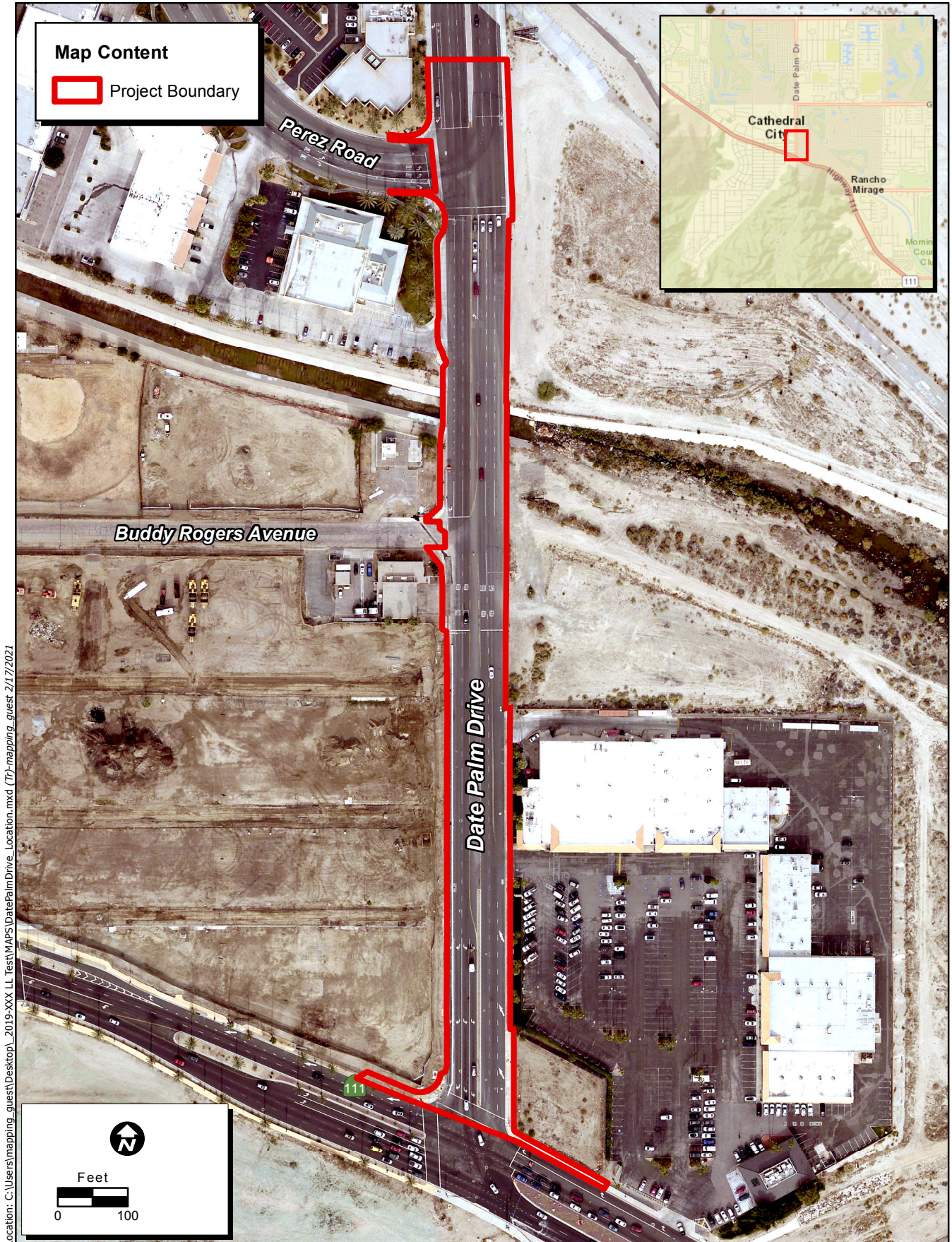
#### Surrounding Zoning and Land Use Designations

	Land Use Designation	Zoning Designation	Existing Land Use
<b>Project Site</b>	Public Right-of-Way	Public Right-of-Way	Major Arterial Roadway
<b>North</b>	Public Right-of-Way	Public Right-of-Way	Arterial Roadway
<b>East</b>	Downtown Commercial (DTC) General Commercial (GC) Open Space-Water (OS-W)	Planned Community Commercial (PCC) Mixed-Use Commercial (MXC) Open Space (OS)	Commercial Center, Flood Control Channel
<b>South</b>	Public Right-of-Way	Public Right-of-Way	East Palm Canyon Drive
<b>West</b>	Downtown Commercial (DTC) Open Space-Water (OS-W) Industrial (I)	Mixed-Use Commercial (MXC) Light Industrial (I-1) Open Space (OS)	Commercial, Fire Station, Flood Control Channel, Casino
<i>Source: City of Cathedral City 2019a</i>			



**Figure 1. Regional Location**

2020-172 CVAG Date Palm Drive



**Figure 2. Project Location**

2020-172 Date Palm Drive Bicycle Lane and Sidewalk Improvements Project

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## SECTION 2.0 PROJECT DESCRIPTION

### 2.1 Project Background

The City of Cathedral City intends to implement Complete Streets improvements and extend important segments of the City's bikeway network into Downtown Cathedral City. Specifically, the proposed improvements along Date Palm Drive would close a critical infrastructure gap by completing missing sidewalks, extending and enhancing existing bikeways, and improving overall multi-modal connectivity. Under current conditions, a northbound bicycle lane is located along Date Palm Drive north of Perez Road. The Proposed Project would extend this existing bicycle lane 0.3-mile south to East Palm Canyon Drive. The proposed improvements would directly expand residential access to the City's Downtown area and primary commercial corridor.

The Proposed Project would directly benefit locally disadvantaged communities by creating new and improved routes that residents will be able to use to walk, bike, and skate to. The proposed Date Palm Drive improvements would help bridge critical gaps in the City's active transportation network by focusing on developing connections from northern-mid Cathedral City to Downtown. There are currently only a number of bike routes and one bike lane that lead into the Downtown area. The proposed improvements would serve to not only improve mobility, but also to increase opportunities for physical activity, and help support the City's local economy.

### 2.2 Project Characteristics

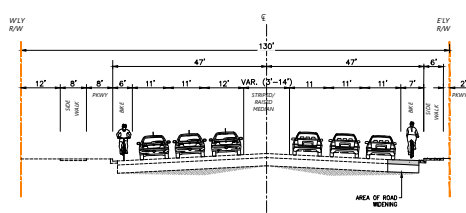
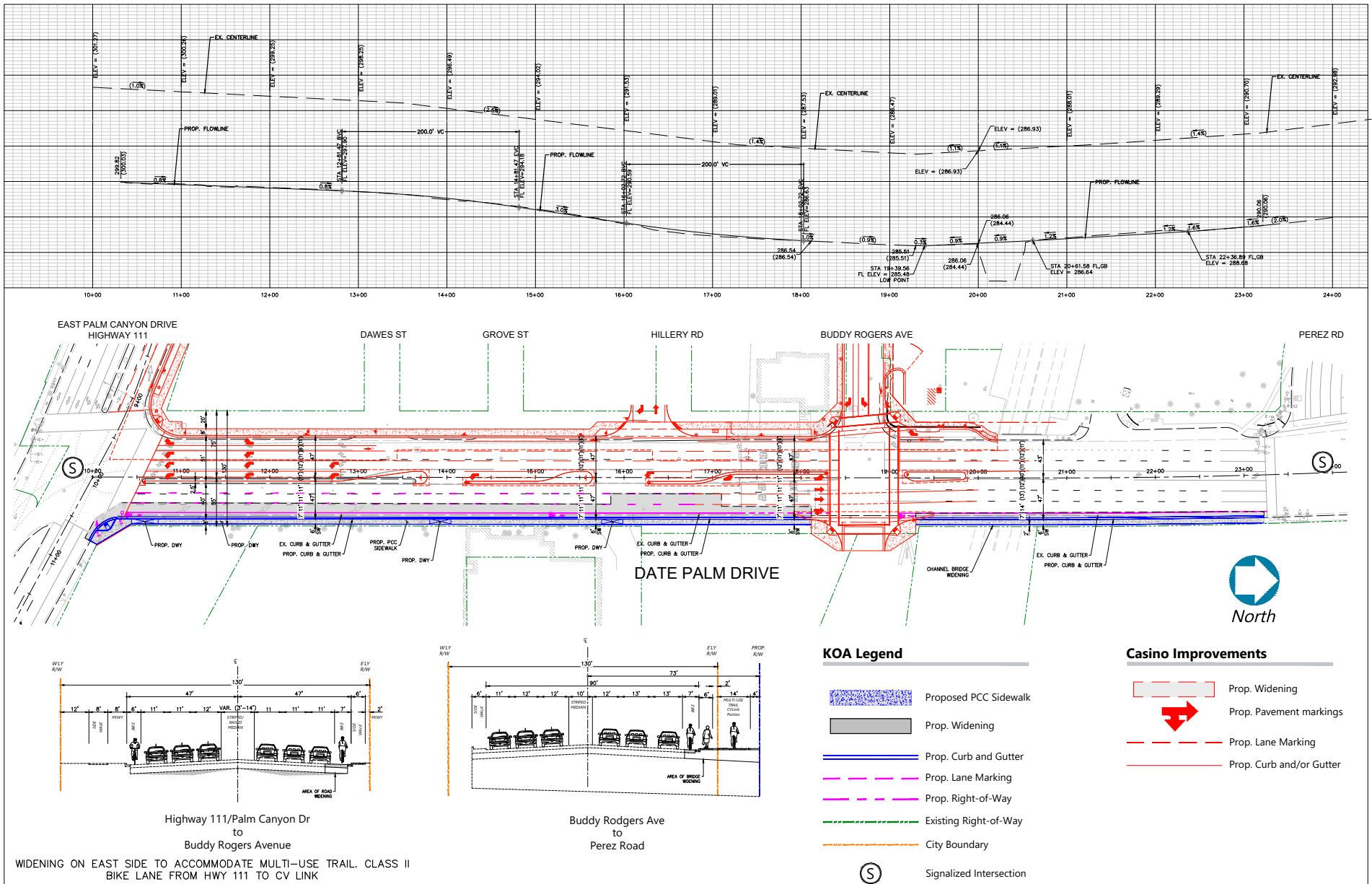
Under the implementation of Coachella Valley Association of Government's (CVAG) regional Active Transportation Plan, CVAG and the City of Cathedral City propose to widen the easterly portion of Date Palm Drive between East Palm Canyon Drive and Perez Road. The Proposed Project is intended to eliminate gaps in the City's bicycle route network and allow non-motorized users to be separated from motorized users, making the roadway a safer place to travel. The Proposed Project would also provide connections to the CV Link trail system. The project alignment includes two segments, the first from East Palm Canyon Drive to Buddy Rogers Avenue and second from Buddy Rogers Avenue to Perez Road.

The first segment includes three travel lanes in each direction separated by a striped/raised median with sidewalks and bicycle lanes in both directions. The second segment includes three travel lanes in each direction separated by a striped median with sidewalks in both directions, and a bicycle lane in the northbound direction. The project would add a third northbound through lane, bicycle lane, and sidewalk per the City of Cathedral City General Plan's Arterial Highway 126-foot road section (Figure 3. Conceptual Site Plan).

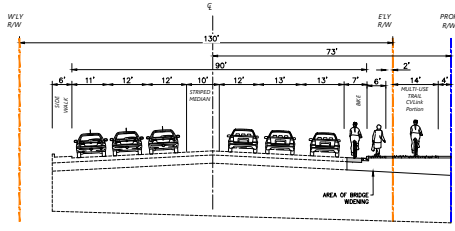
The existing bridge over the North Cathedral Canyon Flood Control Channel (State Br. No. 56C0195) would consequently need to be widened by approximately 11 feet. The bridge was constructed with cast-in-place, reinforced concrete "T" beam girders. The bridge consists of two-spans separated by 22 feet and supported on two reinforced concrete seated abutments. The bridge length is approximately 47 feet. All of the proposed improvements will be within the City right-of-way (ROW).

## 2.3 Project Timing

Project construction would begin in 2022 with a duration of approximately 9 months.



Highway 111/Palm Canyon Dr  
to  
Buddy Rogers Avenue



Buddy Rodgers Ave  
to  
Perez Road

- KOA Legend**
- Proposed PCC Sidewalk
  - Prop. Widening
  - Prop. Curb and Gutter
  - Prop. Lane Marking
  - Prop. Right-of-Way
  - Existing Right-of-Way
  - City Boundary
  - Signaled Intersection

- Casino Improvements**
- Prop. Widening
  - Prop. Pavement markings
  - Prop. Lane Marking
  - Prop. Curb and/or Gutter

WIDENING ON EAST SIDE TO ACCOMMODATE MULTI-USE TRAIL. CLASS II BIKE LANE FROM HWY 111 TO CV LINK

## 2.4 Regulatory Requirements, Permits, and Approvals

No approvals or regulatory permits would be required for implementation of the Proposed Project.

## 2.5 Consultation With California Native American Tribe(s)

The following California Native American tribes traditionally and culturally affiliated with the project area have been notified of the project:

- Soboba Band of Luiseño Indians
- Agua Caliente Band of Cahuilla Indians
- Morongo Band of Mission Indians
- Twenty-Nine Palms Band of Mission Indians
- Torres Martinez Desert Cahuilla Indians

Assembly Bill (AB) 52 consultation is ongoing as of the release of this Draft IS/MND (February 2021). The results of the AB 52 consultation will be included as part of the Final IS/MND. A summary of the consultation process thus far is provided in Section 4.18 of this Initial Study.

## SECTION 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

### 3.1 Environmental Factors Potentially Affected

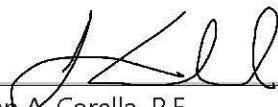
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

#### Determination

On the basis of this initial evaluation:

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

  
John A. Corella, P.E.  
Director of Engineering/Public Works

Date  
02-24-2021

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## SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

### 4.1 Aesthetics

#### 4.1.1 Environmental Setting

##### Regional Setting

Cathedral City is part of a larger desert environment that is characterized by extreme elevation variations and a unique arrangement of a low-lying desert floor surrounded by steep, rocky slopes that rise more than 11,000 above sea level. The terrain is visually dramatic, and scenic views are a highly valued community asset. The natural landscape and expansive viewsheds are an important part of the region's identity as a resort destination and an integral part of the economy that is largely based on tourism and outdoor recreation (City of Cathedral City 2019a).

