



CITY OF CATHEDRAL CITY

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ENVIRONMENTAL INITIAL STUDY

Project Title: Cathedral Cove Center

Project No: Planned Unit Development No. 21-001
Tentative Parcel Map 37876
Conditional Use Permit No. 21-006, 21-007, 21-008 & 21,009
Design Review No. 21-001, 21-002 and 21-003
Zoning Ordinance Amendment No. 21-001
Master Sign Program No. 22-019

**Lead Agency
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Project Location: The southwest corner of East Palm Canyon Drive (Highway 111) and Date Palm Drive in the City of Cathedral City (APN #: 674-500-038, 687-500-001, -003, -006 through -012, -014, and -018 through -020, and 687-207-003 through -006)

General Plan Designation: Downtown Commercial

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

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PROJECT DESCRIPTION

Purpose of the Initial Study:

The City of Cathedral City, as Lead Agency under the California Environmental Quality Act (CEQA), is preparing an Initial Study (IS) for the proposed Cathedral Cove Center Project, including a Planned Unit Development, Conditional Use Permit, Design Review, Tentative Parcel Map, and Zone Ordinance Amendment. These components are referred to as “the Project” or “the proposed Project” in this document.

This Initial Study evaluates the potential environmental impacts associated with implementation of the proposed Project. The Initial Study has been prepared in accordance with CEQA, Public Resources Code Section 21000 et seq., State CEQA Guidelines, and the City of Cathedral City CEQA Environmental Procedures, and serves as the basis for the preparation of a

Project Location:

The Project is located on approximately 13.93 acres of land on the southwest corner of East Palm Canyon Drive (Highway 111) and Date Palm Drive in the City of Cathedral City, in the Coachella Valley region of Riverside County (Exhibits 1 through 4).

General Plan and Zoning:

The Project site is designated as Downtown Commercial on the City’s General Plan Land Use Map, which support the zoning designations of Downtown Residential Neighborhood (DRN) and Mixed-Use Commercial (MXC) assigned to the Project site. This designation provides for a variety of commercial centers, ranging from storefront scale buildings and office space, to lodging and entertainment establishments. Permitted land uses for Mixed-Use Commercial include a mix of residential, up to 45 dwelling units per acre, commercial retail, office and public gathering spaces. Uses may be mixed either horizontally or vertically, with an emphasis on commercial and allowing “big box” development.

The City’s Zoning Map designates the northern portion of the Project site along East Palm Canyon Drive (Highway 111) as Mixed-Use Commercial (MXC), and the southern portion as Downtown Residential Neighborhood (DRN), allowing 36 DU/AC for lots greater than 42,000 square feet. According to the Cathedral City Municipal Code Section 9.31.040, when multiple parcels are part of a single development, and the zoning for the development is a mixture of MXC and DRN, the provisions of either zone shall apply to the entire project area. Therefore, the proposed Project land uses will not conflict with the boundary between DRN and MXC in the Zoning Map pending confirmation by the Planning Commission at the time of Project approval.

Project Description:

The Project site consists of 15 irregular shaped lots (Assessor's Parcel No. 674-500-038, 687-500-001, -003, -006 through -012, -014, and -018 through -020, and 687-207-003 and -006). Currently, the Project site is undeveloped and bounded by East Palm Canyon Drive (Highway 111) on the north, Van Fleet Avenue on the west, D street on the south, and the East Cathedral Canyon Flood Control Channel on the east. The Project site is contiguous and owned by the City except for a shared driveway with an existing commercial building on the northwest corner between Parcel 7 and Parcel 8. The proposed Parcel 7 is currently paved with some designated parking spaces.

The Project consists of a mix of commercial and residential uses, including restaurants, retail, a convenience market and fueling station, and multi-family residential. The commercial portion of the Project will be developed in two sequential phases. Phase I is ± 4.4 acres comprised of three (3) restaurant/coffee shops with drive-through services totaling 7,525 square feet (SF), a 12-pump gasoline station with 3,700 SF convenience market, and a 6,650 SF multi-tenant retail building. Phase II is ± 1.4 acres comprised of two (2) multi-tenant retail/restaurant building totaling 6,500 SF. Sufficient surface parking stalls are proposed for the commercial portion of the Project site (Table 1). The remaining ± 8.05 acres are for a future multi-family residential development of up to 200 units, which is a 25-dwelling unit per acre density; however, precise plans have not yet been prepared and this portion of the Project site will remain vacant until such plans are prepared and approved by the city. General assumptions have been made for the 200 multi-family units to analyze potential impacts of the future development.

The commercial development will consist of single-story, mostly free-standing buildings, each provided with adjacent parking spaces. The commercial buildings are proposed to be 22 to 29 feet in height (to parapet). The residential units are assumed to be two- and three-story townhomes or stacked flats not to exceed the maximum allowed height in the DRN zone of 36 feet.

Table 1 Multi-Tenant SWC Palm Canyon Drive & Date Palm Drive Land Uses						
Phase	Parcel	Area	Building SF	Use	Stalls Required	Stalls Provided
I	Parcel 1	$\pm 37,211$ SF	$\pm 1,900$ SF	Restaurant	1/333 SF = 6	18
	Parcel 2	$\pm 34,866$ SF	$\pm 6,650$ SF	Retail	1/333 SF = 20	37
	Parcel 3	$\pm 27,777$ SF	$\pm 2,325$ SF	Restaurant	1/333 SF = 7	19
	Parcel 4	$\pm 46,060$ SF	$\pm 3,300$ SF	Restaurant	1/333 SF = 10	32
	Parcel 5	$\pm 46,268$ SF	$\pm 3,700$ SF	C-Store	1/250 SF = 15	27
II	Parcel 6	$\pm 36,957$ SF	$\pm 4,000$ SF	Restaurant	1/333 SF = 12	23
	Parcel 7	$\pm 10,255$ SF	$\pm 2,500$ SF	Restaurant	1/333 SF = 8	0
	Parcel 8	$\pm 13,896$ SF	Parcel 7 Parking		-	11
	Total	$\pm 253,290$ SF	$\pm 24,375$ SF	-	78	170

The proposed Project includes a Planned Use Development (PUD) application, Conditional Use Permits (CUP), Tentative Parcel Map (TPM 37876), Zone Ordinance Amendment, and Design Review). A PUD is a comprehensive development plan that allows flexible planning and modifications of the requirements of the underlying zone to accommodate the Project. Specifically, the PUD will establish phased development of the eight commercial parcels located on the northern ± 5.8 -acres of the ± 13.93 -acre site, and a multi-family residential development on the remaining ± 8.05 acres. The CUPs are for

two restaurants with drive-throughs, a coffee shop with a drive-through, a gas station with convenience market, and Type 21 alcohol sale Public Convenience and Necessity determination. The TPM will subdivide the site into 9 parcels to allow for the proposed mix of uses (retail, fuel sale, residential etc.). The Zoning Ordinance Amendment proposes text amendments to the Mixed-Use Commercial (MXC) district and the Downtown Residential Neighborhood (DRN) district to allow the proposed land uses be developed without conflicting with the zoning designations. The Design Reviews are specific to the commercial portion of the Project. Future plans for the residential portion of the Project will be required to undergo a separate design review prior to approval.

Access and Circulation:

A total of four two-way access points are proposed for the commercial portion of the Project. There are three two-way access points on East Palm Canyon Drive (Highway 111) and one two-way access point on Van Fleet Avenue. Specifics about access to the future residential portion of the Project are currently unknown, however access will likely be taken from D Street and/or Van Fleet Avenue. An existing street (A Street), connected to Van Fleet Avenue and East Palm Canyon Drive (Highway 111), passes through the northwest corner of the subject property and provides two of the access points. With proposed modifications, this street will continue to provide two-way access to the subject property from Van Fleet Avenue and East Palm Canyon Drive and also serve as a rear access for the existing commercial building located at 68783 East Palm Canyon Drive. The main access points to the commercial portion of the Project will be from East Palm Canyon Drive at the existing Allen Avenue intersection where there are existing curb cuts and a right-in turn/straight thru lane into the Project site, and the Date Palm Drive intersection, which is planned for extension. Both existing intersection traffic signals will provide four-way traffic control at build out.

Utilities and Service Providers

The following agencies and companies will provide service to the Project site:

1. Sanitary Sewer: Desert Water Agency
2. Water: Desert Water Agency
3. Electricity: Southern California Edison (SCE)
4. Gas: Southern California Gas Company
5. Telephone: Frontier; Spectrum
6. Storm Drain: City of Cathedral City
7. Waste and Recycling: Burrtec

Environmental Setting and Surrounding Land Uses

The subject site is currently undeveloped except the northwest corner, which includes a paved area including a street and parking spaces; the balance of the site has been graded and contains sparse native vegetation. The subject site sits on generally flat terrain that gently slopes to the north. Land uses nearby and adjacent to the site include:

North: Agua Caliente Casino located at the northwest corner of East Palm Canyon Drive and Date Palm Drive. Commercial development (Cathedral Gateway Plaza) with restaurants, retail space, parking lot, and small parcel of vacant land at the northeast corner of East Palm Canyon Drive and Date Palm Drive.

South: Residential development south of D Street and west of the East Cathedral Canyon Flood Control Channel, and the San Jacinto Mountains southeast of the channel.

West: Residential development with embedded vacant lands and an auto parts store.

East: Santa Rosa Mountain foothills and East Cathedral Canyon Flood Control Channel

Other public agencies whose approval is or may be required (e.g., permits, financing approval, or participation agreement.)

Desert Water Authority.

Regional Water Quality Control Board (RWQCB).

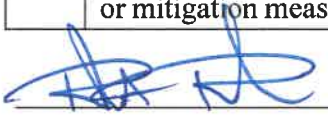
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency) On the basis of this initial evaluation:

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


 Robert Rodriguez, Director of Planning
 City of Cathedral City


 Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to Projects like the one involved (e.g., the Project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on Project-specific factors as well as general standards (e.g., the Project will not expose sensitive receptors to pollutants, based on a Project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as Project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site specific conditions for the Project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a Project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impacts to less than significance.