The City's scenic resources are varied and diverse, including the Cathedral Cove nestled in the foothills and the expansive backdrop of the Santa Rosa Mountains. The valley floor and the rising terrain of Edom Hill and the Indio Hills provide another different landscape. The rising terrain of the San Jacinto, San Bernardino, and Little San Bernardino Mountains add to the unique desert panorama. The City's scenic resources also include varied streetscapes and parks and open space. Protection of these resources is important to preserving the City's scenic corridors and unique quality of life (City of Cathedral City 2019a). The City has also designated certain major arterials as Image Corridors, including Date Palm Drive.

##### *State Scenic Highways*

The California Scenic Highway Program protects and enhances the scenic beauty of California's highways and adjacent corridors. A highway can be designated as scenic based on how much natural beauty can be seen by users of the highway, the quality of the scenic landscape, and if development impacts the enjoyment of the view. The Project site is located adjacent to East Palm Canyon Drive, an Eligible State Scenic Highway – Not Officially Designated. The Project site is not within or adjacent to a state scenic highway (Caltrans 2019).

##### Visual Character of the Project Site

The project site is relatively flat and consists of a 0.3-mile portion of Date Palm Drive between East Palm Canyon Drive and Perez Road. Date Palm Drive provides three travel lanes each in the northbound and southbound directions. The site also includes an existing bridge over the North Cathedral Canyon Flood Control Channel (State Br. No. 56C0195). The existing bridge is a two-span reinforced concrete slab bridge that is supported by two diaphragm type abutments and a middle pier wall. The bridge length is approximately 50 feet.

#### 4.1.2 Aesthetics (I) Environmental Checklist and Discussion

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

##### Less than Significant Impact.

Natural scenic vistas in the City include the Santa Rosa, San Jacinto, and Little San Bernardino Mountains. Some of the more notable scenic vistas in the City include the Cathedral Cove located in the foothills and the expansive backdrop of the Santa Rosa Mountains just south of the City limits. To the north and east, scenic vistas include Edom Hill, Indio Hills, and the rising terrain of the San Jacinto, San Bernardino, and Little San Bernardino Mountains (City of Cathedral City 2019b). These resources are prominently visible along Date Palm Drive, which is designated by the City as an Image Corridor.

Short-term construction activities could potentially temporarily degrade the existing visual character and quality of the site and surroundings. In all, the Proposed Project would involve grading activities and construction of roadway, sidewalks, storm drainage infrastructure, and utility installation. During the construction phase, various equipment, vehicles, building materials, stockpiles, disposal receptacles, and related activities could be potentially visible from several vantage points near the project site. However, construction-related activities would be short-term and temporary in nature. Once completed, all general construction activities would cease, along with any construction-related aesthetic impacts.

Upon completion, the addition of the Proposed Project would not negatively impact views of the surrounding areas. In time, the construction of the Project would provide people more opportunities to experience views of the mountains than under current conditions. Since the proposed improvements are compatible with the existing roadway, the aboveground improvements are anticipated to have a positive aesthetic impact along Date Palm Drive. Impacts to scenic vistas would be less than significant.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

##### No Impact.

The Proposed Project would not significantly damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings on or within one mile of a state scenic highway. The Project is not located within one mile of an officially designated as a state scenic highway (Caltrans 2020). Therefore, no impact will occur.

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<b>Except as provided in Public Resources Code Section 21099, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**Less than Significant Impact.**

As described above, the addition of the Proposed Project would not negatively impact views of the surrounding areas. In time, the construction of the Project would provide people more opportunities to experience views of the mountains than under current conditions. The aboveground improvements are anticipated to have a positive aesthetic impact along Date Palm Drive. Impacts to scenic vistas would be less than significant.

<b>Except as provided in Public Resources Code Section 21099, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Would the project 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"/>

**Less than Significant Impact.**

The Proposed Project would involve widening the eastern portion of Date Palm Drive between East Palm Canyon Drive and Perez Road to accommodate new curb and gutter, sidewalk, and Class II bike lanes. The Project would also widen the existing bridge over the North Cathedral Canyon Flood Control Channel. The Project would include street lighting, but would not introduce substantial light or glare which would adversely affect day or nighttime views in the area. In addition, construction work would be limited to daytime hours; thereby eliminating the need for construction lighting. Impacts would be less than significant.

**4.1.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

## 4.2 Agriculture and Forestry Resources

### 4.2.1 Environmental Setting

"Forest land" as defined by Public Resources Code Section 12220(g) is "...land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."

"Timberland" as defined by Public Resources Code Section 4526 means "...land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis."

"Timberland zoned Timberland Production" is defined by Public Resources Code Section 51104(g) as "...an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision h."

According to the California Department of Conservation (DOC) Important Farmland Finder, the Project site is classified as Urban and Built-Up Land, Grazing Land and Other Land. The Project site is not located on or near Prime Farmland, nor is it under a Williamson Act Contract (DOC 2020).

### 4.2.2 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### No Impact.

The Proposed Project does not include prime or unique farmland or other farmland of statewide or local importance as identified on the by the California Department of Conservation (DOC 2020). Therefore, no impact would occur.

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**No Impact.**

The Project site and surrounding areas are not zoned for agricultural use (City of Cathedral City 2019a). Therefore, the Project would not conflict with any agricultural land use or Williamson Act land conservation contract. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**No Impact.**

The Project area consists of a public right-of-way and does not contain forest land. The Proposed Project would not conflict with any existing zoning, or cause rezoning of, forest land, timberland, or timber land production. Therefore, no impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**No Impact.**

As stated above, the Project area does not contain forest land and would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**No Impact.**

The majority of the land surrounding the Project site is classified as Urban and Built-Up Land and Other Land. Some of the land adjacent to the Project to the south is developed with commercial structures. There would be no other changes that, due to their location or nature, could result in the conversion of farmland to non-agricultural uses or forest land to non-forest use. There are no agricultural uses or forest land currently in the vicinity of the Project. Therefore, no impact would occur.

**4.2.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.3 Air Quality**

**4.3.1 Environmental Setting**

The Project site is located in the Riverside County portion of the Salton Sea Air Basin (SSAB). The SSAB encompasses the southeast portion of Riverside County, as well as the entirety of Imperial County, and is generally an arid desert region with a significant portion located below sea level. A semi-permanent high-pressure cell blocks mid-latitude storms and causes sunny skies most of the time. The SSAB is characterized by an arid climate. Air temperature often ranges from warm to hot during the spring and summer. The region also experiences surface inversions almost every day of the year. These inversions are caused by the presence of the region's typical subtropical high-pressure cell, which causes the air mass aloft to sink. Air masses are large bodies of air with similar temperature and moisture content. An air mass aloft refers to the higher-altitude air mass which inductively suggests that there is a separate (and thus different in temperature and moisture content) air mass at ground level. This stable atmospheric condition, known as a subsidence inversion, becomes a nearly impenetrable barrier to the vertical mixing of pollutants. These inversions often last for long periods of time, which allows for air stagnation and the buildup of pollutants. During the winter, the area experiences radiation inversions in which the air near the ground surface cools by radiation, whereas the air higher in the atmosphere remains warmer. A shallow inversion layer is created between the two layers and precludes the vertical dispersion of air, thus trapping pollutants. Highest ozone levels are often associated with subsidence inversions.

Both the US Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects

associated with each pollutant. The ambient air quality standards cover what are called “criteria” pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O<sub>3</sub>), carbon monoxide (CO), particulate matter (PM), nitrogen oxides (NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The Riverside County portion of the SSAB is designated as a nonattainment area for O<sub>3</sub> and coarse particulate matter (PM<sub>10</sub>) under both federal and state standards (CARB 2019).

The local air quality regulating authority regulating the Riverside County portion of the Proposed Project is the South Coast Air Quality Management District (SCAQMD). The SCAQMD’s primary responsibility is ensuring that the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are attained and maintained in the Riverside County portion of the SSAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The following is a list of noteworthy SCAQMD rules that are required of construction activities associated with the Proposed Project:

- **Rule 201 & Rule 203 (Permit to Construct & Permit to Operate)** – Rule 201 requires a “Permit to Construct” prior to the installation of any equipment “the use of which may cause the issuance of air contaminants . . .” and Regulation II provides the requirements for the application for a Permit to Construct. Rule 203 similarly requires a Permit to Operate.
- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible PM are prohibited from crossing any property line. This rule is intended to reduce PM<sub>10</sub> emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM<sub>10</sub> suppression techniques are summarized below.
  - a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

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- b) All onsite roads will be paved as soon as feasible or watered periodically or chemically stabilized.
  - c) All material transported offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
  - d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
  - e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.
- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

**4.3.2 Air Quality (III) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the NAAQS and CAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the Project site is located within the Riverside County portion of the SSAB (Coachella Valley), which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal Clean Air Act (CAA), to reduce emissions of criteria pollutants for which this region is in nonattainment. In order to reduce emissions for which the Coachella Valley is in nonattainment, the SCAQMD has adopted the 2016 Air Quality Management Plan (AQMP) and Coachella Valley PM<sub>10</sub> State Implementation Plan (Coachella Valley PM<sub>10</sub> SIP). These air quality plans establish programs of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national ambient air quality standards. Pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the Southern California Association of Governments'

(SCAG's) latest Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. According to the SCAQMD, in order to determine consistency with SCAQMD's air quality planning 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 or cause or contribute to new air quality violations?*

As shown in Tables 4.3-1 and 4.3-2 below (see Impact b)), the Proposed Project would result in emissions that would be below the SCAQMD regional and localized thresholds during construction, and would not be a source of operational emissions. Therefore, the Proposed Project would not result in an increase in the frequency or severity of existing air quality violations and would not have the potential to cause or affect a violation of the ambient air quality standards.

- b) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP or Coachella Valley PM<sub>10</sub> SIP?*

As shown in Table 4.3-1 below, the Proposed Project would be below the SCAQMD regional thresholds for construction. Because the Project would result in less than significant regional emission impacts, it would not delay the timely attainment of air quality standards or AQMP emissions reductions.

*Criterion 2:*

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within Riverside County 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 its air quality planning documents. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP or Coachella Valley PM<sub>10</sub> SIP 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 2016 AQMP or Coachella Valley PM<sub>10</sub> SIP?*

A project is consistent with regional air quality planning efforts in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the SCAQMD air quality plans. Generally, three sources of data form the basis for the projections of air pollutant

emissions in Cathedral City. Specifically, SCAG's *Growth Management* Chapter of the Regional Comprehensive Plan and Guide (RCPG) provides regional population forecasts for the region and SCAG's 2016 RTP/SCS provides socioeconomic forecast projections of regional population growth. The Cathedral City General Plan is referenced by SCAG in order to assist forecasting future growth in the City.

The Project proposes to install alternative transportation improvements (bike lane and sidewalks). It does not involve the development of new housing or employment centers. As such, the Project would not be contributing to an increase in population, housing or employment growth. Therefore, the Project would not conflict with the land use assumptions or exceed the population or job growth projections used by SCAQMD to develop the 2016 AQMP and Coachella Valley PM<sub>10</sub> SIP.

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

In order to further reduce emissions, the Proposed Project would be required to comply with emission reduction measures promulgated by the SCAQMD, such as SCAQMD Rules 402 and 403. SCAQMD Rule 402 prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. SCAQMD Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM<sub>10</sub> emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. As such, the Proposed Project meets this consistency criterion.

*c) Would the project be consistent with the land use planning strategies set forth by SCAQMD air quality planning efforts?*

The determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality. As shown in Tables 4.3-1 and 4.3-2 below, the Proposed Project would not exceed applicable SCAQMD thresholds of significance during construction and operation. The Proposed Project would not result in a long-term impact on the region's ability to meet state and federal air quality standards. The Proposed Project's long-term influence would also be consistent with the goals, objectives, and strategies of the SCAQMD's 2016 AQMP and Coachella Valley PM<sub>10</sub> SIP.

The Project would be consistent with the emission-reduction goals of the 2016 AQMP and Coachella Valley PM<sub>10</sub> SIP. There is no impact.

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**Less than Significant Impact.**

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

**Construction Emissions**

*Regional Construction Emissions Analysis*

Construction associated with the Proposed Project would generate short-term emissions of criteria air pollutants, including reactive organic gas (ROG), CO, NO<sub>x</sub>, PM<sub>10</sub>, and fine particulate matter (PM<sub>2.5</sub>). Construction-generated emissions are temporary and short-term but have the potential to represent a significant air quality impact. Three basic sources of short-term emissions would be generated through construction of the Proposed Project: operation of the construction vehicles (i.e., tractors, trenchers, pavers), the creation of fugitive dust during clearing and grading, and the use of asphalt or other oil-based substances during paving activities. Construction activities would be subject to SCAQMD Rule 403, which requires taking reasonable precautions to prevent the emissions of fugitive dust, such as using water or chemicals, where possible, for control of dust during the clearing of land and other construction activities. Further, the Project would be required to adhere to SCAQMD Rule 403.1. This rule is a supplemental rule to Rule 403 and is applicable to man-made sources of fugitive dust in the Coachella Valley, which encompasses the Proposed Project. The purpose of this rule is to reduce fugitive dust and resulting PM<sub>10</sub> emissions from man-made sources in the Coachella Valley. Rule 403.1 requires a Fugitive Dust Control Plan approved by SCAQMD, or an authorized local government agency, prior to the initiation of any construction/earth-moving activity. These requirements are only applicable to construction projects with 5,000 or more square feet of surface area disturbance.

Rule 403.1 contains additional provisions specific to the Coachella Valley Blowsand Zone, which includes the Project site. For instance, any person involved in active operations in the Coachella Valley Blowsand Zone must stabilize new man-made deposits of bulk material within 24 hours of making such bulk material deposits. Examples of approved stabilization procedures include the application of water to at least 70 percent of the surface area of any bulk material deposits at least 3 times daily, and the installation of wind breaks of such design so as to reduce maximum wind gusts to less than 25 miles per hour in the area of the bulk material deposits.

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Construction-generated emissions associated the Proposed Project were calculated using the CARB-approved California Emissions Estimator Model (CalEEMod) computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See Appendix A for more information regarding the construction assumptions, including construction equipment and duration, used in this analysis.

Predicted maximum daily construction-generated emissions for the Proposed Project are summarized in Table 4.3-1. Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

<b>Table 4.3-1. Construction-Related Emissions (Regional Significance Analysis)</b>						
<b>Construction Year</b>	<b>Pollutant (pounds per day)</b>					
	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Project Construction	6.25	10.33	8.23	0.02	1.51	0.63
<i>SCAQMD Regional Significance Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b>Exceed SCAQMD Regional Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.

Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied.

Emissions estimates account for the site preparation of 43,124 square feet.

Emissions were taken from summer or winter, whichever is greater.

As shown in Table 4.3-1, emissions generated during Project construction would not exceed the SCAQMD's regional thresholds of significance. Therefore, criteria pollutant emissions generated during Project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard. This impact is less than significant.

#### *Localized Construction Emissions Analysis*

The nearest sensitive land use to the Project site is the Second Street Park located west of the north-central portion of the Project site. In order to identify localized, air toxic-related impacts to sensitive receptors, the SCAQMD recommends addressing Localize Significance Thresholds (LSTs) for construction. 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 impacts associated with Project-specific level proposed projects.

For this Project, the appropriate Source Receptor Area (SRA) for the localized significance thresholds is the Coachella Valley, SRA 30. LSTs apply to CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. As previously described, the SCAQMD

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has produced lookup tables for projects that disturb one, two, and five acres. The Project site spans approximately 43,124 square feet, or 0.99 acre. Thus, the LST threshold value for a one-acre site was employed from the LST lookup tables.

LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. The nearest activity area associated with the park is the tennis court facility positioned approximately 67 meters (220 feet) from the Project site. In order to provide a conservative analysis, the LSTs for receptors located at 50 meters were utilized in this analysis. The SCAQMD's methodology clearly states that "offsite mobile emissions from a project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "onsite" emissions outputs were considered. Table 4.3-2 presents the results of localized emissions. The LSTs reflect a maximum disturbance of the entire Project site daily at 50 meters from sensitive receptors.

<b>Table 4.3-2. Construction-Related Emissions (Localized Significance Analysis)</b>				
<b>Activity</b>	<b>Pollutant (pounds per day)</b>			
	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Project Demolition	7.87	7.62	1.33	0.57
Project Site Preparation	8.43	4.09	0.54	0.33
Project Grading	7.87	7.62	0.76	0.60
Facility Installation	7.22	7.11	0.39	0.36
<i>SCAQMD Localized Significance Threshold (1.0 acre of disturbance)</i>	166	1,387	13	5
<b>Exceed SCAQMD Localized Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.

Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied.

Emissions estimates account for the demolition of 43,124 square feet of asphalt, which is conservative since this is the area of the entire Project site.

Emissions estimates account for the site preparation of 43,124 square feet.

Emissions were taken from summer or winter, whichever is greater.

Table 4.3-2 shows that the emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during construction activities. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. The Environmental Justice Program is divided into three categories, with the LST protocol promulgated under Category I: *Further-Reduced Health Risk*. Thus, the fact that onsite Project construction emissions would be generated at rates below the LSTs for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> demonstrates that the Project would not adversely impact Project vicinity receptors. This impact is less than significant.

## Long-Term Operational Emissions

### *Regional Operational Emissions Analysis*

The Proposed Project would not include the provision of new permanent stationary or mobile sources of emissions, and therefore, by its very nature, would not generate quantifiable air quality emissions from Project operations. The Project does not propose any buildings and therefore no permanent source or stationary source emissions. Once the Project is completed, there will be no resultant increase in automobile trips. No impact would occur.

### *Localized Operational Emissions Analysis*

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operations of a project only if the project includes stationary sources or attracts substantial amounts of heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Proposed Project does not include such uses. Therefore, in the case of the Proposed Project, the operational LST protocol is not applied. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### **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 age 65, children under age 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive land use to the Project site is Second Street Park located west of the north-central portion of the Project site.

### *Construction-Generated Air Contaminants*

Construction-related activities would result in temporary, short-term Project-generated emissions of diesel particulate matter (DPM), ROG, NO<sub>x</sub>, CO, and PM<sub>10</sub> from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; and other miscellaneous activities. The portion of the SSAB which encompasses the Project area is designated as a nonattainment area for federal O<sub>3</sub> and PM<sub>10</sub> standards and is also a nonattainment area for the state standards for O<sub>3</sub> and PM<sub>10</sub> standards (CARB 2019). Thus, existing O<sub>3</sub> and PM<sub>10</sub> levels in the SSAB are at unhealthy levels during certain periods. However, as shown in Table 4.3-1 and Table 4.3-2, the Project would not exceed the SCAQMD regional or localized significance thresholds for emissions.

The health effects associated with O<sub>3</sub> are generally associated with reduced lung function. Because the Project would not involve construction activities that would result in O<sub>3</sub> precursor emissions (ROG or NO<sub>x</sub>) in excess of the SCAQMD thresholds, the Project is not anticipated to substantially contribute to regional O<sub>3</sub> concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in CO emissions in excess of the SCAQMD thresholds. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary toxic air contaminant (TAC) of concern. Based on the emission modeling conducted, the maximum onsite construction-related daily emissions of exhaust PM<sub>2.5</sub>, considered a surrogate for DPM, would be 0.44 pounds per day (see Appendix A). PM<sub>2.5</sub> exhaust is considered a surrogate for DPM because more than 90 percent of DPM is less than 1 micron in diameter and therefore is a subset of particulate matter under 2.5 microns in diameter (i.e., PM<sub>2.5</sub>). Most PM<sub>2.5</sub> derives from combustion, such as use of gasoline and diesel fuels by motor vehicles. As with O<sub>3</sub> and NO<sub>x</sub>, the Project would not generate emissions of PM<sub>10</sub> or PM<sub>2.5</sub> that would exceed the SCAQMD's thresholds. Accordingly, the Project's PM<sub>10</sub> and PM<sub>2.5</sub> emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, the Project would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. A less than significant impact would occur.

#### *Operational Air Contaminants*

Operation of the proposed Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the Project; nor would the Project attract mobile sources that spend long periods queuing and idling at the site. There is no impact.

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

According to the SCAQMD, land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Proposed Project does not include any uses identified by the SCAQMD as being associated with odors. During construction, the Proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. There is no impact.

#### 4.3.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

### 4.4 Biological Resources

#### 4.4.1 Environmental Setting

ECORP performed a biological reconnaissance survey of the project site on December 17, 2020. The Project site is located within an urban environment that is generally subjected to repeated and ongoing disturbance from human activities. The Project site was generally classified as disturbed and developed/landscaped. No native vegetation communities were present on the Project site. No special-status habitats or vegetation communities were observed on or near the Project site.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Less than Significant with Mitigation Incorporated.

##### *Special-Status Plants and Wildlife*

No special-status species are expected to occur on site and no impacts to special-status species are expected.

##### *Raptors and Migratory Birds*

All raptor species are protected from "take" pursuant to California Fish and Game Code Section 3503.5. Raptors and songbirds are protected by the Migratory Bird Treaty Act (MBTA). Trees (native and nonnative), power poles, and other structures (e.g., transmission lines, cellular towers) that provide suitable nesting substrates for raptors and songbirds were relatively abundant within and adjacent to the Project site. These substrates may also provide hunting perches for larger raptors. No nesting birds were observed during the survey, however, is likely that raptors and songbirds could use the Project site for nesting activities. Raptors in the area typically breed between February and August while songbirds protected under the MBTA generally nest between March and August. Implementation of Mitigation Measure **BIO-1** would reduce impacts to less than significant.

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Project site is not located within any United States Fish and Wildlife Service (USFWS) designated critical habitat. However, designated critical habitat for Peninsular bighorn sheep (*Ovis canadensis nelsoni*) is located approximately 1.4 miles south of the Project site. Although the Project site supported three solitary mule fat and two small solitary cottonwood trees associated with the blue elderberry stands vegetation community, blue elderberry stands are not considered a sensitive community that would need to be preserved. The blue elderberry stands habitat does not provide suitable nesting habitat for riparian obligate special-status species, such as least Bell's vireo and southwestern willow flycatcher, because it is not dense enough and does not support a dense understory. No impacts to sensitive natural communities are anticipated to result from the development of the Proposed Project.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**No Impact.**

The Proposed Project alignment crosses over a man-made hard bottomed channel (North Cathedral Canyon Flood Control Channel). The characteristics observed within this feature suggests that it likely conveys surface water and run off during periods of high precipitation and could be jurisdictional to California Department of Fish and Wildlife (CDFW). This drainage could be considered an aquatic resource that could be jurisdictional to CDFW and associated streambeds may be jurisdictional to the USACE under Section 404 of the Clean Water Act (CWA), CDFW under the California Fish and Game Code, and Regional Water Quality Control Board (RWQCB) under Section 401 of the CWA.

The Project does not include any construction within the drainage. No impact would occur.

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Project site is located immediately adjacent to areas containing existing disturbances (e.g., paved roads and residential developments). The site is exposed but does contain a one small drainage that could support wildlife movement through the area. However, the site's value as a corridor is lessened by the fact that it borders residential and commercial developments. No migratory wildlife corridors or native wildlife nursery sites were identified within the Project site. No impacts to these resources are expected to occur during the development of the Proposed Project.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The City does not have a tree preservation or similar ordinance that protects trees in general or particular biological resources. However, the City is a Permittee to the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) and it cooperates with the Agua Caliente Band of Cahuilla Indians to assure development projects on tribal lands in the City abide by the provisions of the Tribal Habitat Conservation Plan (HCP) (City of Cathedral City 2019a). As discussed above in 4.4.2 a) – d), the Project site is generally classified as disturbed and developed/landscaped. No impacts to special-status species are expected. The Proposed Project would comply with provisions of the CVMSHCP and Tribal HCP. No impact would occur.

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Proposed Project lies within the boundary of the CVMSHCP, which provides the framework and guidelines for conservation of habitats and natural communities within the area. The Project site is not located within and does not share a common boundary with any of the CVMSHCP Conservation Areas. As discussed above in 4.4.2 a) – d), the Project site is generally classified as disturbed and developed/landscaped. No impacts to special-status species are expected. The Project would comply with provisions of the CVMSHCP. No impact would occur.

**4.4.2 Mitigation Measures**

**BIO-1:** If construction or other project activities are scheduled to occur during the bird breeding season (February through August for raptors and March through August for songbird species), a pre-construction nesting bird survey shall be conducted by a qualified biologist. The survey shall be completed no more than 7 days prior to initial ground disturbance. The nesting bird survey shall include the project site and adjacent areas where project activities have the potential to cause nest failure. If an active nest is identified, a qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities will need to be avoided within any disturbance limit buffer zones until the nest is deemed no longer active by the biologist.

**4.5 Cultural Resources**

**4.5.1 Environmental Setting**

A Cultural Resources Inventory Report was prepared by ECORP Consulting, Inc. (ECORP) (Appendix B) for the Proposed Project to determine if cultural resources were present in or adjacent to the Project site and assess the sensitivity of the Project site for undiscovered or buried cultural resources. The cultural context of the Project site including regional and local prehistory, ethnography, and regional and Project site histories can be found in the report in Appendix B.

A survey of the Project site was conducted on November 16, 2020 to identify potentially eligible cultural resources (archaeological sites and historic-period buildings, structures, and objects) that could be affected by the Project. A records search of the California Historical Resources Information System (CHRIS) was requested by ECORP from the Eastern Information Center (EIC) staff of the CHRIS at the University of California, Riverside on November 18, 2020. The purpose of the records search is to determine the extent of previous surveys within a 0.5-mile (800-meter) radius of the Project site, and whether previously

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documented pre-contact or historic archaeological sites, or architectural resources exist within this area. Materials reviewed included reports of previous cultural resources investigations, archaeological site records, historical maps, and listings of resources on the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), California Points of Historical Interest, California Landmarks, and National Historic Landmarks.

Due to COVID-19 restrictions, all records searches are performed in-house by EIC staff. Due to the backlog created by these restrictions, the records search included reports and resources located within a 0.5-mile radius of the Project site instead of the usual 1-mile radius. Further, maps with locations of previously recorded resources and cultural studies conducted within the Project site (and the 0.5 mile radius) were not provided. Therefore, ECORP staff compared the documents provided by the EIC against the Project site map.

In addition to the records search, ECORP contacted the California Native American Heritage Commission (NAHC) on November 18, 2020, to request a search of the Sacred Lands File for the Project site (Appendix B). This search helps to determine whether or not Sacred Lands have been recorded by California Native American tribes within the Project site. The Sacred Lands File is populated by members of the Native American community who have knowledge about the locations of tribal resources. In requesting a search of the Sacred Lands File, ECORP solicited information from the Native American community regarding tribal cultural resources, but the responsibility to formally consult with the Native American community lies exclusively with the federal and local agencies under applicable state and federal law.

#### **4.5.2 Cultural Resources (V) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

#### **No Impact.**

The records search results indicated that 39 previous cultural resources investigations have been conducted within 0.5 mile of the property, covering approximately 60 percent of the Project site. The previous studies were conducted between 1972 and 2017. The records search also determined that 73 previously recorded cultural resources are located within 0.5 mile of the Project site (Table 2 of Appendix B). These consist of three utility lines, two roads, a refuse deposit, an R.V. resort, and 64 structures including single and multi-family residences, commercial buildings, and apartment complexes.

The results of the Sacred Lands File search by the NAHC were received on November 23, 2020. The search of the Sacred Lands File was negative and failed to indicate the presence of Native American Sacred Lands in the Project area. A record of all correspondence is provided in Attachment A of Appendix B.

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One cultural resource was identified during the field survey: DP-001. Two potential resources, the North Cathedral Canyon Flood Control Channel and the bridge over it (State Br. No. 56C0195), were identified during survey. A literature review revealed the channel and the bridge to be modern, and thus not included as resources. DP-001 was evaluated under CRHR criteria and determined not eligible for inclusion in the CRHR under any criteria. The Proposed Project would therefore not adversely impact any Historical Resources as defined by CEQA. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**Less than Significant with Mitigation Incorporated.**

Underlying sediments withing the Project site consist of Holocene alluvial sand and gravel of stream washes and major creeks and of valley areas. At the time of the field survey, the majority of the Project site was developed. No cultural materials or signs of subsurface cultural deposits were identified. Thus, although there is always the potential for unanticipated resources to be buried below the surface with no surface manifestations present, for this Project site, the potential for subsurface resources is considered low.

Although the archaeological sensitivity is low, there always remains the potential for additional ground-disturbing activities to expose previously unrecorded cultural resources. CEQA requires the Lead Agency to address any unanticipated cultural resource discoveries during Project construction. Impacts would be less than significant with incorporation of Mitigation Measure **CUL-1**.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**Less than Significant with Mitigation Incorporated.**

No human remains or dedicated cemeteries were identified during the records search and field survey completed for the Proposed Project. However, the possibility exists that human remains could be uncovered during construction of the Proposed Project. Implementation of Mitigation Measures **CUL-1** would ensure that impacts to human remains are less than significant.