CALIFORNIA

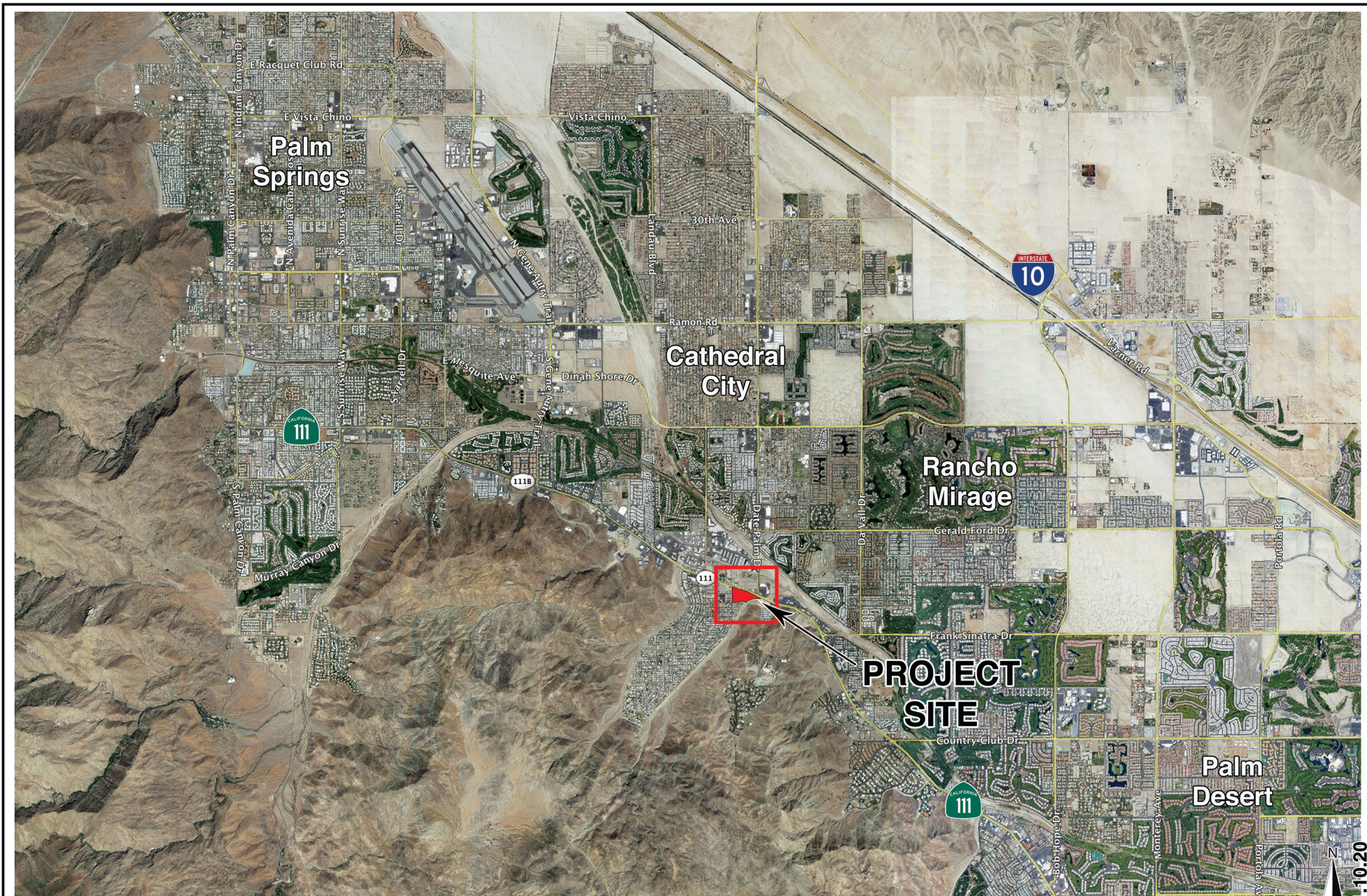
PACIFIC
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MEXICO



RIVERSIDE COUNTY





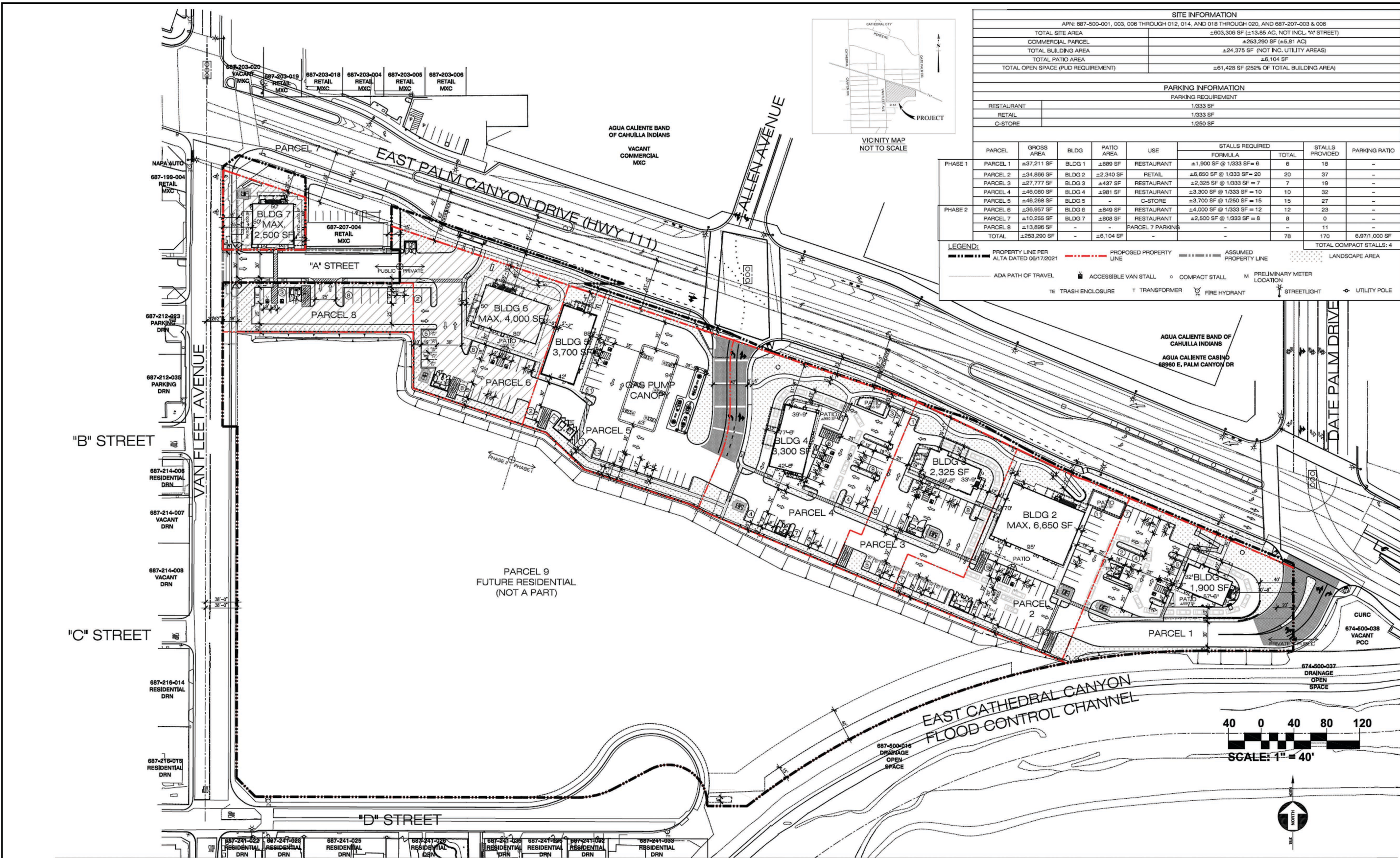
Source: Google Earth, 2018



Source: Google Maps, 2019

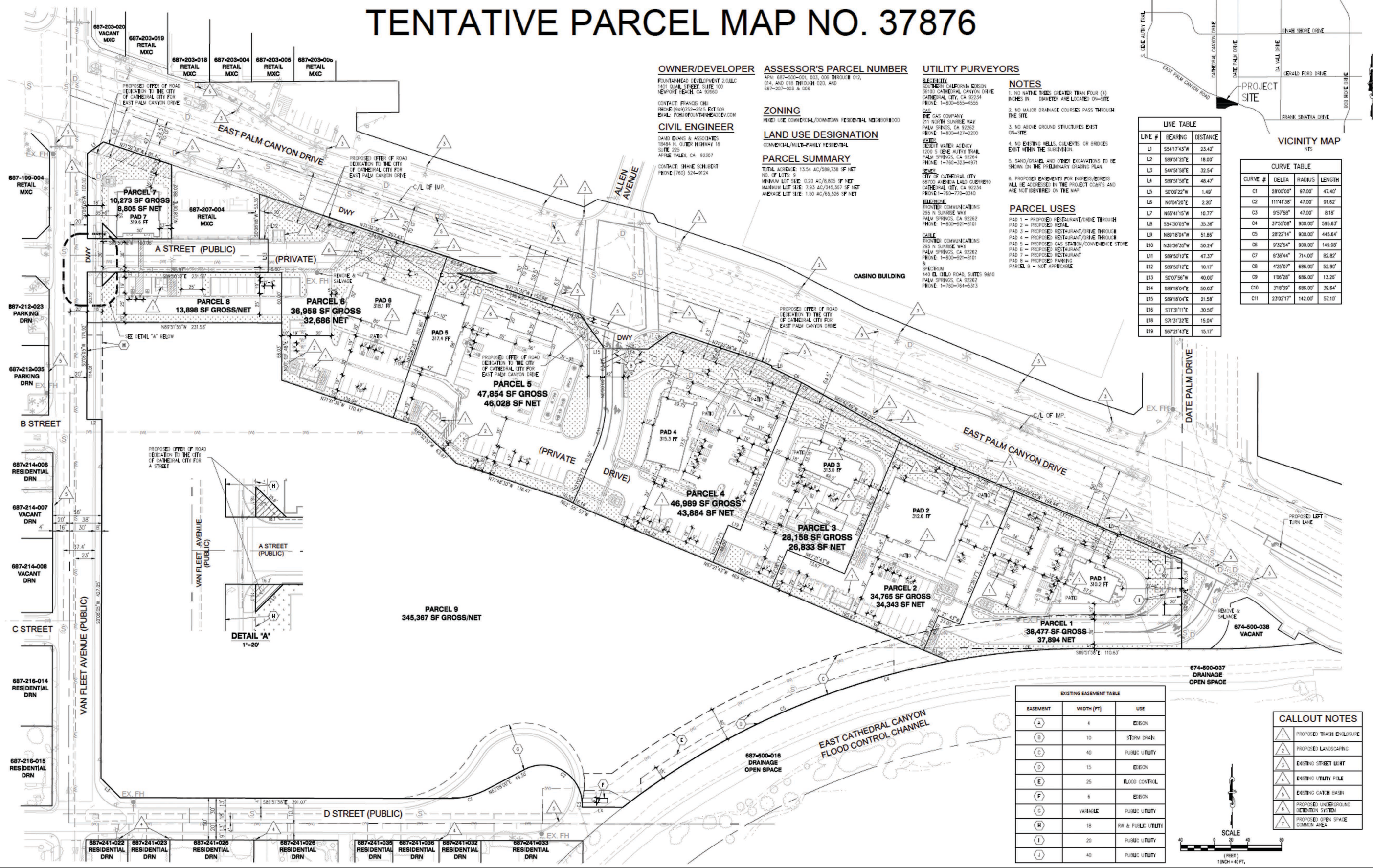


Source: Google Earth, 2020



Source: Bickel Group Architecture, 2022

TENTATIVE PARCEL MAP NO. 37876



Source: David Evans and Associates Inc., 2022



I. AESTHETICS 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?			✓	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓	
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?			✓	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; Cathedral City Zoning Ordinance; Project Site Plan and Architectural Design Plans; Project materials; Google Earth Pro.

Environmental Setting

The City of Cathedral City, including the project site, is located in Coachella Valley which is a desert valley that extends approximately 45 miles in Riverside County, southeast from the San Geronio Pass to the northern shore of the Salton Sea.

Surrounding mountains include the San Jacinto Mountains, the foothills and slopes of which ascend from the Valley floor and form the westerly boundary of the Coachella Valley. At its peak, Mount San Jacinto rises to an elevation of 10,834 feet above mean sea level. The Santa Rosa Mountains, with Toro Peak at an elevation of 8,715 feet above mean sea level, generally form the southerly boundary of the valley. In the northerly portion of the valley are the Indio Hills, with elevations rising to about 1,600 feet, and the Little San Bernardino Mountains further north, forming the northeasterly boundary of the valley.