**4.5.3 Mitigation Measures**

**CUL-1:** If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional

archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for pre-contact and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the City of Riverside, and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Riverside County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

## 4.6 Energy

### 4.6.1 Environmental Setting

#### Introduction

Energy consumption is analyzed in this Initial Study due to the potential direct and indirect environmental impacts associated with the Project. Such impacts include the depletion of nonrenewable resources (oil, natural gas, coal, etc.) and emissions of pollutants during the construction phase. The impact analysis focuses on the source of energy that is relevant to the Proposed Project: the equipment-fuel necessary for Project construction.

#### Fuel Consumption

Fuel consumption in Riverside County from 2015 to 2019 is shown in Table 4.6-1. Fuel consumption has remained constant since 2015.

Table 4.6-1. Fuel Consumption in Riverside County 2015-2019	
Year	Fuel Consumption (Gallons)
2019	1,004,646,301
2018	1,013,908,233
2017	1,022,102,628
2016	1,050,087,768
2015	1,005,360,400

Source: CARB 2017

### 4.6.2 Energy (VI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

#### Less than Significant Impact.

The impact analysis focuses on the source of energy that is relevant to the Proposed Project: the equipment-fuel necessary for Project construction. Addressing energy impacts requires an agency to make a determination as to what constitutes a significant impact. There are no established thresholds of significance, statewide or locally, for what constitutes a wasteful, inefficient, and unnecessary consumption

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of energy for a proposed land use project. For the purpose of this analysis, the amount of fuel necessary for Project construction is calculated and compared to that consumed in Riverside County. The amount of total construction-related fuel use was estimated using ratios provided in the Climate Registry's General Reporting Protocol for the Voluntary Reporting Program, Version 2.1. Energy consumption associated with the proposed Project is summarized in Table 4.6-2.

<b>Table 4.6-2. Project Fuel Consumption</b>		
<b>Fuel Consumption</b>	<b>Annual Consumption</b>	<b>Percentage Increase Countywide</b>
Project Construction	1,402 gallons	0.0001 percent

Source: Climate Registry 2016, see Appendix A.

Notes: The Project increases in automotive fuel consumption are compared with the countywide fuel consumption in 2019.

As shown, the Project's gasoline fuel consumption during the one-time construction period is estimated to be 1,402 gallons of fuel, which would increase the annual countywide gasoline fuel use in the county by 0.0001 percent. As such, Project construction would have a nominal effect on local and regional energy supplies. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the state. Construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would judiciously use fuel supplies to minimize costs due to waste and subsequently maximize profits. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and requiring recycling of construction debris, would further reduce the amount of transportation fuel demand during Project construction. For these reasons, it is expected that construction fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

For these reasons, this impact would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

This impact analysis focuses on fuel consumption during the one-time construction period. As discussed above, Project construction would have a nominal effect on local and regional energy supplies. Furthermore, the main goal of the Project is to widen the easterly portion of Date Palm Drive between East Palm Canyon Drive and Perez Road to accommodate a Class II bike lane and sidewalk that would make the area more accessible to cyclists and pedestrians. The Project would support Program 5.A listed in the Cathedral City General Plan Energy and Mineral Resource Element. Program 5.A is intended to facilitate the development of a community wide and regional bike path system to provide residents and

visitors an alternative mode of transportation. Thus, fuel consumption would be reduced within the County. For these reasons there is no impact.

#### **4.6.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

### **4.7 Geology and Soils**

#### **4.7.1 Environmental Setting**

A site-specific geotechnical report was prepared for the Proposed Project by Ninyo & Moore in January 2021 (Appendix C). The report presents data from background review, field exploration, and laboratory testing, provides conclusions regarding the geotechnical conditions at the Project site, and provides recommendations regarding design and construction of the proposed improvements.

#### **Regional Geologic Setting**

The Coachella Valley is located across the boundary of two geologic-geomorphic provinces: the Colorado Desert Province and Peninsula Ranges Province. The Colorado Desert Province is a low-lying desert basin and a depressed block between active branches of the alluvium-covered San Andreas Fault with the southern extension of the Mojave Desert on the east. The Peninsular Ranges Province is a group of mountain ranges separated by northwest trending valleys, sub-parallel to faults branching from the San Andreas Fault. These provinces include low-lying basins, northwest-trending valleys, and mountain ranges.

The Coachella Valley is surrounded by mountain ranges, including the San Bernardino, San Jacinto, Santa Rosa, and Little San Bernardino Mountains. The foothills of the San Bernardino Mountains extend along the northerly, easterly, and southeasterly portion of the Valley. The foothills of the Santa Rosa and San Jacinto Mountains extend along the westerly and southerly portions of the Valley.

#### **Regional Fault Systems**

An “active fault,” according to California Department of Conservation, Division of Mines and Geology, is a fault that has indicated surface displacement within the last 11,000 years. A fault that has not shown geologic evidence of surface displacement in the last 11,000 years is considered “inactive.” Alquist-Priolo earthquake fault zones are regulatory zones surrounding the surface traces of active faults in California. Wherever an active fault exists, if it has the potential for surface rupture, a structure for human occupancy cannot be placed over the fault and must be a minimum distance from the fault (generally fifty feet) (DOC 2020).

The San Andreas Fault System runs through the northeastern portion of the Valley from along the east shore of the Salton Sea to the San Bernardino Mountains at Mission Creek. The San Jacinto Fault System runs along western portion of the San Jacinto Mountains but is very active and capable of generating strong ground shaking in the Coachella Valley. Both fault systems have complex structural characteristics and slip rates. The nearest fault to the project site is a portion of the San Jacinto Fault located approximately five miles west of the site. The Project site is not located within an Alquist-Priolo Earthquake Fault and no known earthquake faults traverse the Project site (City of Cathedral City 2019a).

## Soils

According to the National Resource Conservation Service (NRCS)'s Web Soil Survey website (NRCS 2020), two soil types are located within the Project site: Carsitas and Myoma. Carsitas gravelly sand is formed in alluvium from granitic and/or gneissic rocks. These soils are found on alluvial fans, fan aprons, and drainageways with slopes ranging from 0 to 30 percent. Only a C horizon (0 to 60 inches) is present in this series consisting of gravelly sand and gravelly coarse sand. Myoma series fine sand is formed in sand blown from recent alluvium. Only a C horizon is present (0 to 60 inches) and after 30 inches the soil becomes strongly alkaline.

### 4.7.2 Geology and Soils (VII) Environmental Checklist and Discussion

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

- i) **Less than Significant with Mitigation Incorporated.** Intense ground shaking in the City could occur during an earthquake event on the San Andreas, Garnet, or San Jacinto Faults, or other nearby faults. The Project site is not located within a State of California Earthquake Fault Zone. However, like the majority of Southern California, the site is located in a seismically active area and the potential for strong ground motion is considered significant during the design life of the proposed improvements. The nearest known active fault is the San Andreas Fault, located approximately five miles east of the Project site (Appendix C). The San Andreas Fault is capable of generating an M 7.5 earthquake, and the San Jacinto Fault is capable of generating an M 7.2 earthquake (Appendix C; City of Cathedral City 2019b). Seismic ground-shaking could pose hazards to existing and future development in the City, including damage to building foundations, frames, walls and columns, windows, chimneys, and ceilings, as well

as improvements like roads, railroads, subsurface pipes, bridges, and utility infrastructure (City of Cathedral City 2019b).

Design of the Proposed Project would follow the recommendations of a registered civil, structural engineer and/or engineering geologist and at a minimum meet current building standards and codes including those associated with protection from anticipated seismic events. The site-specific geotechnical report provides a series of recommendations related to seismic design parameters (Appendix C). With implementation of Mitigation Measure **GEO-1**, impacts would be less than significant.

- ii) **Less than Significant with Mitigation Incorporated.** As discussed above, in the event of an earthquake strong ground shaking is expected to occur on the Project site. The Proposed Project would not expose people or structures to strong seismic ground shaking greater than what currently exists. Design and construction would comply with current building codes and standards which would reduce the risk of loss, injury, or death resulting from strong ground shaking. With implementation of Mitigation Measure **GEO-1**, impacts would be less than significant.
- iii) **Less than Significant Impact.** Liquefaction is the phenomenon in which loosely deposited granular soils and non-plastic silts located below the water table undergo rapid loss of shear strength when subjected to strong earthquake-induced ground shaking (Appendix C). When liquefaction occurs, the sediments involved behave like a liquid. This phenomenon can result in structural stress and/or failure due to settlement, the buoyant rise of buried structures such as tanks and pipelines, the formation of mud spouts and sand boils, and seepage of water through ground cracks.

As shown on Exhibit S-5 of the City's General Plan, the potential for liquefaction to occur is low-to-none throughout most of the City, principally because groundwater in the Cathedral City area typically occurs 150 to 200 feet below the ground surface, too deep to saturate the loose sediments of the valley floor (City of Cathedral City 2019a).

According to the City General Plan EIR, the Project site is in an area with low to very low susceptibility to liquefaction (City of Cathedral City 2019b). These areas are underlain by Quaternary Alluvium and dune sand, but where historic shallow groundwater depths have not been reported. Groundwater was not encountered during the evaluation or in the nearby geotechnical evaluations and based on review of groundwater monitoring well data in the site vicinity, groundwater is anticipated to be at a depth of 200 feet or greater (Appendix C). While the bridge crosses a regulatory floodway, shallow static groundwater levels are not anticipated (Appendix C).

Design of the Proposed Project would follow the recommendations of a registered civil, structural engineer and/or engineering geologist and at a minimum meet current building standards and codes including those associated with protection from seismic-induced ground failure, including liquefaction. The Proposed Project is not anticipated to have adverse effects

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that could result in risk of loss, injury, or death due to liquefaction that may occur during a seismic event. A less than significant impact would occur.

- iv) **No Impact.** Landslides refer to a wide variety of processes that result in the perceptible downward and outward movement of soil, rock, and vegetation under gravitational influence. Common names for landslide types include slump, rockslide, debris slide, lateral spreading, debris avalanche, earth flow, and soil creep. Landslides may be triggered by both natural- and human-induced changes in the environment resulting in slope instability.

According to the City General Plan EIR, the Project site is in an area with low susceptibility to landslides (City of Cathedral City 2019b). The site is relatively flat, ranging from approximately 301 feet above mean sea level (MSL) at the south and sloping to approximately 284 feet above MSL towards the north. The Cathedral Canyon Channel that runs underneath Date Palm Drive sits at approximately 269 feet above MSL. The Project site and surrounding terrain are relatively flat, and no hillsides exist in the immediate vicinity. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

Construction at the project site could result in erosion and have the potential to temporarily degrade the quality of receiving waters, if not properly managed. Erosion and/or siltation during construction would be minimized by implementation of Best Management Practices (BMPs) included in the Proposed Project's Stormwater Pollution Prevention Plan (SWPPP). With the implementation of BMPs, no significant long-term impact to water quality would result from construction activities. The project would be required to comply with all applicable water quality standards. Impacts would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Less than Significant with Mitigation Incorporated.**

According to the site-specific geotechnical report, the granular soils at the site could be subject to dry sand settlement during a design seismic event. Design of the Proposed Project would follow the recommendations of a registered civil, structural engineer and/or engineering geologist and at a

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minimum meet current building standards and codes including those associated with protection from geologic instability. A less than significant impact would occur with implementation of Mitigation Measure **GEO-1**.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**Less than Significant Impact.**

Expansive soils contain significant amounts of clay particles and have the ability to give up water (shrink) or take on water (swell). When swelling occurs, the soils can exert significant pressure on structures (e.g. buildings, channel linings and other structures) built upon them and can result in structural and other damage. Surface soils in the City are generally described as predominantly sand, riverwash gravels, and rock outcrop, with the relatively minor amount of clay (City of Cathedral City 2019a).

Carsitas soils are excessively drained, with no frequency of flooding or ponding. Carsitas gravelly sand has a moderate potential for erosion, but mostly on steeper slopes. The landforms on which these soils are present include alluvial fans and plains, which are composed of gravelly alluvium derived from granite rock (NRCS 2020). The minor amounts of expansive clay present in the project area are not considered a hazard to development (City of Cathedral City 2019a). Impacts would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**No Impact.**

The Project does not propose installation of septic systems. No impact would occur.

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**Less than Significant with Mitigation Incorporated.**

The majority of the City is composed of alluvium which has low potential to contain unique paleontological resources (City of Cathedral City 2019b). However, there is a possibility that paleontological resources exist at sub-surface levels on the project site and may be uncovered during grading and excavation activities. Implementation of Mitigation Measure **GEO-2** would ensure that if any such resources are found during construction of the Proposed Project, they would be handled according to the proper regulations and any potential impacts would be reduced to less than significant levels.

**4.7.3 Mitigation Measures**

**GEO-1:** The Project Applicant shall implement the *Conclusions* and *Recommendations* as listed in the final site-specific geotechnical report (*Geotechnical Evaluation Date Palm Drive Bridge and Roadway Widening*. Ninyo & More 2021).

**GEO-2: Unanticipated Discovery – Paleontological Resource.** If paleontological resources (i.e., fossil remains) are discovered during excavation activities, the contractor will notify the City and cease excavation within 100 feet of the find until a qualified paleontological professional can provide an evaluation of the site. The qualified paleontological professional will evaluate the significance of the find and recommend appropriate measures for the disposition of the site (e.g. fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.

**4.8 Greenhouse Gas Emissions**

**4.8.1 Environmental Setting**

Greenhouse Gas (GHG) emissions are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH<sub>4</sub> traps over 25 times more heat per molecule than CO<sub>2</sub>, and N<sub>2</sub>O

absorbs 298 times more heat per molecule than CO<sub>2</sub>. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO<sub>2</sub>e). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO<sub>2</sub> were being emitted.

The local air quality agency regulating the Riverside County portion of the SSAB is the SCAQMD. To provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff convened a GHG CEQA Significance Threshold Working Group. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the Basin, various utilities such as sanitation and power companies throughout the Basin, industry groups, and environmental and professional organizations. The GHG CEQA Significance Threshold Working Group recommended the options of a numeric "bright-line" threshold of 3,000 metric tons of CO<sub>2</sub>e annually and an efficiency-based threshold of 4.8 metric tons of CO<sub>2</sub>e per service population (defined as the people that work, study, live, patronize and/or congregate on the Project site) per year in 2020 and 3.0 metric tons of CO<sub>2</sub>e per service population per year in 2035. The numeric bright line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies with regard to determining whether GHG emissions from a proposed project are significant.