The Project site occurs in an urban environment, on the City's southeast boundary abutting the Santa Rosa Mountain foothills. The site was previously developed with a gasoline service station, an automobile service/repair facility, and single-family residences, all of which have been demolished and followed by mass grading. The current urban environment includes single family homes, commercial shopping centers, the Agua Caliente Casino, and major roadways. The project site is currently vacant and undeveloped. Ultimate development of the project site will result in the construction of a single-story commercial shopping center that includes a gas station, general commercial, retail, and restaurants, including drive-through restaurants, along East Palm Canyon Drive. The southern portion of the site is expected to develop with multi-family residential units in the future, however precise plans have not been prepared or submitted at this time. Residential units may range from single-story to three-stories.

The site is not located along a State-designated scenic roadway or highway; however, the site is located along East Palm Canyon Drive (Highway 111), which is a locally identified scenic image corridor (General Plan Exhibit CM-4). Development along a scenic image corridor require special setbacks and landscaping where applicable to limit impacts to existing viewsheds and visual character along the corridor. Although not officially designated, East Palm Canyon Drive (Highway 111) is considered eligible for State Scenic Highway designation.¹

Discussion of Impacts

- a) **Less Than Significant.** The project site is located in an urbanized area of Cathedral City that supports a mix of development, including commercial and residential land uses. The Project site is currently vacant and bounded by East Palm Canyon Drive and commercial development to the north, single-family residential development to the west and south, and East Cathedral Canyon Flood Control Channel on the east. Further east along East Palm Canyon Drive includes vacant land, commercial structures similar to properties to the north, the Desert Extended Stay Hotel and a mobile home park. Structures on these properties are consistent with other urban development in the area in scale and height.

From the subject property, scenic views of the San Bernardino Mountains are to the north and northeast, views of the Santa Rosa Mountains are to the south and east, and views of the San Jacinto Mountains are to the west. The Project site is located approximately 6 miles southwest of the San Bernardino Mountain foothills, approximately 150 feet west of the Santa Rosa Mountain foothills, and approximately 5 miles east of the San Jacinto Mountain foothills. From the Project site, views of the lower elevations of the mountains to the north, south, and west are blocked by intervening residential and commercial developments. However, middle and upper elevations of the mountains are visible above. Southeasterly views of the Santa Rosa Mountain foothills are currently unobstructed by structures.

The Project proposes to develop commercial/retail/restaurant uses, and for future development, 200 multi-family residential units. Commercial building heights range from 22 to 29 feet tall (to parapet) (Exhibit 7). Although precise plans have not been prepared for the future residential development, it is assumed that the structures will not exceed the 36-foot maximum height allowed for residential uses in the DRN zoning district. Assuming the maximum allowed height of 36 feet, the residential structures would be taller than existing structures in the Project vicinity and would partially block southern and eastern views of the Santa Rosa Mountains from viewers located north and west of the site, which are already blocked to some extent by existing residential and commercial structures to the north, south and west of the project.

Viewers to the east of the site and north of East Palm Canyon Drive (Highway 111) enjoy views of the Santa Rosa Mountains to the south, including views of the lower elevations and foothills, and the San Jacinto Mountains to the west, with only minimal obstruction from existing single- and two-story structures. The proposed Project would not obstruct views to the south and only partially obstruct views to the southwest to some extent, however, the nearest structures are located approximately 580 feet east of the Project site boundary (auto dealership and hotel) a distance which would lessen these impacts. Views of the mid-range and peaks of the San Jacinto Mountains would remain, and views to the north, east, and south would remain unobstructed by the Project.

¹ California Department of Transportation (Caltrans), California State Scenic Highways. <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, accessed May 2021.

Lands immediately to the north, south and west are currently developed as roadways, residential and commercial uses. Viewers from the north looking to the south and viewers from the west looking east would experience blocked views of the Santa Rosa Mountain foothills as a result of the Project, however mid-range and upper elevation views to the south would remain. Viewers from the south (single-family residential) would not lose views of the Santa Rosa Mountain foothills from any direction. Distant views of the San Bernardino Mountains to the north would be partially obstructed, however due to their distance and current level of existing development obstruction, impacts are expected to be less than significant.

With the construction of the proposed Project, views of the foothills will be reduced but not eliminated, views of the mid-range and tops of the surrounding mountains will remain, and impacts will be less than significant.

- b) **Less Than Significant Impact.** The subject property is not located along a State-designated scenic highway and does not contain any scenic resources, including trees, rock outcroppings or historic building. However, the site is located along East Palm Canyon Drive (Highway 111), which is a locally identified scenic image corridor with views of the Santa Rosa and San Jacinto Mountain ranges. Development along a scenic image corridor requires special setbacks and landscaping where applicable to limit impacts to existing viewsheds and visual character along the corridor. With adherence to city development standards, the Project would result in less than significant impacts to scenic resources.
- c) **Less Than Significant Impact.** Except for the existing parking lot on the northwest corner of the sit, the Project site is currently vacant. The ultimate development of the site will result in the construction of single-story commercial/retail structures up to 29 feet tall (to parapet) and 200 residential units not to exceed 36 feet in height, per zoning development standards. The proposed Project requires landscaping and high-quality design features to minimize any visual degradation of the site. The project site is visible from East Palm Canyon Drive; however, the proposed Project occurs on a major arterial, and is consistent with the adjacent existing land uses in the immediate area. Furthermore, to preserve the aesthetic quality of views from East Palm Canyon Drive, buildings proposed for the site will be designed and constructed in accordance with City standards and will not conflict with these standards. Therefore, impacts associated with visual character are expected to be less than significant.
- d) **Less Than Significant Impact.** The Project is located in an urban environment that includes existing sources of light and glare associated with nearby land uses. Nearby sources of light include exterior lighting on commercial and residential buildings, street lighting on the adjacent East Palm Canyon Drive, passing vehicle headlights, and outdoor lighting on surface parking lots. Except for the existing parking lot on the northwest corner of the site, the site is currently vacant and there is no lighting onsite. Lighting is provided currently in the parking lot.

Short-Term (Construction-Related) Impacts

During the construction phase, there would be no need to add security lighting for construction areas or construction staging areas, because nighttime construction is not anticipated. Therefore, impacts related to new sources of light and glare during construction would be less than significant.

Long-Term (Operations-Related) Impacts

The ultimate development of commercial buildings on the site can be expected to generate increased levels of light and glare from interior and exterior building lighting, safety and security lighting, landscape lighting, and vehicles accessing the site during the day and nighttime; however, it would not require use of high intensity outdoor lighting. Similarly, the residential buildings on site would require low intensity lighting for landscaping and lights typical of multi-family residences. Glare can also be expected from building windows during the day and nighttime. However, lighting and glare levels are not expected to exceed typical levels within the surrounding urban environment. The Project does not propose the use of highly reflective materials in the architectural design. The proposed Project will be designed in accordance with the City's Municipal Code (Chapter 9.89 Outdoor Lighting Standards)² and will properly shield light fixtures to minimize spillage onto adjacent properties. The Zoning Ordinance design standards will be incorporated to assure that the Proposed impacts related to long-term lighting would be less than significant.

Mitigation Measures:

None required.

Monitoring:

None required.

² City Municipal Code, <http://qcode.us/codes/cathedralcity>, Accessed May 2021.

II. AGRICULTURE AND FORESTRY RESOURCES

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

Would the Project:	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?				✓
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; Cathedral City Zoning Ordinance; Project materials; Google Earth Pro; "Riverside County Important Farmland 2018 Map," sheet 2 of 3, California Department of Conservation.

Environmental Setting

The Project site is designated as Downtown Commercial on the City's General Plan land use map. The subject property and surrounding lands, with the exception of the Santa Rosa Mountains on the south and southeast, are designated as "Urban and Built Up" on the Riverside County Important Farmland Map (2018). The site is primarily undeveloped. From the 1920s until around 2006, much of the subject property was developed with streets and residential and commercial buildings; after most of these features were demolished, the site was extensively graded. There are no active agricultural or forest lands within the vicinity of the Project.

Discussion of Impacts

a-e) No Impact.

Prime Farmland: No prime or unique farmland, or farmland of statewide importance exists within the Project site or vicinity. The Project site is not located on or near any property zoned or otherwise intended for agricultural uses. As such, the Project would not convert farmland to non-agricultural use. No impacts would occur and no mitigation measures would be required.

Williamson Act: The project site and surrounding properties are designated for urban uses in the General Plan and Zoning Ordinance. No land on or near the Project site is under a Williamson Act contract. Therefore, the Project would not conflict with any zoning for agricultural uses or a Williamson Act Contract. No impacts would occur and no mitigation measures would be required.

Forest Land: The Project site is located on the desert floor, currently zoned as Downtown Residential Neighborhood (DRN) and Mixed Use Commercial (MXC), and surrounded by urban uses and the Santa Rosa Mountains. The subject site does not contain forest land, timberland or timberland zoned for timberland production. Therefore, the Project would not rezone forest land or timberland as defined by the Public Resources Code and Government Code. No impacts would occur and no mitigation measures would be required.

Mitigation Measures:

None required.

Monitoring:

None required.

III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:	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?				✓
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?			✓	
c) Expose sensitive receptors to substantial pollutant concentrations?			✓	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; Project materials; Project site survey, Winter 2019; Google Earth Pro; SCAQMD CEQA Air Quality Handbook (1993); SCAQMD Rule 402; 2016 Air Quality Management Plan, SCAQMD; Coachella Valley PM₁₀ State Implementation Plan (2003 CV PM₁₀ SIP). CalEEMod Version 2020.4.0.

Environmental Setting

The Coachella Valley, including the Project site, is located in the Salton Sea Air Basin (SSAB), which spans part of Riverside County and all of Imperial County. SSAB is characterized by the large-scale sinking and warming of air within the semi-permanent subtropical high-pressure center over the Pacific Ocean. The flat terrain near the Salton Sea creates deep convective thermals during the daytime but equally strong surface-based temperature inversions at night. Once the air enters the valley, it gets trapped and influences the local climate.

SSAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). All development within the SSAB is subject to SCAQMD's 2016 Air Quality Management Plan (2016 AQMP) and the 2003 Coachella Valley PM₁₀ State Implementation Plan (2003 CV PM₁₀ SIP). The SCAQMD operates and maintains regional air quality monitoring stations at numerous locations throughout its jurisdiction. The Project site is located within Source Receptor Area (SRA) 30, which includes monitoring stations in Palm Springs and Indio, as well as a newly opened station in the unincorporated community of Thermal.

Criteria air pollutants are contaminants for which state and federal air quality standards have been established. The SSAB exceeds state and federal standards for fugitive dust (PM₁₀) and ozone (O₃) and is in attainment/unclassified for PM_{2.5}. Ambient air quality in the SSAB, including the Project site, does not exceed state and federal standards for carbon monoxide, nitrogen dioxides, sulfur dioxide, lead, sulfates, hydrogen sulfide, or vinyl chloride.

Discussion of Impacts

- a) **No Impact.** Under CEQA, a significant air quality impact could occur if the project is not consistent with the applicable Air Quality Management Plan (AQMP) or would obstruct the implementation of the policies or hinder reaching the goals of that plan. The project site is located within the SSAB and will be subject to SCAQMD's 2016 AQMP and the 2003 CV PM₁₀ SIP. The 2016 AQMP is a comprehensive plan that establishes control strategies and guidance on regional emission reductions for air pollutants. The AQMP is based, in part, on the land use plans of the jurisdictions in the region. The project site is designated for Downtown Commercial in the General Plan and is zoned for Downtown Residential Neighborhood (DRN) and Mixed Use Commercial (MXC). The AQMP factored commercial and mixed-use land uses on this site into its Plan. The Project proposes suitable commercial mixed-land uses and is therefore compatible with the 2016 AQMP assumptions.

The SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments, and cooperates actively with all State and federal government agencies. SCAG adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) to comply with the metropolitan planning organization (MPO) requirements under the Sustainable Communities and Climate Protection Act. The Growth Management chapter of the RTP/SCS forms the basis of land use and transportation controls of the AQMP. Projects that are consistent with the projections of population forecasts are considered consistent with the AQMP. The proposed Project would be developed in accordance with all applicable rules and regulations contained in those plans in an effort to meet the applicable air quality standards, because the commercial mixed-land use, including high density residential, and its associated job creation potential were included in the SCAG analysis.

In conclusion, although the proposed Project would contribute to impacts to air quality, as discussed below, it would not conflict with or obstruct the implementation of an applicable air quality plan because its commercial characteristics were included in the development of regional plans. No impact is anticipated.

- b) **Less Than Significant Impact.** A project is considered to have significant impacts if there is a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. As previously stated, the SSAB is currently a non-attainment area for PM₁₀ and ozone. Therefore, if the project's construction and/or operational emissions exceed SCAQMD thresholds for PM₁₀ and ozone precursors, which include carbon monoxide (CO), nitrous oxides (NO_x), and volatile/reactive organic compounds (VOC or ROG), then impacts would be cumulatively considerable and significant.

The California Emissions Estimator Model (CalEEMod) Version 2020.4.0 was used to project air quality emissions that will be generated by the proposed Project (Appendix A). Criteria air pollutants will be released during both the construction and operation phases of the proposed Project, as shown in Tables 2 and 3. Table 2 summarizes short-term construction-related emissions, and Table 3 summarizes ongoing emissions generated during operation.

Construction Emissions:

For purposes of analysis, it is assumed that construction will occur over a 2-year period. The construction period includes all aspects of project development, including site preparation, grading, paving, building construction, and application of architectural coatings.

As shown in Table 2, emissions generated by construction activities will not exceed SCAQMD thresholds for any criteria pollutant during construction. The data reflect average daily unmitigated emissions over the 2-year construction period, including summer and winter weather conditions. The analysis assumes a net material export (dirt/soil) of 8,450 cubic yards per preliminary grading calculations dated April 2021. Applicable standard requirements and best management practices include, but are not limited to, the implementation of a dust control and management plan in conformance with SCQAMD Rule 403, proper maintenance and limited idling of heavy equipment, phased application of architectural coatings and the use of low-polluting architectural paint and coatings per SCAQMD Rule 1113.

Given that criteria pollutant thresholds will not be exceeded, and standard best management practices will be applied during construction, impacts will be less than significant.

Table 2						
Maximum Daily Construction-Related Emissions Summary (pounds per day)						
Construction Emissions¹	CO	NO_x	ROG	SO₂	PM₁₀	PM_{2.5}
Daily Maximum	45.86	54.43	9.45	0.10	9.43	5.46
SCAQMD Thresholds	550.0	100.0	75.0	150.0	150.0	55.0
Exceeds?	No	No	No	No	No	No
Source: CalEEMod model, version 2020.4.0						
¹ Average of winter and summer emissions. Standard dust control measures have been applied to the PM emissions.						

Operational Emissions:

Operational emissions are ongoing emissions that will occur over the life of the project. They include area source emissions, emissions from energy demand (electricity), and mobile source (vehicle) emissions.

According to the Traffic Report prepared for the proposed Project (Appendix G), the proposed Project will generate approximately 7,862 daily trips. Table 3 provides a summary of projected emissions during operation of the proposed Project at build out. As shown below, operational emissions will not exceed SCAQMD thresholds of significance for any criteria pollutants for operations. Impacts related to operational emissions will be less than significant.

Table 3 Maximum Daily Operational-Related Emissions Summary (pounds per day)						
	CO	NO_x	ROG	SO₂	PM₁₀	PM_{2.5}
Operational Emissions¹	117.87	17.92	24.76	0.16	15.65	4.47
SCAQMD Thresholds	550.0	100.0	75.0	150.0	150.0	55.0
Exceeds?	No	No	No	No	No	No
Emission Source: CalEEMod model, version 2020.4.0						
¹ Average of winter and summer emissions.						

Cumulative Contribution: Non-Attainment Criteria Pollutants

A significant impact could occur if the Project would make a considerable cumulative contribution to federal or State non-attainment pollutants. The Coachella Valley portion of the SSAB is classified as a “non-attainment” area for PM₁₀ and ozone. Cumulative air quality analysis is evaluated on a regional scale (rather than a neighborhood scale or city scale, for example) given the dispersing nature of pollutant emissions and aggregate impacts from surrounding jurisdictions and air management districts. Any development project or activity resulting in emissions of PM₁₀, ozone, or ozone precursors will contribute, to some degree, to regional non-attainment designations of ozone and PM₁₀.

The SCAQMD does not currently recommend quantified analyses of construction and/or operational emissions from multiple development projects, nor does it provide methodologies or thresholds of significance to be used to assess the significance of cumulative emissions generated by multiple cumulative projects. However, it is recommended that a project’s potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As shown in the tables above, Project-related PM₁₀, CO, NO_x, and ROG emissions are projected to be below established SCAQMD thresholds. Emissions will be further reduced through required best management practices, which require implementation of a Dust Control Plan in accordance with SCAQMD Rule 403.1. Therefore, the proposed Project will result in incremental, but not cumulatively considerable impacts on regional PM₁₀ or ozone levels.

Summary

As shown above, both construction and operation of the proposed Project will result in criteria emissions that are below the SCAQMD significance thresholds, and neither would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Overall, impacts related to construction and operation will be less than significant and are not cumulatively considerable from a non-attainment standpoint.

- c) **Less Than Significant Impact.** The nearest sensitive receptors are residents in the residential neighborhood located immediately west and south of the Project site. To determine if the proposed Project has the potential to generate significant adverse localized air quality impacts, the mass rate Localized Significance Threshold (LST) Look-Up Table was used.

Analysis of LSTs by a local government is voluntary and is designed for projects that are less than or equal to five acres. The maximum area of disturbance associated with buildout of the proposed Project is approximately 13.93 acres, and it is assumed that buildout would occur over the course of two years. Although the total Project area is greater than five acres, the area of daily disturbance (for purposes of LST analysis only) is limited to five acres or less per day at any given location. As such, the five-acre look up table is appropriate under the SCAQMD's methodology to screen for potential localized air quality impacts.³ Based on the Project's proximity to existing housing, the 5-acre site tables at a distance of 25 meters (nearest measurement option in LST table) were used for LST analysis. Table 4 shows on-site emission concentrations for Project construction and operation will not exceed LST thresholds. Overall, the impacts will be less than significant.

Table 4				
Localized Significance Thresholds Emissions				
(pounds per day)				
	CO	NO_x	PM₁₀	PM_{2.5}
Construction				
Maximum Emissions	45.86	54.43	9.43	5.46
LST Threshold	2,292.00	304.00	14.00	8.00
Exceed?	No	No	No	No
Operation¹				
Area	16.82	0.91	0.14	0.14
SCAQMD Thresholds	2,292.00	304.00	4.00	2.00
Exceed?	No	No	No	No
Emission Source: CalEEMod model, version 2020.4.0				
LST Threshold Source: LST Mass Rate Look-up Table, SCAQMD.				
1. Operational emissions that affect sensitive receptors are limited to on-site area emissions. Energy and mobile emissions occur off-site.				

Health Impacts

As shown in Tables 2 and 3, construction and operation of the proposed Project will result in criteria emissions that are below the SCAQMD significance thresholds, and neither would violate any air quality standard or contribute substantially to an existing or projected air quality violation.

With today's technology, it is not scientifically possible to calculate the degree to which exposure to various levels of criteria pollutant emissions will impact an individual's health. There are several factors that make predicting a Project-specific numerical impact difficult:

- Not all individuals will be affected equally due to medical history. Some may have medical pre-dispositions and diet and exercise levels tend to vary across a population.
- Due to the dispersing nature of pollutants it is difficult to locate and identify which group of individuals will be impacted, either directly or indirectly.
- There are currently no approved methodologies or studies to base assumptions on, such as baseline health levels or emission level-to-health risk ratios.

³ South Coast AQMD, "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds."

Due to the limitations described above, the extent to which the Project poses a health risk is uncertain but unavoidable. It is anticipated that impacts associated with all criteria pollutants will be less than significant overall, and that health effects will also be less than significant.

- d) **Less Than Significant Impact.** The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to distress among the public and often generating citizen complaints to local governments and regulatory agencies.

The SCAQMD identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, transfer stations, and fiberglass molding. The proposed Project will be developed with a mix of commercial and residential uses and is not expected to generate objectionable odors during any phase of construction or at Project buildout. Short term odors associated with paving and construction activities could be generated; however, any such odors would be quickly dispersed below detectable levels as distance from the construction site increases and would occur for short time periods during construction only. The proposed Project proposes restaurants and a gas station, which would involve food preparation and gasoline pumping activities. Restaurants could result in cooking exhaust, smoke, and related food waste. The on-site restaurants would be required by law to provide a hood system that consists of particulate filtration for smoke, gas filtration for gases/odors, and a blower to move the air into the hood, through the air cleaning equipment, and then outdoors. Gasoline pumping does generate odors, but pumping equipment is prescribed to include fume control, and any gasoline station on the Project site would be required to comply with these laws.

At buildout, residential units will generate typical odors, including cooking odor, but will not generate objectionable odors. Therefore, impacts from objectionable odors are expected to be less than significant.

Mitigation Measures: None required.

Monitoring: None required.

IV. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				✓
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?				✓
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓	

Sources: CVMSHCP; City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; Project materials; Google Earth Pro.

Environmental Setting

The City of Cathedral City and the Coachella Valley are located in the Colorado subunit of the Sonoran Desert. The Sonoran Desert supports a wide range of biological resources that are highly specialized and endemic to the region. Valley floor habitat covers much of Cathedral City and the central Coachella Valley. It is characterized by low-lying, relatively flat terrain with sparse vegetation and sand deposits that originated from the erosion of adjacent hills and have been transported by strong winds. It can contain “active” sand dunes in which the continuous process of sand accumulation, depletion, and shifting occurs, uninterrupted by windbreaks or other impediments.

In Cathedral City, active sand transport systems are found in the Willow Hole-Edom Hill Preserve north of Interstate 10. Historically, they also occurred near the Whitewater River floodplain; however, urban development has restricted sand movement in this area, resulting in a loss of habitat. The valley floor can

also contain “stabilized” and “partially stabilized” sand fields that lack the structure of sand dunes and contain more vegetation than active sand dunes, including creosote bush (*Larrea tridentate*), sand verbena, and burrobush (*Oenothera deltoides*). Within Cathedral City south of Interstate 10, including the Project area, valley floor habitat has been largely fragmented, disturbed, and replaced by development.