In *Center for Biological Diversity v. Department of Fish and Wildlife* (2015) 62 Cal. 4th 2014, 213, 221, 227, following its review of various potential GHG thresholds proposed in an academic study [Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Env'tl. L. J. 203], the California Supreme Court identified the use of numeric bright-line thresholds as a potential pathway for compliance with CEQA GHG requirements. The study found numeric bright line thresholds designed to determine when small projects were so small as to not cause a cumulatively considerable impact on global climate change was consistent with CEQA. Specifically, Public Resources Code section 21003(f) provides it is a policy of the state that "[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." The Supreme Court-reviewed study noted, "[s]ubjecting the smallest projects to the full panoply of CEQA requirements, even though the public benefit would be minimal, would not be consistent with implementing the statute in the most efficient, expeditious manner. Nor would it be consistent with applying lead agencies' scarce resources toward mitigating actual significant climate change impacts." (Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Env'tl. L. J. 203, 221, 227.)

The significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of

GHG emissions. The City of Cathedral City may set a project-specific threshold based on the context of each particular project, including using the SCAQMD Working Group expert recommendation. This standard is appropriate for this Project because it pertains to the same air quality basin that the experts analyzed. For the Proposed Project, the SCAQMD's 3,000 metric tons of CO<sub>2</sub>e per year threshold is used as the significance threshold in addition to the qualitative thresholds of significance set forth below from Section VII of CEQA Guidelines Appendix G. The 3,000 metric tons of CO<sub>2</sub>e per year threshold represents a 90 percent capture rate (i.e., this threshold captures projects that represent approximately 90 percent of GHG emissions from new sources). The 3,000 metric tons of CO<sub>2</sub>e per year value is typically used in defining small projects within this air basin that are considered less than significant because it represents less than one percent of future 2050 statewide GHG emissions target and the lead agency can provide more efficient implementation of CEQA by focusing its scarce resources on the top 90 percent. This threshold is correlated to the 90 percent capture rate for development projects within the air basin. Land use projects above the 3,000 metric tons of CO<sub>2</sub>e per year level would fall within the percentage of largest projects that are worth mitigating without wasting scarce financial, governmental, physical and social resources (Crockett 2011). As noted in the academic study, the fact that small projects below a numeric bright line threshold are not subject to CEQA-based mitigation, does not mean such small projects do not help the state achieve its climate change goals because even small projects participate in or comply with non-CEQA-based GHG reduction programs (Crockett 2011). The Project is also compared for consistency with the Cathedral City Climate Action Plan (CAP).

#### **4.8.2 Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

#### **Less than Significant Impact.**

##### *Construction GHG Emissions*

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project site, and off-road construction equipment (e.g., backhoes, pavers, rollers). Table 4.8-1 illustrates the specific construction generated GHG emissions that would result from construction of the Project (Appendix A).

As shown in Table 4.8-1, Project construction would result in the generation of approximately 14 metric tons of CO<sub>2</sub>e over the course of construction. Once construction is complete, the generation of these GHG emissions would cease (Appendix A).

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<b>Table 4.8-1. Construction-Related Greenhouse Gas Emissions</b>	
<b>Emissions Source</b>	<b>CO<sub>2</sub>e (Metric Tons/ Year)</b>
Project Construction	14
SCAQMD Screening Threshold	3,000
<b>Exceed Threshold?</b>	<b>No</b>

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.

Project GHG emissions are compared to SCAQMD's numeric bright-line threshold of 3,000 metric tons of CO<sub>2</sub>e annually. As shown in Table 4.8-1, Project construction would not generate GHG emissions in excess of the significance threshold of 3,000 metric tons of CO<sub>2</sub>e per year. Construction generated GHG emissions would be less than significant.

*Operational GHG Emissions*

The Proposed Project would not include the provision of new permanent stationary or mobile sources of emissions, and therefore, by its very nature, would not generate quantifiable GHG emissions from Project operations. The Project does not propose any buildings and therefore no permanent source or stationary source emissions. Once the Project is completed, there will be no resultant increase in automobile trips, a source of GHG emissions. Thus, the Project would not exceed the SCAQMD's numeric bright-line threshold of 3,000 metric tons of CO<sub>2</sub>e annually during operations (Appendix A). This threshold was developed to ensure at least 90 percent of new GHG emissions would be reviewed and assessed for mitigation, thereby contributing to the statewide GHG emissions reduction goals. There is no impact.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Cathedral City CAP is a comprehensive strategy for a community to reduce emissions of GHGs, which, according to scientific consensus, are primarily responsible for causing climate change. The CAP is a framework for the development and implementation of policies and programs that will reduce the City's emissions. The CAP is consistent with the statewide GHG reduction strategies under Assembly Bill 32, the Global Warming Solutions Act, and sets the City on a path to achieve a more substantial long-term GHG reductions consistent with statewide post-2020 GHG reduction targets. The City-wide reduction strategies contained in the CAP are based on the inventory of GHG emissions generated in the City. Both the existing and the projected GHG inventories in the CAP were derived based on the land use designations and associated densities defined in the City's General Plan. The Proposed Project is consistent with the GHG inventory and forecast in the CAP. The Project proposes to install alternative transportation

improvements (bike lane and sidewalks). Therefore, the Project would not conflict with the land use assumptions or exceed the population or job growth projections used by the City to develop the CAP policies. The Project is consistent with the land use designation and is thereby consistent with the GHG inventory and forecasts in the CAP. As a result, the Project would not conflict with the CAP and no impact would occur.

#### **4.8.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

### **4.9 Hazards and Hazardous Materials**

#### **4.9.1 Hazards and Hazardous Materials (IX) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

#### **Less than Significant Impact.**

The construction phase of the Proposed Project may include the transport, storage, and short-term use of petroleum-based fuels, lubricants, pesticides, and other similar materials. These activities would be short-term and one-time events and would be subject to federal, state, and local health and safety requirements. The transport of hazardous materials by truck is regulated by federal safety standards under the jurisdiction of the U.S. Department of Transportation. Additionally, the implementation of BMPs stipulating proper storage of hazardous materials and vehicle refueling would be implemented during construction as part of the SWPPP. All transport, handling, use, and disposal of substances such as petroleum products, paints, and solvents related to the operation and maintenance of the Proposed Project would comply with all Federal, State, and local laws regulating management and use of hazardous materials. Long-term operation of the Proposed Project would continue the site's existing use as a public roadway. A less than significant impact related to the use or transport of hazardous materials is expected to occur.

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**Less than Significant Impact.**

On-site storage and/or use of large quantities of hazardous materials capable of affecting soil and groundwater are not proposed. However, during construction some hazardous materials, such as diesel fuel and paints, would be used. A SWPPP, listing BMPs to prevent construction pollutants and products from violating any water quality standard or waste discharge requirements would be prepared for the Proposed Project. The potential risk associated with accidental discharge during use and storage of equipment-related hazardous materials would be low since the handling of such materials would be addressed through the implementation of BMPs. With the implementation of BMPs, the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous material. Impacts would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The nearest school to the Project site is Cathedral City Elementary School, approximately 0.65 mile northeast of the site. As such, the Project would not emit hazardous emissions or handle hazardous materials within one-quarter mile of a school. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**No Impact.**

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A search of the Department of Toxic Substances Control's (DTSC) Hazardous Waste and Substances Site List (Cortese List) and EnviroStor online database and the State Water Resources Control Board (SWRCB) GeoTracker online database was conducted for the Proposed Project (DTSC 2020a and 2020b; SWRCB 2020). The searches revealed no known hazardous materials on the Project site or immediate vicinity. No impact would occur.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

Palm Springs International Airport is located approximately 2.5 miles west of the Project site at 3400 East Tahquitz Canyon Way. The northern portion of the Project site is located within the Riverside County Airport Land Use Commission (RCALUC) Compatibility Plan Area, Zone D (RCALUC 2005). Zone D prohibits highly noise-sensitive outdoor nonresidential uses and hazards to flight. Airspace review would be required for objects greater than 70 feet tall. Children's schools, hospitals, nursing homes are discouraged.

The Proposed Project consists of roadway widening to accommodate bike lanes, as well as sidewalk and gutter improvements. The Project is located within the existing Date Palm Drive and would continue its existing use as a public right-of-way. The Project would not result in a safety hazard for people residing or working in the project area; no impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**Less than Significant Impact.**

The Safety Element of the City's General Plan provides background information, including mapping of environmental hazards, data, and analysis that provide guidance for the management of these hazards in the context of community planning and development. The Safety Element informs the planning of land uses and their distribution across the community, and the planning and development of roads, water and sewers, and other infrastructure. The goal of the Safety Element is to reduce the potential short and long-term risk of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, droughts, earthquakes, landslides, and other hazards (City of Cathedral City 2019a).

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Additionally, the City of Cathedral City updated its Local Hazard Mitigation Plan in 2017. The purpose of this plan is to identify the City's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards. The City's *Disaster Preparedness Program* provides for the needs of the community before, during, and after a disaster, including the Community Emergency Response Team (CERT) program, emergency operation center (EOC) equipment and supplies, and staff training (City of Cathedral City 2019a).

The Project would not interfere with the City's emergency response or evacuation plans; the Project involves improvements to the existing Date Palm Drive right-of-way. Temporary construction activities and staging areas would generally be confined to the Project and would not physically impair access to other existing roadways within the Project vicinity. Access to local businesses and residences would be maintained at all times.

Project construction would require closure of northbound lanes 2 and 3. The project proponent would have a traffic control plan prepared by a licensed engineer to maintain a safe, uniform flow of traffic through Date Palm Drive during the construction period. Additionally, the Project does not include the reconfiguration of Date Palm Drive or nearby roadways that could result in inadequate emergency access. Therefore, the potential for impacts that could impair implementation of or physically interfere with an adopted emergency response or evacuation plan is less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**Less than Significant Impact.**

The City's *Fire Suppression Program* is designed to reduce injuries, deaths, environmental damage, and property losses due to medical emergencies, fires, hazardous materials incidents, and physical and natural disasters within the City. Fire suppression personnel perform public education programs, company fire prevention inspections, and cause and originate investigations to prepare the City and community for emergencies and/or disasters. They also maintain all emergency response apparatus, equipment, and facilities on a daily basis.

According to the California Department of Fire and Forestry (CALFIRE), the Project site is not located on land designated as a Very High Fire Hazard Severity Zone (CALFIRE 2009). As discussed above, the Project would not substantially interfere with implementation of the City's emergency response programs if wildland fire were to occur. The Project involves improvements to the existing Date Palm Drive right-of-way. Impacts would be less than significant.

#### **4.9.2 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

### **4.10 Hydrology and Water Quality**

#### **4.10.1 Environmental Setting**

##### **Regional Hydrology**

Cathedral City is located in the Colorado River Hydrologic Region, which includes the Colorado River, one of the longest river systems in the State of California. The City and surrounding Coachella Valley lie within the Whitewater River Watershed, which is generally defined by the boundaries of the Whitewater Hydrologic Unit as described in the Water Quality Control Plan for the Colorado River Basin Regional Water Quality Control Board (Basin Plan). Much of the watershed consists of sparsely populated mountains, desert, and agricultural lands. Urbanized areas are principally located on the valley floor between Banning and Indio along Interstate 10, and from Palm Springs to Coachella along State East Palm Canyon Drive (City of Cathedral City 2019a).

The watershed is generally bounded on the south by the San Jacinto and Santa Rosa Mountains, on the west by the Santa Ana Watershed, on the east by the Salton Sea, the Hexie and Cottonwood Mountains, and Southern Mojave Watershed, and on the northeast by the little San Bernardino Mountains and Southern Mojave Watershed. The principal drainage through the watershed is the Whitewater River which emanates from the San Bernardino Mountains northwest of the Coachella Valley and drains southeast to the Salton Sea (City of Cathedral City 2019a).

The majority of the Coachella Valley's domestic water supply is groundwater extracted from subsurface aquifers. The availability of groundwater in an area depends largely upon its geologic, hydrologic, and climatic conditions. In the Coachella Valley, groundwater is found in perched, unconfined, and confined zones in the Coachella Valley Groundwater Basin which is divided into subbasins and subareas based on fault barriers, constrictions in the basin profile, and areas of low permeability. The Cathedral City General Plan planning area is underlain by the Whitewater River Subbasin and Mission Creek Subbasin (City of Cathedral City 2019a).

##### **Site Hydrology and On-Site Drainage**

The project site is relatively flat and appears to generally drain from the south to the north. There are no storm drains along the easterly portion of Date Palm Drive, therefore stormwater flows towards the North Cathedral Canyon Channel. According to the City's Local Hazard Mitigation Plan, most of the Project site is outside of the 1percent annual chance flood hazard, with the exception of Date Palm Drive between Buddy Rogers Avenue and Perez Road (Appendix C). This area is within the Zone AE: special flood hazard area with base flood elevation and a regulatory floodway.

The City of Cathedral City is located in the Colorado River Basin Regional Water Quality Control Board. The Colorado River Basin Region covers approximately 20,000 square miles in the southeastern portion of California, including the Coachella Valley and other areas in Eastern Riverside County, eastern San

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Bernardino County, all of Imperial County, and parts of San Diego County. It is bounded on the east by the Colorado River; on the south by the Republic of Mexico; and on the west and north by several mountain ranges.

**4.10.2 Hydrology and Water Quality (X) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**Less than Significant Impact.**

During construction of the Proposed Project water quality impacts could occur without proper controls. Soils loosened during grading, spills of fluids or fuels from vehicles and equipment or miscellaneous construction materials and debris, if mobilized and transported offsite in overland flow, could degrade water quality. Because the area of ground disturbance affected by construction of the Proposed Project would exceed one acre, the Proposed Project would be subject to the requirements of the statewide NPDES stormwater permit for construction activity (Order 98-08 DWQ). The proponent of the Proposed Project would implement a SWPPP listing BMPs to prevent construction pollutants and products from violating any water quality standards or waste discharge requirements. BMPs would include temporary silt fences, earth dikes, fiber rolls, gravel bags, and regular street sweeping.

During the operational phase, stormwater runoff from the project site would be directed to the North Cathedral Canyon Channel. Impacts to surface or ground water quality during project operation would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**Less than Significant Impact.**

The Proposed Project would not involve the withdrawal of groundwater. The Project would require minimal water use during construction, primarily for periodic dust control on access roads and during earthmoving activities. The Proposed Project would slightly increase impervious surface area along Date Palm Drive, but the increase would not significantly impede groundwater recharge. Stormwater would be directed to the North Cathedral Canyon Channel, similar to existing conditions. Therefore, the Proposed

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Project is not anticipated to substantially affect groundwater recharge. Impacts would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 that 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 offsite;	<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; or	<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 type="checkbox"/>	<input checked="" type="checkbox"/>

**Less than Significant Impact and No Impact.**

- i-iv) Construction at the Project site could result in erosion and have the potential to temporarily degrade the quality of receiving waters, if not properly managed. Erosion and/or siltation during construction would be minimized by implementation of BMPs included in the Proposed Project's SWPPP. BMPs would include temporary silt fences, earth dikes, fiber rolls, gravel bags, and regular street sweeping. With the implementation of BMPs, no significant long-term impact to water quality would result from construction activities. The Project would be required to comply with all applicable water quality standards. Impacts would be less than significant.