A wide range of significant biological resources can be found in undeveloped portions of the City of Cathedral City. Four (4) special-status plant species and forty-four (44) special-status wildlife species occur or potentially occur in the City. Due to the loss of viable habitat, some of these species have been listed as threatened or endangered by the federal and state governments. The City is within the boundaries of the Coachella Valley Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan (CVMSHCP/NCCP), a comprehensive conservation plan encompassing approximately 1,136,400 acres in the Coachella valley. The City of Cathedral City is a Permittee to the CVMSHCP/NCCP and, as such, is subject to its provisions.

The subject property is surrounded by urban development, except for the Santa Rosa Mountains on the southeast which are characterized by Sonoran creosote brush scrub community. From the 1920s until 2016, the subject property was developed with streets and residential and commercial buildings that have since been demolished. Since then, it has been extensively graded and is now vacant, other than the northwest portion of the site that is developed with a paved street and parking. The only vegetation on the balance of the site is sparse regrowth of annual plants and scrubs.

Discussion of Impacts

- a) **Less Than Significant with Mitigation.** With the exception of the parking lot on the northwest corner of the site, the site is mostly undeveloped but was once heavily disturbed by streets and residential and commercial development (that have since been demolished) and subsequent grading activities. Vegetation coverage is generally sparse with regrowth of shrubs and herbaceous plants. The surface soil on the subject site is predominantly Carsitas gravelly sand (CdC, 0 to 9 percent slopes) and Carsitas cobbly sand (ChC, 2 to 9 percent slopes), both excessively drained. The site is surrounded by urban development on the north, south, and west, and the East Cathedral Canyon Flood Control Channel on the southeast. The channel is fenced on the subject property side with a ±6-foot high wire mesh fence and it separates the subject property and the slopes of the Santa Rosa Mountains. Therefore, due to its isolation from the Santa Rosa Mountains and other open spaces and the disturbed nature of vegetation and soils, the Project site has a very low to low potential to harbor sensitive wildlife species.

Burrowing owl is a State species of special concern that resides in open dry grasslands and desert areas. Since the site is currently vacant and covered sparsely with vegetation, there is a very low potential for burrowing owl to occur onsite. The CVMSHCP and State law prohibit the take of burrowing owl. Should burrowing owl be found on the property prior to construction, a significant impact would occur. In order to assure that this impact is mitigated, Mitigation Measure BIO-1 is provided below, which requires pre-construction surveys to assure that the species is not present, or to protect the species should it be identified on-site. With implementation of this mitigation measure, impacts to burrowing owls will be less than significant.

The existing vegetation on and adjacent to the property would have the potential to provide nesting opportunities for birds covered under the Migratory Bird Treaty Act (MBTA). As the subject site is vacant, these species would reside seasonally within the subject site. Nesting activities would occur between January and August of any year. Under the provisions of the MBTA, impacts to

covered nesting birds would be considered a significant impact. In order to assure that impacts to bird nests covered under the MBTA are reduced to less than significant levels, a pre-construction survey is required if any activity to remove vegetation is proposed during the nesting season, as provided in Mitigation Measure BIO-2, below. With implementation of this mitigation measure, impacts to birds covered by the MBTA will be less than significant.

- b) **No Impact.** The Project site does not contain any riparian habitat or sensitive natural communities protected by local plans, the California Department of Fish and Wildlife, or U.S. Fish and Wildlife Service. The site is surrounded by urban development, as well as the East Cathedral Canyon Flood Control Channel on the southeast boundary. The channel is fenced (approximately 6' tall) on the subject property side below the levee. Onsite soils have been disturbed by previous grading activity, and onsite vegetation is limited to only sparse annual regrowth. No Project-related impacts would occur and no mitigation measures would be required.
- c) **No Impact.** The Project site is located inland and does not contain any streams, marshes, protected wetlands, or vernal pools protected by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. The East Cathedral Canyon Flood Control Channel adjacent to the southeast boundary of the Project site is fenced on the subject property side below the levee, and Project-generated runoff will be managed onsite with no drainage entering the channel. No Project-related impacts would occur and no mitigation measures would be required.
- d) **No Impact.** The subject property is surrounded by roadways and urban development on three sides and separated from the Santa Rosa Mountains by the East Cathedral Canyon Flood Control Channel. The Channel is separated from the subject property with a welded wire mesh fence on the property side (approximately 6' tall) along the entire length of the southeast property boundary. The property was previously developed with streets and residential and commercial development beginning in the 1920s; nearly all improvements were demolished by 2006, indicating that historically the site did not serve as an important wildlife migratory corridor or nursery site due to urban development. Although currently largely vacant, it is unsuitable for use as a migratory wildlife corridor or nursery site due to surrounding urban development, previous onsite grading, and separation from the mountains by the flood control channel. No impact is anticipated.
- e, f) **Less Than Significant Impact.** The subject property does not contain any biological resources that are protected by a local policy or ordinance, such as a tree preservation ordinance. The subject property is located within the boundaries of the CVMSHCP but is outside the boundaries of any of the Plan's Conservation Areas. The Project involves lands not developed prior to 1996, and therefore, the developer will be required to pay the Local Development Mitigation Fee to mitigate impacts to covered species. The site is not within or adjacent to a CVMSHCP-designated Conservation Area; the nearest conservation area is the Santa Rosa and San Jacinto Mountains Conservation Area, approximately 0.78 miles to the southeast.

The proposed Project is located in the City of Cathedral City, which is within the boundaries of the CVMSHCP, and is therefore subject to payment of the Development Mitigation Fee, which will mitigate potential impacts to covered species. The site is not within or adjacent to a CVMSHCP-designated Conservation Area, so no additional mitigation measures or provisions are required. The Project will not conflict with any policies or ordinances that protect biological species, or any habitat conservation plans or natural community conservation plans. Impacts are expected to be less than significant.

Mitigation Measures:

- BIO-1** A qualified biologist shall conduct two (2) take avoidance pre-construction burrowing owl surveys onsite. The first shall occur between 14 and 30 days prior to ground disturbance, and the second shall occur within 24 hours of ground disturbance. If burrowing owls are detected, the project proponent shall consult with CDFW to determine what course of action is needed, such as the use of exclusion devices (if applicable) to discourage owls from using burrows that are believed to be in jeopardy of being impacted by implementation of the project.
- BIO-2** For any grubbing, grading or other site disturbance or tree or vegetation removal occurring during the nesting season between January 15th and August 31st, a qualified biologist shall conduct at least one nesting bird survey, and more if deemed necessary by the consulting biologist, immediately prior to initiation of project-related ground disturbing activities. If nesting birds are present, no work shall be permitted near the nest(s) until the young birds have fledged. While there is no established protocol for nest avoidance, when consulted, the CDFW generally recommends avoidance buffers of about 500 feet for birds-of-prey, and 100 – 300 feet for songbirds. If ground disturbance occurs outside the nesting season, this requirement shall be waived.

Mitigation Monitoring:

- BIO-A** Prior to the issuance of any permit to allow ground disturbance on the site, the Project Proponent shall furnish the City with pre-construction surveys for burrowing owl and MBTA covered birds.
- Responsible Parties:** Project applicant, project biologist, Planning Department, City Engineer.

V. CULTURAL RESOURCES				
Would the Project:	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?		✓		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		✓		
c) Disturb any human remains, including those interred outside of formal cemeteries?				✓

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; Project materials; Google Earth Pro; Update to Cultural Resources Studies, Cathedral Cove Center Project, prepared by CRM Tech, December 2019; Phase I Cultural Resource Assessment of Project Sites 1-3, Cathedral City, Riverside County, California, prepared by Statistical Research, Inc., November 2015; Historic Property Survey Report, Downtown Improvement Project 07-01-05317, prepared by CRM Tech, May 2003.

Environmental Setting

The City of Cathedral City is located in the Coachella Valley where the Cahuilla Indians settled centuries ago. The Cahuilla Indians were a Takic-speaking people of hunters and gatherers generally divided into three groups by geographic setting: the Pass Cahuilla of the San Geronio Pass – Palm Springs area; the Mountain Cahuilla of the San Jacinto and Santa Rosa Mountains and the Cahuilla Valley; and the Desert Cahuilla of the eastern Coachella Valley.

The City of Cathedral City is within the vast traditional lands of the local Cahuilla Indian tribes. In the Coachella Valley, the Cahuilla typically lived in camps of between 75 and 100 individuals, along the lower edges of alluvial fans near permanent sources of water, food and fiber. One such camp was the Palm Oasis at modern-day Thousand Palms, along the fault scarp where diked groundwater rises to the surface to support several palm groves (*Washingtonia filifera*).

The subject property is located near foothills of the Santa Rosa Mountains and is not known to have been a source of water or ethnobotanical resources (such as mesquite, palms, or reeds), habitation sites, trails, or pot-drops. According to the City's General Plan, only one prehistoric site has been recorded into the California Historical Resource Information System and six locations within close proximity have been identified by Cahuilla cultural authorities to be of potential significance; none of these resources are within or near the Project area.

In 1925, the City of Cathedral City was founded by four developers to provide affordable low-to-moderate-income housing. The downtown commercial district generally developed along the newly paved present-day East Palm Canyon Drive (Highway 111) after 1927. The city experienced rapid growth in the 1940s and the early 1950s and served as a bedroom community to military installations during World War II. Additional growth occurred as a result of residents from the Los Angeles basin claiming local five-acre parcels under the "Baby Homestead Act." The post-war boom also contributed to the population and economic growth and eventually led to the City's incorporation as the 18th city in Riverside County in 1981.

The Project area was included in a countywide historical resources reconnaissance in the 1980s, which identified a total of 29 resources consisting primarily of buildings constructed between 1925 and the 1970s and a short segment of A Street. All these buildings have been demolished as of 2016. An historical/archaeological resources survey and assessment has been conducted on the subject development site and is discussed below.

Discussion of Impacts

- a, b) Less Than Significant Impact With Mitigation Incorporated.** Section 15064.5 of the CEQA Guidelines defines a historic resource as a resource that is: (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code). Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register. The California Register automatically includes all properties listed in the National Register of Historic Places (National Register) and those formally determined to be eligible for listing in the National Register.

Section 15064.5(a)(3)(D) of the CEQA Guidelines defines archaeological resources as any resource that “has yielded, or may be likely to yield, information important in prehistory or history.” Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community.

In conjunction with previously proposed development projects and the currently proposed Project, qualified professional archaeologists conducted historical/archaeological resources record searches and historical background research on the subject property in 2003, 2015, and 2019. As part of the assessments, records searches were conducted at the Eastern Information Center (EIC). The 2019 analysis includes references to comprehensive records searches for adjacent properties provided by the EIC, and Nationwide Environmental Title Research (NETR) (Appendix B). In addition, CRM TECH conducted independent historical research and an on-site field survey.

Eastern Information Center (EIC) Record’s Search

A CRM TECH archaeologist conducted a cultural resources records search on November 19, 2019, at the Eastern Information Center (EIC) University of California, Riverside. The 2003 and 2015 surveys mentioned above remain the only systematic Phase I surveys to include any portion of the project area. A total of 29 cultural resources were recorded during and 1980’s historical reconnaissance, including buildings built between 1925 and circa 1970. Of the 29 cultural resources recorded, the 2015 study found 28 of the 29 recorded resources were determined not to be eligible for listing in the National Register of Historic Places and/or the California Register of Historical Resources. The remaining resource had not been formally evaluated, however the structure was demolished prior to the 2003 and 2015 surveys. By 2015, only two commercial buildings remained intact within the Project area; a 1946-1947 commercial building at 68-791/68-805 East Palm Canyon Drive and a 1970’s commercial building at 68-823 East Palm Canyon Drive. The building located at 68-823 East Palm Canyon Drive, was recorded into the California Historical Resources Inventory at the time of the 2003 survey, as was the segment of A Street between Van Fleet Avenue and East Palm Canyon Drive (Site 33-026845).

The EIC records search also identified 46 additional historical/archaeological sites located outside of the project area, but within the one-mile radius. Five (5) of those sites were prehistoric with the nearest site located approximately a half-mile south of the project area. None of these additional sites were found in the immediate vicinity of the project area, and thus none of them require any further consideration.

Historical Record Search

Review of recent and historical aerial photographs found that most of the buildings previously recorded in project area were demolished sporadically, with most of the buildings removed by 2006. The two commercial buildings (discussed above) were the only remaining structures at that time, however both of these structures were removed sometime between February and July of 2006. Since then, the entire project area has been vacant and undeveloped, with the exception of the 300-foot segment of asphalt (A Street).

Field Inspection

A field survey of the Project site was conducted in November 2021 by a CRM Tech archaeologist. The 300-foot-long segment of A Street between Van Fleet Avenue and East Palm Canyon Drive was found to be the only potential cultural resource in the project area. According to the 2015 study, this segment of A Street is not likely to yield additional information important in local, regional, or national history and fails to meet any of the four criteria used for determining eligibility for listing in the California Register of Historical Resources. CRM Tech concurred with the conclusion of the 2015 evaluation that the A Street segment was not historically significant and requires no further study or formal evaluation.

Native American Consultation

The City is currently undertaking Tribal Consultation in conformance with the requirements of AB 52. One tribe, the Aqua Caliente Band of Cahuilla Indians, requested consultation and provided input on potential impacts, which are included in the mitigation measures to this Initial Study. See Section XVIII, Tribal Cultural Resources.

Summary:

CRM TECH concurred with the conclusion of the 2015 evaluation that the A Street segment (Site 33-026845) was not historically significant under CEQA and requires no further study or formal evaluation. To protect the potential cultural or archaeological resources on the site and to reduce potential impacts to less than significant levels, Mitigation Measure CUL-1 is included at the end of this section, consistent with the findings of the cultural resource investigation, and concerns of the Tribes. The mitigation measure requires the presence of archaeological and Native American monitors during earth moving activities, to assure that subsurface resources are identified and protected during the grading and excavation of the proposed Project. With the implementation of this mitigation measure, potential impacts associated with archaeological resources will be reduced to less than significant levels.

- c) **No Impact.** No cemeteries or human remains are known to occur on-site. It is unlikely that human remains will be uncovered during project development. Should human remains be uncovered during grading of the site, California law requires that all activity stop, that the coroner be notified, that he or she determine the nature of the remains, and whether Native American consultation will be required. This requirement of law assures that there will be no impact to cemeteries or human remains.

Mitigation Measures:

- CUL-1** Earth-moving activities including grading, grubbing, trenching, or excavations at the site shall be monitored by a qualified archaeologist and approved Tribal Monitor(s).

Should cultural materials be discovered, they shall be recorded and evaluated in the field. The monitors shall be prepared to recover artifacts quickly to avoid construction delays but must have the power to temporarily halt or divert construction equipment to allow for controlled archaeological recovery if a substantial cultural deposit is encountered. The Native American Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer and the Agua Caliente Tribal Historic Preservation Office. If artifacts are discovered, these shall be processed, catalogued, analyzed, and prepared for permanent curation in a repository with permanent retrievable storage that would allow for additional research in the future. Archaeological site records shall be prepared to document the cultural remains discovered during monitoring and submitted to the California Historical Resources Information System.

Monitoring:

- CUL-A** Prior to the issuance of a grading permit for the site, the applicant shall provide a fully executed Tribal monitoring agreement (if requested) to the City.

Responsible Parties: Project applicant, Planning Department, City Engineer.

- CUL-B** Within 30 days of the completion of ground disturbing activities on the project site, a report of findings shall be filed with the City. The report will summarize the methods and results of the monitoring program, including an itemized inventory and a detailed analysis of recovered artifacts, upon completion of the field and laboratory work. The report should include an interpretation of the cultural activities represented by the artifacts and a discussion of the significance of all archaeological finds.

Responsible Parties: Project applicant, project archaeologist, Tribal monitor (if requested), Planning Department, City Engineer.

VI. ENERGY				
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?			✓	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✓	

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019.

Environmental Setting

Primary energy sources include fossil fuels (oil, coal, and natural gas), nuclear energy, and renewable sources like wind, solar, geothermal, and hydropower. Southern California Edison (SCE) provides electric services to the City of Cathedral City. Currently, SCE serves approximately 4.4 million residential service accounts and 520,000 commercial service accounts, which use up to 69% of the electricity generated by SCE in its service area.⁴ Natural gas is provided to Cathedral City by the Southern California Gas Company (SoCalGas). Its service territory encompasses approximately 24,000 square miles in Central and Southern California, from the City of Visalia to the Mexican border.⁵

Both SCE and SoCalGas have existing underground utilities along East Palm Canyon Drive

Discussion of Impacts

a, b) Less Than Significant Impact. Energy resources would be utilized during both construction and operational activities. Construction related energy demand comes from the operation of construction equipment and the manufacturing of construction materials. Fuel consumed by construction equipment, such as petroleum and diesel, would be the primary energy resource expended over the course of construction. However, petroleum and diesel use during construction would be temporary and minimal and would not be wasteful or inefficient

Operational energy demand primarily comes from building/site lighting, HVAC systems. All residential units and commercial structures will be constructed in accordance with the Building Code, California Green Building Code, and Energy Code in effect at the time that development occurs, to ensure the most efficient construction/building technologies are used, which will benefit overall building operations, ensure energy efficiency and reduce wasteful and unnecessary consumption of energy resources. These requirements of law assure that future buildings on the site will not waste energy.

Operation would also result in the consumption of petroleum-based fuels related to vehicular travel to and from the Project site. Although the Project will result in a direct increase in City VMTs, the Project will not interfere with increased fuel efficiency standards and will not result in wasteful,

⁴ Errata to Southern California Edison Company's Amended Energy Efficiency Rolling Portfolio Business Plan For 2018-2025 by SCE (May 15, 2017) – Page 42 and 43.

⁵ SoCalGas Company Profile, <https://www.socalgas.com/about-us/company-profile>, accessed January 2020.

inefficient, or unnecessary consumption of transportation energy resources during operation. The Project proposes a mixed-use development that places multi-family residential within a half-mile to commercial uses, transit, and employment opportunities which reduces vehicle trips, trip length and the consumption of fuel. Impacts were determined to be less than significant.

SCE is committed to promoting renewable energy generation for its own operations and throughout the State and local communities. In 2019, about 48% of the power delivered to SCE customers came from carbon-free sources.⁶ SCE's Pathway 2045 provides a roadmap to achieving statewide carbon neutrality that requires decarbonization of the State's economy, including the electric sector, natural gas and low-carbon fuels, transportation, and building construction and operation efficiencies.⁷ SoCalGas is also committed to energy and climate sustainability and investing in a diverse portfolio of technologies and applications to decarbonize, including the use of cleaner fuels like renewable natural gas. SoCalGas aspires to achieve net zero GHG emissions in both operations and delivery of energy by 2045.

The City's Climate Action Plan also promotes local generation of renewable energy. The Project will comply with the solar and zero net energy requirements in the adopted 2019 California Building Code and will not interfere with any state or local plan that promotes renewable energy or energy efficiency. Adherence to the applicable state standards enforced by SCE and SoCalGas will ensure the development is consistent with current energy standards and conservation goals laid out in the City's Climate Action Plan. Therefore, impacts related to energy will be less than significant.

Mitigation Measures:

None required.

Monitoring:

None required.

⁶ Website. Southern California Edison, <https://www.scecleanenergy.com/>. Accessed May 2021.

⁷ "Pathway 2045," by Southern California Edison, November 2019. <https://www.edison.com/home/our-perspective/pathway-2045.html>. Accessed May 2021.

VII. GEOLOGY AND SOILS				
Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
ii) Strong seismic ground shaking?			✓	
iii) Seismic related ground failure, including liquefaction?				✓
iv) Landslides?			✓	
b) Result in substantial soil erosion or the loss of topsoil?			✓	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		✓		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?		✓		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; Project materials; “Geotechnical Engineering Investigation for the Proposed Retail Development SWC Palm Canyon Drive & Date Palm Drive,” prepared by Salem Engineering Group, Inc., October 17, 2019.

Environmental Setting

Geologic Setting

The Project is located in the City of Cathedral City which is part of the Coachella Valley. The geology and seismicity of the Coachella Valley is primarily influenced by the tectonics of the San Andrea and San Jacinto fault systems. The San Andreas Fault is a continental transform fault that extends roughly 750 miles through California. It forms the tectonic boundary between the Pacific Plate and the North American Plate, and its motion is right-lateral strike-slip (horizontal). The San Jacinto Fault Zone (SJFZ) is a major

strike-slip fault zone that runs through San Bernardino, Riverside, San Diego, and Imperial Counties in Southern California. The SJFZ is a component of the larger San Andreas transform system and is considered to be the most seismically active fault zone in the area.

The Coachella Valley is located in the northwestern portion of the Salton Trough which is bounded by the San Bernardino Mountains on the northwest, San Jacinto Mountains on the west, Santa Rosa Mountains on the south, and Little San Bernardino Mountains and Indio Hills on the northeast. Regional soils range from rocky outcrops within the mountains bordering the valley to coarse gravels of mountain canyons and recently laid fine- and medium-grained alluvial (stream deposited) and aeolian (wind deposited) sediments on the central valley floor. Episodic flooding of major regional drainages, including the Whitewater River, results in the deposition of sand and gravel on the valley floor. Strong sustained winds emanating from the San Geronio Pass cause wind erosion and transport and deposit dry, finely granulated, sandy soils on the central valley floor. The base of the Santa Rosa Mountains consists of alluvial and stream-washed deposits, which are coarse sands and gravels.

Paleontological Resources

Paleontological resources are the fossilized remains of prehistoric animals and plants, created more than 12,000 years ago in the Pleistocene era. Fossils are usually buried resources, and often cannot be identified on the surface. A relatively thick sequence (20,000 feet) of sediment has been deposited in the Coachella Valley portion of the Salton Trough from the Miocene era to present times. These sediments are predominantly terrestrial in nature with some lacustrine (lake) and minor marine deposits. The major contributor of these sediments has been the Colorado River. The mountains surrounding the Coachella Valley are composed primarily of Precambrian metamorphic and Mesozoic "granitic" rock. According to the Riverside County General Plan, the City and Project site contain recent alluvium soils which have a low potential to contain significant paleontological resources.⁸

Discussion of Impacts

- a.i) No Impact.** The subject property is not located within or adjacent to an Alquist-Priolo Earthquake Fault Zone. The nearest earthquake fault is the Banning fault of the San Andreas Fault Zone, approximately 6.4 miles northeast of the site. This active fault is capable of generating earthquakes of magnitude 7.4. There are no active faults in the vicinity of the subject property. Fault rupture is not expected on the project site because it does not occur on any of these faults. No impact is anticipated.
- a.ii) Less Than Significant Impact.** The Project site is located in a seismically active region where earthquakes originating on local and regional seismic faults can produce severe ground shaking. Buildings proposed for the site will be required to conform to the most recent edition of the California Building Code (CBC) to provide collapse-resistant design. These building standards are designed to minimize the catastrophic failure of buildings, thereby lowering the potential impacts to life and property. According to the CBC, Site Class D may be used to estimate design seismic loading for the proposed structures. As a result of these standards, Project-related impacts associated with seismic ground shaking will be less than significant.