The Project involves modifications to an existing roadway and would not create or contribute runoff water greater than existing condition. Additionally, the Project would not increase the amount of runoff in a manner that would result in flooding. Impacts would be less than significant.

The City is generally well protected from major flooding by extensive drainage facilities, including levees and channels adjacent to the Santa Rosa Mountains and passing through the City. Based on review of Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FEMA 2008), the majority of the Project site is within the limits of Zone X: area of minimal flood hazard, with the exception of Date Palm Drive between Buddy Rogers Avenue and Perez Road (Appendix

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C). This area is within the Zone AE: special flood hazard area with base flood elevation and a regulatory floodway. The Project would not significantly alter existing drainage patterns, and as such would not impede or redirect flood flows. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Less than Significant with Mitigation Incorporated.**

The Project site is located approximately 65 miles east of the Pacific Ocean, and therefore is not at risk of tsunamis. Seiche refers to the seismically-induced oscillation or sloshing of water contained in an enclosed basin, such as a reservoir, pond, water storage tank, or swimming pool. The Project is not located near any enclosed bodies of water; therefore there would be no risk of seiche.

Based on review of FEMA Flood Insurance Rate Maps (FEMA 2008), the majority of the Project site is within the limits of Zone X: area of minimal flood hazard, with the exception of Date Palm Drive between Buddy Rogers Avenue and Perez Road (Appendix C). This area is within the Zone AE: special flood hazard area with base flood elevation and a regulatory floodway. Accordingly, the potential for flooding to impact the site is considered high at the site. With implementation of the design parameters listed in Mitigation Measure **GEO-1**, impacts would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**Less than Significant Impact.**

The Proposed Project would require minimal water use during construction, primarily for periodic dust control on access roads and during earthmoving activities. This water use would be temporary in nature and would cease upon completion of the Project. The Project would slightly increase impervious surface area along Date Palm Drive, but the increase would not significantly impede groundwater recharge. Stormwater would be directed to the North Cathedral Canyon Channel, similar to existing conditions. Therefore, the Proposed Project is not anticipated to substantially affect groundwater recharge. Furthermore, with the implementation of BMPs, no significant long-term impact to water quality would result from construction activities. Impacts would be less than significant.

**4.10.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

## 4.11 Land Use and Planning

### 4.11.1 Environmental Setting

The Project site consists of a 0.3-mile portion of Date Palm Drive. As shown on the 1978 Cathedral City U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle map, the Project site is located in the northwest half of Section 34 and northeast half of Section 33, Township 4 and 5 South, Range 5 East of the San Bernardino Base and Meridian. The land use designations surrounding the Project site consist of Downtown Commercial (DTC), General Commercial (GC), and Open Space-Water (OS-W). Zoning surrounding the Project site include Planned Community Commercial (PCC), Mixed-Use Commercial (MXC), Light Industrial (I-1), and Open Space (OS).

**Table 4.11-1. Surrounding Zoning and Land Use Designations**

	Land Use Designation	Zoning Designation	Existing Land Use
<b>Project Site</b>	Public Right-of-Way	Public Right-of-Way	Major Arterial Roadway
<b>North</b>	Public Right-of-Way	Public Right-of-Way	Arterial Roadway
<b>East</b>	Downtown Commercial (DTC) General Commercial (GC) Open Space-Water (OS-W)	Planned Community Commercial (PCC) Mixed-Use Commercial (MXC) Open Space (OS)	Commercial Center, Flood Control Channel
<b>South</b>	Public Right-of-Way	Public Right-of-Way	East Palm Canyon Drive
<b>West</b>	Downtown Commercial (DTC) Open Space-Water (OS-W) Industrial (I)	Mixed-Use Commercial (MXC) Light Industrial (I-1) Open Space (OS)	Commercial, Fire Station, Flood Control Channel, Casino
<i>Source: City of Cathedral City 2019a</i>			

### 4.11.2 Land Use and Planning (XI) Environmental Checklist and Discussion

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### **No Impact.**

The Project consists of widening a segment of Date Palm Drive to accommodate new bicycle lanes, sidewalks, and gutter improvements. The Project would also widen the 50-foot-long bridge that crosses over the North Cathedral Canyon Channel. The Project would take place within the existing public right-of-way. While there are residential neighborhoods in the vicinity of the Project site, no separation of uses or disruption of access between land uses around the site would occur as a result of the Project. All development associated with the Proposed Project would be confined to the Project site and would not

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disrupt or divide the physical arrangement of the established community. Therefore, the Project would not affect any established community. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

The Project would take place within the existing public right-of-way and would continue the existing use. For the proposed improvements, all activities will be conducted pursuant to the City's Municipal Code requirements and standards to avoid any conflict with any land use plan, policy, or regulation, resulting in a less than significant impact.

**4.11.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.12 Mineral Resources**

**4.12.1 Environmental Setting**

According to the City's Draft General Plan, the majority of the City, including the Project site, is within Mineral Resource Zone 3 (MRZ-3), which designates areas containing mineral resources where the significance cannot be evaluated from available data. MRZ-3 generally refers to areas where development has the limited ability to determine the presence or amount of mineral resources.

**4.12.2 Mineral Resources (XII) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The City contains no known mineral resources (City of Cathedral City 2019b). According to the City's Draft General Plan, the Project site is designated as MRZ-3, which represents areas where development has limited the ability to determine the presence or amount of mineral resources. The current Draft General Plan does not designate any land in the City for mineral resources. The proposed Land Use Plan does not

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designate any land for mineral production or conversion from mineral resources to a different land use. The Proposed Project, therefore, would not result in the loss of availability of a known mineral resource.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**No Impact.**

The project site does not contain a locally important mineral resource recovery site, and none are delineated in the current Draft General Plan, a specific plan, or other land use plan. No impact would occur.

#### **4.12.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

### **4.13 Noise**

#### **4.13.1 Environmental Setting**

##### **Noise Fundamentals**

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in  $L_{eq}$ ) and the average daily noise levels/community noise equivalent level (in  $L_{dn}/CNEL$ ). The  $L_{eq}$  is a measure of ambient noise, while the  $L_{dn}$  and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- **Equivalent Noise Level ( $L_{eq}$ )** is the average acoustic energy content of noise for a stated period of time. Thus, the  $L_{eq}$  of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or thenight.
- **Day-Night Average ( $L_{dn}$ )** is a 24-hour average  $L_{eq}$  with a 10-dBA “weighting” added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour  $L_{eq}$  would result in a measurement of 66.4 dBA  $L_{dn}$ .

- **Community Noise Equivalent Level (CNEL)** is a 24-hour average  $L_{eq}$  with a 5-dBA weighting during the hours of 7:00 pm to 10:00 pm and a 10-dBA weighting added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

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.

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (Federal Highway Administration [FHWA] 2011). Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed (FHWA 2011).

### **Human Response to Noise**

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60- to 70-dBA range, and high, above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1.0 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3.0-dBA change is considered a just-perceivable difference.

- A change in level of at least 5.0 dBA is required before any noticeable change in community response would be expected. An increase of 5.0 dBA is typically considered substantial.
- A 10.0-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

### **Noise Sensitive Land Uses**

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as hospitals, historic sites, cemeteries, and certain recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The Project is proposing to widen the easterly portion of Date Palm Drive between East Palm Canyon Drive and Perez Road to accommodate new curb and gutter, sidewalk, and Class II bike lanes. The existing bridge over the North Cathedral Canyon Flood Control Channel, approximately 50 feet in length, would consequently need to be widened. The nearest noise sensitive receptor to the Project site is the Red Lion Inn & Suites located approximately 710 feet southeast from the southern Project site boundary.

### **Vibration Fundamentals**

Ground vibration can be measured several ways to quantify the amplitude of vibration produced. This can be through peak particle velocity or root mean square velocity. These velocity measurements measure maximum particle at one point or the average of the squared amplitude of the signal, respectively.

Vibration impacts on people can be described as the level of annoyance and can vary depending on an individual's sensitivity. Generally, low-level vibrations may cause window rattling but do not pose any threats to the integrity of buildings or structures.

### **Existing Ambient Noise Environment**

Cathedral City is affected by various noise sources. It is subject to typical urban noise such as noise generated by traffic, heavy machinery, and day-to-day outdoor activities as well as noise generated from the various land uses (i.e., residential, commercial, institutional, and recreational and parks activities) throughout the City that generate stationary source noise. Mobile sources of noise, especially cars and trucks, are the most common and continuous source of noise in the City. The major noise sources in the vicinity of the Project site includes roadway noise traffic from East Palm Canyon Drive and Date Palm Drive. Both of these facilities are considered major roadways within the City.

The Draft Environmental Impact Report (EIR) for the Noise Element (2019) of the City's General Plan recorded baseline noise measurements, long-term and short-term, at multiple locations throughout the City. One of the short-term, 10-minute-long noise measurements (Location 6 in the General Plan) was

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taken north of East Palm Canyon Drive and west of Date Palm Drive, approximately 200 feet from the Project site. This location had a noise level measurement of 59.7 dBA  $L_{eq}$ .

**4.13.2 Noise (XIII) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

**Construction Noise Impacts**

Construction noise associated with the Proposed Project would be temporary and would vary depending on the nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., demolition, site preparation, grading, paving). Noise generated by construction equipment, including excavators, material handlers, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Construction noise levels could negatively affect sensitive land uses in the vicinity of the construction site. The nearest noise sensitive receptor to the Project site is the Red Lion Inn & Suites located approximately 710 feet distant.

Chapter 11, *Noise Control*, Section 11.96.070 of the Cathedral City Municipal Code prohibits any noise associated with construction, erection, alteration, repair, addition, movement, demolition, or improvement to any building or structure between the hours of 5:30 p.m. to 7:00 a.m. Monday through Friday and 5:00 p.m. to 8:00 a.m. on Saturdays October 1<sup>st</sup> through April 30<sup>th</sup> and between the hours of 7:00 p.m. to 6:00 a.m. Monday through Friday and 5:00 p.m. to 8:00 a.m. on Saturdays May 1<sup>st</sup> through September 30<sup>th</sup>. No construction, erection, alteration, repair, addition, movement, demolition, or improvement to any building or structure is allowed on Sundays or State holidays. The City does not promulgate a numeric threshold pertaining to the noise associated with construction. This is due to the fact that construction noise is temporary, short term, intermittent in nature, and would cease on completion of the Project. Additionally, construction would occur through the Project site and would not be concentrated at one point.

To estimate the worst-case onsite construction noise levels that may occur at the nearest noise-sensitive receptors in the Project vicinity, the construction equipment noise levels were calculated using the

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Roadway Noise Construction Model for the construction process and compared against the construction-related noise level threshold established in the Criteria for a Recommended Standard: Occupational Noise Exposure prepared in 1998 by National Institute for Occupational Safety and Health (NIOSH). A division of the US Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The NIOSH construction-related noise level threshold starts at 85 dBA for more than 8 hours per day; for every 3-dBA increase, the exposure time is cut in half. This reduction results in noise level thresholds of 88 dBA for more than 4 hours per day, 92 dBA for more than 1 hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. For the purposes of this analysis, the lowest, more conservative threshold of 85 dBA  $L_{eq}$  is used as an acceptable threshold for construction noise at the nearby existing and future planned sensitive receptors.

The anticipated short-term construction noise levels generated from Project construction equipment are presented in Table 4.13-1. As previously stated, the nearest noise-sensitive land use to the Project site is the Red Lion Inn & Suites located approximately 710 feet distant from the southern Project site boundary.

**Table 4.13-1. Onsite Construction Average (dBA) Noise Levels by Receptor Distance and Construction Equipment**

Equipment	Estimated Exterior Construction Noise Level @ Closest Noise Sensitive Receptor	Construction Noise Standard (dBA $L_{eq}$ )	Exceeds Standards?
<b>Demolition</b>			
Concrete/Industrial Saws (1)	59.5	85	No
Rubber Tired Dozers (1)	54.6	85	No
Tractors/Loaders/Backhoes (2)	57.0 (each)	85	No
<b>Combined Demolition Equipment</b>	63.4	85	No
<b>Site Preparation</b>			
Graders (1)	58.0	85	No
Tractors/Loaders/Backhoes (1)	57.0	85	No
<b>Combined Site Preparation Equipment</b>	60.5	85	No
<b>Grading</b>			
Concrete/Industrial Saws (1)	59.5	85	No
Rubber Tired Dozers (1)	54.6	85	No
Tractors/Loaders/Backhoes (2)	57.0 (each)	85	No
<b>Combined Grading Equipment</b>	63.4	85	No
<b>Paving</b>			
Cement and Mortar Mixers (4)	51.8 (each)	85	No
Pavers (1)	51.2	85	No

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Equipment	Estimated Exterior Construction Noise Level @ Closest Noise Sensitive Receptor	Construction Noise Standard (dBA L <sub>eq</sub> )	Exceeds Standards?
Rollers (1)	50.0	85	No
Tractors/Loaders/Backhoes (1)	57.0	85	No
<b>Combined Paving Equipment</b>	61.2	85	No
<b>Roadway Striping</b>			
Air Compressors (1)	50.6	85	No
<b>Combined Architectural Coating Equipment</b>	50.6	85	No

Source: Construction noise levels were calculated by ECORP using the FHWA Roadway Noise Construction Model (FHWA 2006). Refer to Appendix D for Model Data Outputs.

Notes: Construction equipment used during construction derived from CalEEMod 2016.3.2. CalEEMod is designed to calculate air pollutant emissions from construction activity and contains default construction equipment and usage parameters for typical construction projects based on several construction surveys conducted in order to identify such parameters.

L<sub>eq</sub> = The equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L<sub>eq</sub> of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

As shown, no cumulative or individual piece of construction equipment would exceed 85 dBA NIOSH construction noise standard at the nearby noise - sensitive receptors. A less than significant impact would occur, and no mitigation is necessary.