⁸ Riverside County General Plan, "Multipurpose Open Space Element," (2003), fig. OS-8, "Paleontological Sensitivity Resources Map."

a.iii) No Impact. According to the Cathedral City General Plan (Exhibit S-5), the Project site is located in an area that has a low to very low liquefaction susceptibility. According to the Project-specific geotechnical report (Appendix D), the Project area is classified as a moderate liquefaction potential zone by the Riverside County Office of Information Technology GIS website; however, based on the groundwater depth and relatively dense soil conditions, the liquefaction potential of the site is considered to be low. Onsite underlying soils within the depth of 51½ feet consist of medium dense to very dense gravelly, silty sand; sandy, silty gravel; poorly graded sand; and well-graded sand, based on onsite borings in the geotechnical report. The highest groundwater was measured to be 192 feet below ground surface from the adjacent property located at 69010 East Palm Canyon Drive (Highway 111), and the historically highest groundwater is estimated to be at a depth of at least 100 feet below ground surface at the Project site. Therefore, the sand in this region is not prone to liquefaction under severe ground shaking conditions. No impact is anticipated.

a.iv) Less Than Significant Impact. The Project site consists of and is surrounded by gently sloping land and relatively flat terrain with the East Cathedral Canyon Flood Control Channel to the southeast. The channel is fenced on the subject property side outside the levee. The nearest hillsides are the Santa Rosa Mountains beyond the channel southeast of the property.

According to the Cathedral City General Plan (Exhibit S-2), the easterly portion of the subject property has a moderate susceptibility to seismically induced landslides and rock fall. However, the Project-specific geotechnical analysis determined that there are no known or potential landslides at the subject property, and the property has a less than 5% sloping grade and is more than ½ mile from the nearest significant topographic change. Therefore, the landslide and slope instability risk onsite is very low. Impacts are less than significant.

b) Less Than Significant Impact. Development of the Project site has the potential to result in the erosion of soils during site preparation, grading, and building construction. The subject property is moderately susceptible to wind erosion according to the Cathedral City General Plan (Exhibit V-2). Based on soil boring logs for the site, surface soils consist predominantly of medium dense to very dense gravelly, silty sand; sandy, silty gravel; poorly graded sand; and well-graded sand. Soils of this composition and consistency are prone to wind and water erosion. The site is essentially flat, thus minimizing the potential for water erosion. The site will be mostly covered by buildings, pavement or landscaping at build out, minimizing long-term wind erosion potential.

Grading and construction may require removal of the topsoil; however, they would occur in accordance with erosion control requirements, including grading and dust control measures imposed by the City pursuant to grading permit regulations, including adherence to SCAQMD Rule 403.1, that requires a fugitive dust control plan. Specifically, Project construction would be required to comply with the City's Municipal Code, including submittal and approval of grading permits, site and building plans, and inspections to ensure that the Project does not generate excessive soil erosion. In addition, the Project will be required to prepare a Project-specific Water Quality Management Plan (WQMP) (See Section X, Hydrology and Water Quality). As part of the WQMP, Best Management Practices (BMPs) would be implemented during grading and construction to reduce sedimentation and soil erosion to the maximum extent practicable. Therefore, impacts would be less than significant.

c) Less Than Significant with Mitigation Incorporated. The site is undeveloped, and grading will be conducted in compliance with City's standards. According to the geotechnical report, onsite underlying soils consist of medium dense to very dense gravelly, silty sand; sandy, silty gravel;

poorly graded sand; and well-graded sand. One of the primary geotechnical constraints identified in the geotechnical investigation is the presence of potentially compressible (collapsible) near-surface soils.

A “Geotechnical Engineering Investigation” report (SALEM Engineering Group, Inc., October 2019. See Appendix D) was prepared for Phase I (commercial/retail portion of) the proposed Project and Project site which provided recommendations for the excavation of that site prior to construction, including moisture conditioning and recompaction. Assuming the recommendations for grading included in the geotechnical report are followed during Phase I construction, the site is not susceptible to on- or off-site landslide, lateral spreading, liquefaction, or collapse due to the distance from nearest significant topographic change in the Santa Rosa Mountain foothills, and depth of the groundwater. It should be noted that recommendations presented in this report should not be used for the residential phase of development due to the lack of subsurface soil data, and additional geotechnical soil investigations are required for the development of the residential portion of the site (see Mitigation Measure GEO-1 for geotechnical report recommendations). These recommendations shall be integrated into grading and building plans that the City will review and approve prior to the issuance of grading and building permits, which will assure that impacts associated with soils remain less than significant.

- d) **Less Than Significant Impact with Mitigation Incorporated.** Expansive soils typically contain large amounts of clay that expands when water is absorbed and shrinks when it dries. As described in Section VII.a.iii, above, the site’s underlying soils consist of medium dense to very dense gravelly, silty sand; sandy, silty gravel; poorly graded sand; and well-graded sand. The Project-specific geotechnical report determined that onsite soils samples collected from surface to the proposed foundation depths are considered to have a very low expansion potential. The geotechnical report includes numerous site preparation recommendations that the Project should implement to assure these geotechnical issues are appropriately addressed, including removal and recompaction of collapsible or weak soils during the grading phase. Adherence to these recommendations (see Mitigation Measure GEO-1) will ensure impacts are reduced to less than significant levels.
- e) **No Impact.** The Project area is readily served by sewage infrastructure as the City passed ordinances and completed projects to eliminate septic tanks in the last two decades, despite that previous development onsite utilized septic tanks (Salem Engineering Group, October 17, 2019). The CVWD Cook Street plant will receive and treat sewage discharged into its collection system through DWA infrastructure in the Project area. The Project would not require the use of septic tanks or alternative wastewater disposal systems or result in impacts related to the ability of soils to support septic tanks or alternative wastewater disposal systems. No impacts would occur and no mitigation measures would be required.
- f) **Less Than Significant Impact.** Paleontological resources are the fossilized remains of organisms that lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, most of which are now extinct. The Project site is not known to contain unique paleontological features. Also, there are no unique geological features (rivers, lakes, hills, faults, folds, etc.) located onsite that would directly or indirectly be destroyed by the proposed Project. The surface soils consist of recently deposited alluvial sand and gravel that are not conducive to the location of paleontological resources.

Mitigation Measures:

- GEO-1** Development of the Project shall adhere to the recommendations set forth in the Project-specific Geotechnical Engineering Investigation (see Appendix D of this document), including but not limited to removal and recompaction of collapsible or weak soils during the grading phase and completion of additional geotechnical/soil investigations on the southern portion of the site proposed for the future residential development.

Monitoring:

- GEO-A** The City shall review and approve grading and building plans prior to the issuance of ground disturbing permits to ensure plans adhere to the recommendations set forth in the Project Geotechnical Engineering Investigation.
Responsible Parties: Project applicant, construction manager, Planning Department, City Engineer.

VIII. GREENHOUSE GAS EMISSIONS				
Would the Project:	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?			✓	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; “2013 Cathedral City Climate Action Plan,” prepared by EcoMotion, May 2013; Project materials; Google Earth Pro; Assembly Bill 32 and 2019 California Green Building Standards Code; CalEEMod Version 2020.4.0

Environmental Setting

Air quality has become an increasing concern because of human health issues, but also because greenhouse gas emissions are contributing to global warming and climate change. The primary contributor to greenhouse gas emissions is the burning of fossil fuels through the use of automobiles, power and heat generators, and industrial processes.

The principal greenhouse gases (GHGs) include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ozone (O₃), and water vapor (H₂O), which are generated by both mobile and stationary sources, including vehicles, electricity and natural gas consumption, and emissions associated with water pumping and application of fertilizers.

The State of California has taken a leading role to curb GHG emissions and has developed laws and regulations to reduce these emissions. State legislation and regulations call for better integrated land use planning and curtailing energy production away from nonrenewable sources and toward new renewable sources, such as solar and wind. California SB 375 in part implements greenhouse gas reduction targets set forth in AB 32 and encourages regional land use planning to reduce vehicle miles traveled; it also requires jurisdictions to adopt a sustainable communities strategy. The California Air Resources Board continues to draft regulations to implement the Scoping Plan. Senate Bill 350 requires that, by the year 2020, 50% of the electricity used in California is from renewables to help reduce statewide GHG emissions.

State law mandates that all cities decrease their GHG emissions to 1990 levels by the year 2020. Executive Order B-30-15 set an interim target goal of reducing GHG emissions to 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050, as set forth in Executive Order S-3-05.

Cathedral City Climate Action Plan, Energy Action Plan, and GHG Inventory

The City of Cathedral City completed its first Climate Action Plan in May 2013 in an effort to address climate change at the local level by reducing greenhouse gas emissions within its own operations and within the overall community. The Climate Action Plan provides a framework for the development and implementation of policies and programs that will reduce the City’s emissions and is tracked via the City’s Greenhouse Gas Inventory. In addition to the Climate Action Plan, the City prepared an Energy Action Plan (2013) to identify opportunities for cost savings through energy efficiency and actions necessary to meet the City’s future energy needs, consistent with the energy policies set forth by the State of California.

In 2010 (baseline year), Cathedral City was over its 1990 baseline emissions value by 53,439 tonnes (236,863 tonnes). With growth predicted to exceed 19% between 2010 and 2020, “business as usual” conditions could reach 239,333 tonnes by 2020. To achieve the AB 32 target by 2020, Cathedral City would have to cut GHG emissions by 23.4%, or 55,909 tonnes for a total of 183,424 tonnes.

The following is a summary of major findings in the 2013 Greenhouse Gas Inventory:

- Communitywide emissions in 2010, using guidelines approved by the California Air Resources Board, total 236,863 tonnes CO₂e.
- This level is 29.1% above 1990 target levels referenced in AB 32—183,424 tonnes CO₂e.
- The municipal contribution to the community’s emissions footprint is 1.3%, or 3,104 tonnes CO₂e.
- Electricity—predominantly used for air conditioning—is responsible for 39.9% of the community’s emissions.
- At 4.6 tonnes per capita, Cathedral City has low emissions relative to its neighboring cities.
- Cathedral City’s transportation emissions are high relative to neighboring cities due to a larger segment of East Palm Canyon Drive (Highway 111).
- The per capita regional transportation emissions value of 2.8 tonnes CO₂, when added to City emissions, puts Cathedral City’s total emissions per capita at 7.4 tonnes CO₂e.

GHG Thresholds

On December 5, 2008, the SCAQMD formally adopted a greenhouse gas significance threshold of 10,000 MTCO₂e/yr that only applies to industrial uses’ stationary sources where SCAQMD is the lead agency (SCAQMD Resolution No. 08-35). This threshold was adopted based upon an October 2008 staff report and draft interim guidance document that also recommended a threshold for all projects using a tiered approach.