### Operational Noise Impacts

The Project is proposing to install alternative transportation improvements (bike lane and sidewalks) to widen the easterly portion of Date Palm Drive between East Palm Canyon Drive and Perez Road. It would not be a substantial source of mobile noise sources or a source of stationary noise. Any intermittent noise generated by cyclists or pedestrians would be less than the existing automobile traffic currently traversing Date Palm Drive. A less than significant impact would occur, and no mitigation is necessary.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

### Construction-Generated Vibration

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Construction on the Project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment

used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. It is noted that pile drivers would not be necessary during Project construction. Vibration decreases rapidly with distance and it is acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment are summarized in Table 4.13-2.

<b>Table 4.13-2. Representative Vibration Source Levels for Construction Equipment</b>	
<b>Equipment Type</b>	<b>Peak Particle Velocity at 25 Feet (inches per second)</b>
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Hoe Ram	0.089
Jackhammer	0.035
Small Bulldozer/Tractor	0.003
Vibratory Roller	0.210

Source: Federal Transit Administration (FTA) 2018; Caltrans 2020

Cathedral City does not regulate vibrations associated with construction. However, a discussion of construction vibration is included for full disclosure purposes. For comparison purposes, the Caltrans (2020) recommended standard of 0.2 inch per second PPV with respect to the prevention of structural damage for older residential buildings is used as a threshold. This is also the level at which vibrations may begin to annoy people in buildings. Consistent with Federal Transit Administration (FTA) recommendations for calculating construction vibration, construction vibration was measured from the center of the Project site (FTA 2018). The nearest structures of concern to the construction site are the retail business located on the eastern side of Date Palm Drive.

Based on the representative vibration levels presented for various construction equipment types in Table 4.13-2 and the construction vibration assessment methodology published by the FTA (2018), it is possible to estimate the potential Project construction vibration levels. The FTA provides the following equation:

$$[PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}]$$

Table 4.13-3 presents the expected Project related vibration levels at a distance of 30 feet.

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<b>Table 4.13-3. Construction Vibration Levels at 30 Feet</b>							
<b>Receiver PPV Levels (in/sec)<sup>1</sup></b>					<b>Peak Vibration</b>	<b>Threshold</b>	<b>Exceed Threshold</b>
<b>Small Bulldozer</b>	<b>Jackhammer</b>	<b>Loaded Trucks</b>	<b>Large Bulldozer</b>	<b>Vibratory Roller</b>			
0.002	0.026	0.057	0.067	0.159	0.159	0.2	No

Notes: <sup>1</sup>Based on the Vibration Source Levels of Construction Equipment included on Table 4.13-2 (FTA 2018). Distance to the nearest structure is approximately 30 feet measured from the center of the Project site. See Appendix D.

As shown in Table 4.13-3, vibration as a result of construction activities would not exceed 0.2 PPV at the nearest structure. Thus, Project construction would not exceed the recommended threshold. This impact is less than significant.

#### **Operational-Generated Vibration**

Project operations would not include the use of any large-scale stationary equipment that would result in excessive vibration levels (Appendix D). Therefore, the Project would not result in groundborne vibration impacts during operations. For this reason, no impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

#### **No Impact.**

The nearest airport to the Project site is the Palm Springs International Airport, located approximately 3.4 miles northwest of the Project site. The Project site is not located within an area covered by an airport land use plan or within two miles of a public or private use airport. According to the Palm Springs International Airport Noise Contours in Appendix D of the City's General Plan Draft EIR (2020), the Project site is located outside the 65 CNEL noise contours. Thus, no impact would occur with implementation of the Proposed Project.

#### **4.13.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

## 4.14 Population and Housing

### 4.14.1 Environmental Setting

Cathedral City is part of Riverside County, which has experienced rapid growth over several decades. Between 2000 and 2010, the county population increased 41.7 percent, from 1.54 million to nearly 2.19 million. The latest (2018) population estimate is 2.44 million (City of Cathedral City 2019b). The Coachella Valley region is comprised of nine incorporated cities, including Cathedral City. In 2019, the nine cities had an estimated combined population of 388,305. Approximately 24,650 additional residents live in the unincorporated communities of Thousand Palms, Bermuda Dunes, Thermal, and Mecca. The Southern California Association of Governments (SCAG) forecasts that the City's population will be 68,100 in 2040. Regional housing products include a mix of single- and multi-family units, and a smaller number of mobile homes. Due to a robust tourism industry and warm climate that attracts seasonal residents, the region has strong second home and vacation rental markets (City of Cathedral City 2019b).

### 4.14.2 Population and Housing (XIV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

#### No Impact.

The Project proposes the construction of Class II bicycle lanes, gutters, and sidewalk improvements within the existing Date Palm Drive right-of-way. The Project does not include the construction of new homes or businesses and therefore would not directly induce substantial population growth in the area. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### No Impact.

The Project would not necessitate the demolition or relocation of existing housing units. Since no housing or people would be displaced as a result of Project implementation, no impacts are anticipated in this regard.

#### **4.14.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

### **4.15 Public Services**

#### **4.15.1 Environmental Setting**

##### **Police Services**

Cathedral City operates its own police department. The Police Department's Strategic Plan 2016-2020 recommends a minimum officer-to-resident population ratio of no less than one officer per thousand residents. With 52 sworn officers, the City currently provides approximately 0.90 officers for every 1,000 residents. According to the Strategic Plan, the public considers an emergency police response time within 6 minutes or less to be acceptable. The City's Police Department currently has an emergency (Priority 1) response time of 7 minutes or less (City of Cathedral City 2019b). The Cathedral City Police Department is located at 68-700 Ave Lalo Guerrero, approximately 2,000 feet west of the Project site.

##### **Fire Services**

Cathedral City operates its own fire and emergency services from three stations located within the City. The Cathedral City Fire Department provides fire protection services to the City. Its staff currently includes 43 sworn fire personnel (42 firefighters and 1 Fire Chief), including 14 firefighters on-duty 24/7/365, 2 administrative personnel, and 1 full-time fire inspector. Current firefighter staffing levels represent a ratio of about 0.77 firefighters to every 1,000 residents. Emergency response vehicles include two fire engines, one aerial ladder truck, two ambulances, and one command vehicle (City of Cathedral City 2019b). The closest fire station to the site is Station No. 411, located at 36913 Date Palm Dr directly west of the Project site.

##### **Schools**

The Palm Springs Unified School District (PSUSD) provides kindergarten through 12th grade educational services and facilities to Cathedral City. PSUSD's coverage area includes Desert Hot Springs, Palm Springs, Cathedral City, Thousand Palms, and much of Rancho Mirage. It operates a total of 28 schools, including 16 elementary, 4 middle, 4 high, and 4 alternative schools. In 2019, PSUSD schools enrolled approximately 21,680 students in 28 schools and an independent study program. PSUSD operates nine schools within Cathedral City, including five elementary, two middle, one high, and one continuation high school (City of Cathedral City 2019b). The nearest school to the Proposed Project site is Cathedral City Elementary School, approximately 0.65-mile northeast of the site. PSUSD currently charges School (developer) fees to offset impacts on influx of students from new developments.

##### **Parks**

Parks and recreation services within the City of Cathedral City are owned and managed by the City. These services are discussed further in Section 4.16 *Recreation*.

## **Other Public Facilities**

The Riverside County Library System provides library services to Cathedral City. Participation in the Riverside County Library System enables library users to access all libraries within the system, which includes 34 libraries and 2 bookmobiles. The Cathedral City Public Library is a branch of the Riverside County Library System and is located at 33520 Date Palm Drive, approximately 1.5 miles north of the Project site. The library opened in 1996 and consists of a 20,000 square foot facility containing approximately 81,000 volumes. It offers a full range of community programs and services, including youth activities, computer facilities and workshops, literacy programs, a community meeting room, and a comprehensive HIV/AIDS information center (City of Cathedral City 2019b).

### **4.15.2 Public Services (XV) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### **Less than Significant Impact.**

The Proposed Project would not create a substantial new fire or public safety hazard. The Proposed Project involves improvements to an existing roadway, including bicycle lanes, sidewalk improvements, and gutters. The Proposed Project would be beneficial to Cathedral City by providing these new and updated facilities. The improvements are not expected to induce population growth; therefore, there would be no additional demand for schools, parks, or other public facilities. No significant increase in police protection services are anticipated. The Proposed Project would not result in the need for new or physically altered government facilities nor affect response time or other performance objectives. As such, impacts to public services would be less than significant.

#### 4.15.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

### 4.16 Recreation

#### 4.16.1 Environmental Setting

Parks and recreation services within the City of Cathedral City are owned and managed by the City. Although schools are not recreation service providers per se, they provide important exercise and recreation space and facilities. Joint-use facilities enable the public to utilize a school's existing space and equipment for passive and active recreation. School facilities are a valuable and important resource that help to meet the recreational demands of the community, and the City maintains joint use agreements with the Palm Springs Unified School District. There are currently 11 parks within the City, totaling over 73 acres (City of Cathedral City 2019b). Bikeways, trails, and pathways are also valuable recreational and community resources.

Multi-modal facilities include CV Link, an approved ±49-mile non-motorized, multi-modal transportation path that passes through some of the most developed and populated portions of the Coachella Valley, providing access and connectivity between residential, commercial, recreational, institutional, and other land uses throughout the region, and providing recreational opportunities for pathway users. The first segment of CV Link was built atop the levee of the Whitewater River Stormwater Channel between Vista Chino and Ramon Road in Cathedral City; it became operational in February 2018. Future CV Link segments, including the Proposed Project, will cross along the western and southern portion of the City.

Second Street Park is a small neighborhood park in Cathedral City's downtown area. Located approximately 2,200 feet west of the project site at 68752 Buddy Rogers Avenue, Second Street Park is one of Cathedral City's oldest parks. Town Square is in front of City Hall and the Fountain of Life at 68701 Avenida Lalo Guerrero, approximately 1,800 feet west of the Project site. Amenities include benches and seating, public art pieces, and a rose garden and lush landscaping (City of Cathedral City 2019b).

#### 4.16.2 Recreation (XVI) Materials Checklist

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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"/>

#### Less than Significant Impact.

Policy 1.4 of the General Plan Parks and Recreation Element promotes bicycle, pedestrian, and public transportation rider safety and advocates for increased opportunities for alternative modes of transportation. Program 1.4.1 requires the City to regularly review and update, as necessary, the City's

Active Transportation Plan to ensure a comprehensive network, and Program 1.4.2 requires the City to identify and program the physical components of such a network. These facilities would provide new recreational opportunities for the General Plan buildout population, thereby reducing deterioration and other adverse impacts on existing parks and recreational facilities (City of Cathedral City 2019b).

The increased access provided by the Proposed Project is more likely to allow existing residents who currently drive to local parks to use alternative transportation. The Proposed Project is not expected to result in an exceedance of capacity at any of the recreational facilities it will access. When considered with other growth in the Valley, the Proposed Project would not result in the development of new residential development and associated population increases, which would increase demand on parks.

Importantly, the Project is expected to have a positive or beneficial impact on individual and area-wide recreational amenities and resources, providing a much needed multi-modal backbone facility that improves community linkage to its recreational amenities, while providing a new and unique facility for walking and jogging, or bicycling. Impacts would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) 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"/>

**Less than Significant Impact.**

As stated in the response to question XV. a) above, the Proposed Project would result in an increase in recreational opportunities for Cathedral City and the broader Coachella Valley by constructing bicycle lanes along a segment of Date Palm Drive. The environmental impacts of construction and operation of the Proposed Project, including required mitigation measures, are discussed in this Initial Study. Impacts would be less than significant.

**4.16.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.17 Transportation**

**4.17.1 Environmental Setting**

The Cathedral City General Plan Circulation and Mobility Element encourages travel via modes other than standard automobiles; including bicycle/pedestrian, public transit, and neighborhood electric vehicles (NEVs)/golf carts. These layered transportation networks have been refined to provide a comprehensive plan for circulation in Cathedral City. As a result of the General Plan update process, a number of recommendations related to the Circulation and Mobility Element have also been developed. These

recommendations include further stratification of the roadway classifications, along with additional roadway cross-sections (City of Cathedral City 2019a).

### **Existing Conditions**

The following describes the project study area, and special facility characteristics present along the local roadway routes to and from the Project site.

- **Date Palm Drive** is designated as a north-south Arterial Highway. It exists as a divided roadway, with existing directional lanes varying from one to three lanes.
- **Perez Road** is designated as a Major Highway.
- **East Palm Canyon Drive** is the major arterial connecting most of the commercial centers of the Coachella Valley, and is designated as an Arterial Highway (126-foot ROW) on the Cathedral City General Plan. The route runs north-west to south-east diagonally within the study area. East Palm Canyon Drive currently provides two to three through travel lanes in each direction. East Palm Canyon Drive is designated as a Riverside County Congestion Management Plan (CMP) roadway.

### **Truck Routes**

Existing truck routes are located on Varner Road, Edom Hill Road, Date Palm Drive, Bob Hope Drive, Vista Chino, Ramon Road, Perez Road, a section of Cathedral Canyon Drive, and East Palm Canyon Drive (City of Cathedral City 2019b).

### **Bicycle and Pedestrian Facilities**

Date Palm Drive currently accommodates a Class II Bikeway north of Perez Road. A Class II Bikeway is a bike lane that provides a striped lane for one-way bike travel within the paved area of a street or highway. These bike lanes are within an exclusive right-of-way designated and signed for use by bicyclists. However, cross traffic is permitted for driveway access.

Within the Project site, Date Palm Drive accommodates sidewalks between East Palm Canyon Drive and Hillery Road. There is no sidewalk between Hillery Road and Perez Road.

### **Public Transit**

Cathedral City is currently served by the SunLine Transit Agency, a public transit agency serving various jurisdictions throughout Coachella Valley. SunLine 30 runs along Date Palm Drive through the Project site.

**4.17.2 Transportation (XVII) Environmental Checklist and Discussion**

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**Less than Significant Impact.**

**Construction Impacts**

The Proposed Project would generate short-term construction related vehicle trips. Construction and worker traffic would utilize East Palm Canyon Drive and Date Palm Drive to access the project site. Temporary construction activities associated with the Proposed Project would be confined to the Project site and would not physically impair access to other existing roadways within the project vicinity. Grading activities would stage on-site just prior to commencing work. All subsequent phases of work would stage along Date Palm Drive or the North Cathedral Canyon Channel. Access to local residences would be maintained at all times.

Project construction would require closure of northbound lanes 2 and 3. The Project contractor would prepare a site-specific Traffic Control Plan to be implemented during construction, which would be reviewed and approved by the City. The Plan would maintain a safe, uniform flow of traffic through Date Palm Drive during the construction period. Therefore, traffic generated by construction of the Proposed Project would not conflict with the policies set forth in the Cathedral City General Plan Circulation Element. Impacts would be less than significant.

**Operational Impacts**

Operational impacts are anticipated to be similar to existing conditions because the Proposed Project would continue an existing use. The Cathedral City General Plan Circulation and Mobility Element encourages travel via modes other than standard automobiles; including bicycle/pedestrian, public transit, and neighborhood electric vehicles (NEVs)/golf carts. In accordance with these goals, the Project would widen the easterly portion of Date Palm Drive between East Palm Canyon Drive/ East Palm Canyon Drive Drive and Perez Road to accommodate a Class II bike lane and sidewalk that would make the area more accessible to cyclists and pedestrians. Impacts to the circulation system would be less than significant and no conflicts with any ordinance, plan, or policy would occur with Project implementation.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

CEQA Guidelines section 15064.3, subdivision (b) details the use of vehicle miles traveled (VMT) to assess the significance of transportation impacts. As detailed in CEQA Guidelines section 15064.3, subdivision (c), beginning on July 1, 2020, the provisions of this section shall apply statewide.

Section 15064.3 Subdivision (b) of the CEQA guidelines specify for Land Use Projects "Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major traffic stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact."

According to SCAG, the Project is located within a High-Quality Transit Area. The site is located adjacent to East Palm Canyon Drive, which is listed as a High-Quality Transit Corridor (SCAG 2020). Furthermore, the Project would add bike lanes and sidewalks, which are expected to reduce VMT. As such, no impact would occur..

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**No Impact.**

The Project does not include any component that would alter existing roadway design features. The Project does not include any component that would introduce new hazards. Furthermore, the Project is not proposing a new use that could introduce incompatible elements to area roadways. The Project contractor would prepare a site-specific Traffic Control Plan to be implemented during construction, which would be reviewed and approved by the City. Improvements would be reviewed by a registered civil engineer to meet the City of Cathedral City's development standards. Therefore, no impacts are anticipated.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Less than Significant Impact.**

The Safety Element of the City's General Plan provides background information, including mapping of environmental hazards, data and analysis that provide guidance for the management of these hazards in

the context of community planning and development. Additionally, the City's Local Hazard Mitigation Plan identifies the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards. The City's *Disaster Preparedness Program* provides for the needs of the community before, during and after a disaster, including the CERT program, EOC equipment and supplies, and staff training. East Palm Canyon, Dinah Shore Drive (Mid-Valley Parkway), Ramon Road, Date Palm Drive and US Interstate-10 are major intercity and regional access routes serving Cathedral City (City of Cathedral City 2019a).

The Project would not result in inadequate emergency access because the Project involves improvements to the existing Date Palm Drive right-of-way that would not impede emergency access. Temporary construction activities and staging areas would generally be confined to the Project site and would not physically impair access to other existing roadways within the Project vicinity. Access to local businesses and residences would be maintained at all times.

Additionally, the Project does not include the reconfiguration of Date Palm Drive or nearby roadways that could result in inadequate emergency access. No offsite roadway improvements would interfere with emergency access, response times, or impede circulation of emergency vehicles on surrounding roadways. Access along surrounding roadways would be maintained throughout Project construction activities.

During the course of the City of Cathedral City's required review of the proposed Project's applications, the site plan has been reviewed to ensure that adequate access to and from the site is provided for emergency vehicles. Traffic Control Plans would be developed as part of the City's permitting process for the Contractor to ensure one lane of travel is maintained in each direction during construction. Compliance with City approved site plan and subsequent City-reviewed and approved construction documents would ensure that potential impacts to emergency access would be less than significant.

#### **4.17.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

### **4.18 Tribal Cultural Resources**

#### **4.18.1 Environmental Setting**

Effective July 1, 2015, Assembly Bill (AB) 52 amended CEQA to require that: 1) a lead agency provide notice to those California Native American tribes that requested notice of projects proposed by the lead agency; and 2) for any tribe that responded to the notice within 30 days of receipt with a request for consultation, the lead agency must consult with the tribe. Topics that may be addressed during consultation include tribal cultural resources (TCRs), the potential significance of project impacts, type of environmental document that should be prepared, and possible mitigation measures and project alternatives.

Recognizing that California tribes are experts in their tribal cultural resources and heritage, AB 52 requires that CEQA lead agencies provide tribes that requested notification an opportunity to consult at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR

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is considered a significant impact on the environment under CEQA, consultation is used to develop appropriate avoidance, impact minimization, and mitigation measures.

On February 23, 2021 the City of Cathedral City sent project notification letters to the following California Native American tribes, which had previously submitted general consultation request letters pursuant to 21080.3.1(d) of the Public Resources Code:

- Soboba Band of Luiseño Indians
- Agua Caliente Band of Cahuilla Indians
- Morongo Band of Mission Indians
- Twenty-Nine Palms Band of Mission Indians
- Torres Martinez Desert Cahuilla Indians

Documentation of the consultation process is included in Appendix E.

**4.18.2 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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:				
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 Resources 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"/>

**Less than Significant with Mitigation Incorporated.**

i-ii) On February 23, 2021, the City formally initiated consultation and notified all the tribes listed on the contact list of California Native American Tribes which have requested formal notification from the City. The City is currently awaiting from any Tribes that wish to consult. The results of the consultation process and any proposed mitigation measures will be incorporated in the Final IS/MND.

No tribal cultural resources have been identified in the project boundary. If no tribal cultural resources are identified during the consultation process, a potentially significant impact to known tribal cultural resources would not occur. However, subsurface construction disturbances (e.g., trenching, excavation, grading) associated with the Proposed Project would have the potential to impact unknown tribal cultural resources. To ensure proper protection of any unknown resources, should they be encountered during project-related ground disturbance activities, Mitigation Measure **CUL-1** would be required. Impacts would be less than significant with mitigation incorporated. In addition, tribal monitoring may be requested by the Tribes during AB 52 consultation.

**4.18.3 Mitigation Measures**

**CUL-1:** If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for pre-contact and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the City of Riverside, and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Riverside County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access

to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

## **4.19 Utilities and Service Systems**

### **4.19.1 Environmental Setting**

#### **Water and Wastewater**

The Desert Water Agency (DWA) provides domestic water to development in those portions of the City located south and west of the Whitewater River Stormwater Channel. Nearly all development in DWA's service area, including development in the Cove and the downtown district, is connected to its water delivery system. Its sewer mains range from 8 to 18 inches in diameter. DWA does not operate a wastewater treatment plant. Instead, its wastewater collection system is connected to Coachella Valley Water District's (CVWD) sewer system by two lift stations at: 1) Date Palm Drive and Buddy Rogers Drive, and 2) Cathedral Canyon Drive near Kieley Road. Wastewater collected by DWA is gravity-fed to these lift stations, where it joins CVWD's sewer system and is conveyed to the Cook Street wastewater reclamation plant in Palm Desert (City of Cathedral City 2019b).

#### **Solid Waste Management**

Solid Waste Management Burrtec Waste Industries provides solid waste collection and disposal services to Cathedral City through a franchise agreement. Burrtec collects solid waste from its service area and transfers it to the Edom Hill Transfer Station in northern Cathedral City. Edom Hill is permitted to receive a maximum of 3,500 tons of waste per day. From Edom Hill, waste is trucked to Lamb Canyon Sanitary Landfill in Beaumont, Badlands Landfill in Moreno Valley, or El Sobrante Landfill in Corona. Lamb Canyon and Badlands landfills are owned and operated by Riverside County, and El Sobrante is privately owned. They have a combined remaining capacity of 178.8 million cubic yards (City of Cathedral City 2019b).

#### **Electricity**

Southern California Edison provides electricity to over 15 million people in 50,000 square miles of service area, encompassing 15 counties in central, coastal, and southern California. SCE would extend electric service to the Project, as needed, in accordance with rules and policies for extension of service on file with the California Public Utilities Commission.

#### **Natural Gas**

The Southern California Gas Company provides natural gas services to the area.

#### 4.19.2 Utilities and Service Systems (XIX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

##### Less than Significant Impact.

The Proposed Project would require minimal water use during construction, primarily for periodic dust control on access roads and during earthmoving activities. However, this water use would be temporary in nature and would not generate wastewater that would require treatment or disposal.

Project components would require soil compaction and installation of asphalt pathway and concrete pads at rest areas. The Project would increase impervious areas over a 0.3-mile segment of Date Palm Drive, which would result in a permanent increase in runoff. As with existing conditions, impervious surfaces are expected to drain towards the North Cathedral Canyon Channel. As discussed above, the Project would not create a significant change in the amount or location of additional storm runoff water. Please see Section 4.9, Hydrology and Water Resources for a detailed discussion of the drainage improvements proposed for the Project. A less than significant impact to storm drainage would occur.

As discussed in Section 4.6 Energy, the Project would have a negligible impact on regional electricity and natural gas resources. Telecommunications infrastructure would not be affected.

Overall, the Project is not expected to necessitate construction or expansion of water, storm drainage, wastewater treatment, electric power, natural gas, or telecommunications facilities. A less than significant impact would occur to utility infrastructure.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

##### Less than Significant Impact.

According to DWA's 2015 Urban Water Management Plan (UWMP), the urban water demands in the DWA service area are estimated to grow from 42,708 acre feet per year (AFY) in 2020 to 50,575 AFY in 2040. At General Plan buildout, the water demand in Cathedral City would represent approximately 8.5 percent of

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the total projected 2040 water demand of 244,875 acre feet (AF) for both CVWD and DWA combined (DWA 2016).

According to the 2015 UWMP, available water supplies are sufficient to meet the anticipated demand for 2020 through 2040 during normal, single dry, and multiple dry water years. This result is based on the volume of water available in the aquifer, State Water Project, water rights and water supply contracts, and DWA's commitments to eliminate overdraft and reduce per capita water use in DWA's service area.

The Proposed Project would require minimal water use during construction, primarily for periodic dust control on access roads and during earthmoving activities. This water use would be temporary in nature and would cease upon completion of the Project. Impacts to water supplies would be less than significant.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Project involves modifications to an existing roadway and would not create or contribute wastewater greater than existing condition. Additionally, the Project would not increase the amount of runoff in a manner that would exceed wastewater treatment capacity. No impact would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

Minimal waste would be generated by the Proposed Project during construction. During operation the Proposed Project would not generate solid waste. As such, the Proposed Project is not anticipated to generate solid waste in excess of State or local standards. No impact would occur.

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

Waste generated by the Proposed Project would comply with solid waste statutes and regulations. The Proposed Project would be required to comply with all Resource Conservation and Recovery Act (RCRA) Regulations, including Title 40 of the Code of Federal Regulations (CFR), as well as City of Cathedral City waste reduction programs. Additionally, the Project would comply with City requirements for receptacles, solid waste collection, and provisions regarding service rates, fees, and charges. As adopted by Cathedral City, AB 939 requires that all California jurisdictions prepare a Source Reduction Recycling Element (SRRE) that demonstrates how the City will divert 50 percent of their jurisdiction's waste stream from disposal into landfills each year. The implementation of these programs would reduce the amount of solid waste generated by the Proposed Project and diverted to landfills. No impact would occur.

**4.19.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

**4.20 Wildfire**

**4.20.1 Environmental Setting**

Government Code 51175-89 directs the California Department of Forestry and Fire Protection (CALFIRE) to identify areas of very high fire hazard severity zones within Local Responsibility Areas (LRA). Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on data and models of potential fuels over a 30 to 50-year time horizon and their associated expected fire behavior, and expected burn probabilities to quantify the likelihood and nature of vegetation fire exposure to buildings.

According to CALFIRE, the Project site is not located on land designated as VHFHSZ (CALFIRE 2009).

**4.20.2 Wildfire (XX) Environmental Checklist and Discussion**

<b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Project is not located within a VHFHSZ (CALFIRE 2009). The Project would not interfere with the City's emergency response or evacuation plans because the Project involves improvements to the existing Date Palm Drive right-of-way and would not impede emergency access. Temporary construction activities and staging areas would generally be confined to the Project and would not physically impair access to other existing roadways within the Project vicinity. The Project proponent would have a Traffic Control Plan prepared by a licensed engineer to maintain a safe, uniform flow of traffic through Date Palm Drive during the construction period. Access to local businesses and residences would be maintained at all times. Additionally, the Project does not include the reconfiguration of Date Palm Drive or nearby roadways that could result in inadequate emergency access. Therefore, no potential impact to an adopted emergency response or evacuation plan would occur.

<b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Project includes improvements to the existing Date Palm Drive right-of-way to accommodate bicycle lanes, sidewalks, and gutter improvements. These improvements would not affect prevailing winds, slope, or other factors that may exacerbate fire risk. Furthermore, the Project is not located within a VHFHSZ (CALFIRE 2009). No impact would occur.

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<b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.**

The Project includes improvements to the existing Date Palm Drive right-of-way too accommodate bicycle lanes, sidewalks, and gutter improvements. These improvements would continue an existing use and would not exacerbate fire risk. Furthermore, the Project is not located within a VHFHSZ (CALFIRE 2009). No impact would occur.

<b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

**No Impact.**

The project site is located on relatively flat land and is not at risk for landslides or flooding. The Project would not significantly alter existing drainage patterns, nor would it construct habitable structures. Furthermore, the Project is not located within a VHFHSZ (CALFIRE 2009). No impact would occur.

**4.20.3 Mitigation Measures**

No significant impacts were identified, and no mitigation measures are required.

## 4.21 Mandatory Findings of Significance

### 4.21.1 Mandatory Findings of Significance (XXI) Environmental Checklist and Discussion

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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"/>

#### Less than Significant with Mitigation Incorporated.

Impacts to biological resources, cultural resources, and geology and soils (paleontological resources) are discussed in the respective sections of this Initial Study. Impacts would be less than significant with Mitigation Measures **BIO-1**, **CUL-1**, **GEO-1**, and **GEO-2**.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Less than Significant Impact.

Impacts from the Proposed Project on transportation, air quality, greenhouse gas emissions and noise are discussed in corresponding sections of this Initial Study. As discussed in their respective sections of this Initial Study document, no significant impacts associated with air quality, greenhouse gas, noise or traffic have been identified. Consequently, Project impacts when considered with cumulative projects would not be cumulatively considerable.

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<b>Does the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have environmental effects that 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"/>

**Less than Significant with Mitigation Incorporated.**

Direct and indirect impacts to human beings would be less than significant with the implementation of mitigation measures listed in this Initial Study.

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## **SECTION 7.0 LIST OF APPENDICES**

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Appendix A – Air Quality/Greenhouse Technical Report

Appendix B – Cultural Resources Assessment

Appendix C – Geotechnical Report

Appendix D – Noise Assessment

Appendix E – Tribal Consultation