It was recommended by SCAQMD staff that a project’s greenhouse gas emissions would be considered significant if it could not comply with at least one of the following “tiered” tests:

- Tier 1: Is there an applicable exemption?
- Tier 2: Is the project compliant with a greenhouse gas reduction plan that is, at a minimum, consistent with the goals of AB 32?
- Tier 3: Is the project below an absolute threshold (10,000 MTCO₂e/year for industrial projects; 3,000 MTCO₂e/year for residential and commercial projects)?
- Tier 4: Is the project below a (yet to be set) performance threshold?
- Tier 5: Would the project achieve a screening level with off-site mitigation?

a, b) Less Than Significant Impact. The proposed Project will generate GHG emissions during both construction and operation. As described in Section III, Air Quality, above, the California Emissions Estimator Model (CalEEMod) Version 2020.4.0 was used to quantify air quality emission projections, including greenhouse gas emissions (Appendix A).

Construction

Construction activities will result in short-term GHG emissions associated with operation of construction equipment, employee commute, material hauling, and other ground disturbing activities. As shown in Table 5, the project will generate 592.13 CO₂e metric tons during the 2-

year construction period. There are currently no construction-related GHG emission thresholds for projects of this nature. To determine if construction emissions will result in a cumulatively considerable impact, buildout GHG emissions were amortized over a 30-year period and added to annual operational emissions to be compared to applicable GHG thresholds (see Table 5, below).

Operation

At buildout, there are five emission source categories that will be contributing either directly or indirectly to operational GHG emissions, including energy/electricity usage, water usage, solid waste disposal, area emissions (pavement and architectural coating off-gassing), and mobile sources. Table 5 provides a summary of the projected short-term construction and annual operational GHG generation associated with buildout of the proposed Project.

According to the SCAQMD's recommended threshold Tier 2, a project would have a less than significant impact if it would be consistent with an approved plan for the reduction of GHG. At the time of this analysis, the City's GHG Inventory has not been updated to include current GHG emissions or City-specific 2030 and 2050 targets. In November 2017, CARB released the 2017 Climate Change Scoping Plan that not only discusses the 2030 targets, but how to substantially advance toward the State's 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels. To be consistent with statewide targets for 2030, CARB recommends a 6.0 MTCO₂e per capita emission rate to be in compliance with AB 32.⁹ As shown in Table 5, the Project's anticipated population increase of 616 persons would result in a per capita emission rate of 5.8 MTCO₂e, and is therefore consistent with the state approved scoping plan for reducing GHGs.

Table 5 Projected GHG Emissions Summary (Metric Tons)	
Phase	CO₂e (MT/YR)
Construction	
Construction Total	592.13
Operation	
Area	4.29
Energy	659.60
Mobile	2,694.36
Waste	131.05
Water	83.49
Construction: 30-year amortized ¹	19.73
Total Operational	3,592.52
Project Service Population Per Capita	5.8
CARB Per Capita 2030 Threshold	6.0
Exceeds Threshold?	No
1. Buildout construction GHG emissions were amortized over 30-years then added to buildout operational GHG emissions. 592.13/30 = 19.73	

⁹ "California's 2017 Climate Change Scoping Plan," California Air Resources Board. Page 101. November 2017

Consistency with Local GHG Reduction Measures

The city adopted a CAP in 2013 that outlines a course of action to reduce municipal and communitywide GHG emissions that contribute to climate change. The CAP sets forth 77 reduction measures that cover seven spheres of daily activity – live, work, build, mobility, govern, recreate, learn – that represents 56,087 tonnes of annual CO₂e savings, over the required 55,909 tonnes to reach compliance with AB 32 2020 levels. If the project is not consistent with the CAP measures or if the measures are not otherwise binding, they must be incorporated as mitigation measures applicable to the project. Table 6 compares the proposed Project with the applicable CAP measures. As shown in the table, the proposed Project would implement applicable GHG reduction measures and therefore would be consistent with the CAP. It should be noted that the majority of reduction measures provided in the CAP are dependent on third party actions, including the City and utility companies. Nevertheless, the proposed Project will be constructed in conformance with the 2019 California Building Code, which sets for stringent energy efficiency requirements and standards for new development that support the goals of the Statewide GHG reduction plans. Therefore, the Project is considered consistent with local and state GHG reduction measures, and impacts would be less than significant and mitigation would not be required.

Table 6 Consistency with Applicable Climate Action Plan Reduction Measures	
Measure	Consistency
Build-3: Green Building Program: Promote Voluntary Green Building Program to prepare for enhanced Title 24 requirements and green building standards	Consistent: The city has adopted the 2019 Edition of the California Building Code as Part 2 of Title 24 of the California Code of Regulations. The Project is required to meet the standards of the Title 24 requirements.
Build-5: New and Efficient Construction: Promote the Savings by Design Program from SCE for new commercial buildings.	Consistent: The proposed Project would meet Title 24 California Building Code Energy Efficiency standards for which the Savings by Design Program is based.
Mobility-4: Charging Stations: Foster public/private partnerships to promote 10 additional public access EV charging stations for existing EV and NEV fleets	Consistent: The proposed Project would meet Title 24 California Building Code Energy Efficiency standards, which sets forth electric vehicle charging stations requirements and standards for new commercial and multi-family residential construction (Chapter 4.106.4).
Mobility-7: Biking and Walking: Expand bikeways, trails, and walking paths connecting residential neighborhoods and commerce	Consistent: The project site design includes pedestrian walkways throughout the site and along East Palm Canyon Drive that will provide residents convenient access to the project's commercial uses as well as other commercial uses in the area.
Govern-13: Solar Ready Ordinance: Develop and implement an ordinance requiring 100% of new homes be solar ready (PV)	Consistent: The proposed Project would meet Title 24 California Building Code mandatory solar-ready requirements for new buildings.
Source: "2013 Cathedral City Climate Action Plan," prepared by EcoMotion, May 2013	

Conclusion Summary

The City's CAP and General Plan support and are consistent with the CARB 2017 Climate Change Scoping Plan and SCAG's 2020 RTP/SCS (also see Section III Air Quality). All components of construction and operation, including equipment, fuels, materials, and management practices, would be subject to the CAP, GPU policies, and current SCAQMD rules and regulations related to greenhouse gases, as discussed above. Based on these findings, the proposed Project will not conflict with an applicable plan, policy or regulation with the purpose of reducing GHG emissions and impacts will be less than significant.

Mitigation Measures:

None required.

Monitoring:

None required.

IX. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		✓		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		✓		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✓
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✓

Sources: Phase I Environmental Site Assessment for the Proposed Commercial Development SWC East Palm Canyon Drive and Date Palm Drive,” prepared by SALEM Engineering Group, Inc., October 17, 2019; “Geophysical Anomaly Investigation Report,” prepared by SALEM Engineering Group, Inc, January 22, 2020; California Geotracker database, accessed May 2021; City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; Project materials; Google Earth Pro.

Environmental Setting

The proper management of hazardous materials is a common concern for all communities within the Coachella Valley. Beginning in the 1970s, governments at the federal, state, and local levels became increasingly concerned about the effects of hazardous materials on human health and the environment. Numerous laws and regulations were developed to investigate and mitigate these effects. As a result, the storage, use, generation, transport, and disposal of hazardous materials are highly regulated by federal, state, and local laws and regulations.

The subject property is surrounded by retail and residential development, a flood control channel, and the Santa Rosa Mountains. The site was previously developed with a gasoline service station, an automobile service/repair facility, and single-family residences, all of which have been demolished and followed by mass grading. These former structures onsite used septic tanks before the sewage system was connected to the Project area.

Proposed development would bring a variety of commonly used but potentially hazardous materials, including chlorine for pools and chemicals typical of restaurant, retail and residential developments. The gasoline station proposed onsite will result in the transport, storage, and use of hazardous materials.

Hazardous materials transport, storage, and use in the Cathedral City is strictly regulated for large quantity users, such as industrial processes and commercial dry cleaners. The city implements the General Plan's Hazardous and Toxic Materials Element through regular consultation with the Regional Water Quality Control Board (RWQCB), Fire Department, and County Department of Environmental Health.

There is one cleanup site located on the subject property and three cleanup sites located in proximity to the Project site (State Water Resources Control Board's online database, GeoTracker). All sites are designated leaking Underground Storage Tank (LUST) cleanup sites and all cases have been completed and closed. The LUST sites include:

On Project Site:

- World Oil #71 (former) (Case T0606500919)

In Proximity to Site:

- Palm Springs Oil #9, 68830 East Palm Canyon Drive (Highway 111) (Case T0606500929)
- Shell Former Cathedral City, 69010 East Palm Canyon Drive (Highway 111) (Case T0606512976)
- Shell Station, 69010 East Palm Canyon Drive (Highway 111) (Case T0606500910)

SALEM Engineering Group, Inc. prepared a Phase I Environmental Site Assessment in 2019 and a Geophysical Anomaly Investigation in 2020 for the proposed Project, and is discussed below.

Discussion of Impacts

- a, b) Less Than Significant Impact with Mitigation.** The proposed Project includes development of multi-family residential units, restaurants, gas station, and general commercial and retail land uses. Fueling stations and underground fuel tanks would be installed for the gas station. The installation, operation and maintenance of underground storage tanks is highly regulated by County, State and federal agencies, as described below, which would assure that impacts associated with these facilities would be less than significant on the Project site.

Diesel and regular gasoline fuel would be transported to the site. The nearest gas station is ARCO located at 36001 Date Palm Drive, approximately 0.6 miles north to the site. Storage tank refueling is a routine procedure and fuel is currently being transported to other gas stations in the City. The storage of automobile fuel in underground storage tanks will be carried out in accordance with California Code of Regulations Title 23, Division 3, Chapter 16, California Health and Safety Code Section (25280 – 25299.8) and Riverside County Ordinance 617., which specifies responsibility of unauthorized releases, investigation and records, and violations and enforcement

actions.¹⁰ The new tanks would be designed in a manner that provides spill and overflow protection, in accordance with Division 20, Chapter 6.7, of the California Health and Safety Code, section 25290.1(a).

The other components of the project (multi-family residential, restaurants, and general commercial and retail land uses) would involve use of limited quantities of hazardous materials such as cleaning and degreasing solvents, fertilizers, pesticides, and similar materials. These chemicals will be transported and stored within the project site. These will occur in limited quantities and will not require a hazardous material handling/storage permit. The manner in which commercial chemicals are stored and handled is highly regulated by the Fire Department, County and State. These standard requirements will assure that impacts associated with commercial quantities of chemicals will be less than significant.

Construction of the Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations.

Phase I Site Assessment (2019)

The Project site was previously developed with a gasoline service station, automobile service/repair facility, and single-family residences that were connected to septic systems. The northwest corner of the subject property contained a World Oil gas station that was designated a LUST (Leaking Underground Storage Tank) Cleanup Site due to a release of gasoline in 1995 (California Geotracker database, Case No. T0606500919, 68869 East Palm Canyon Drive (Highway 111)). Cleanup was completed, and the case was closed in June 1996. The gas station was demolished by 2002.

In October 2019, a Phase I Environmental Site Assessment was conducted on the subject property to determine the presence or absence of any hazardous substances or petroleum products (Appendix F). The report concluded that, due to the potential of USTs remaining on the subject property, there is a potential health risk associated with vapor intrusion in which vapors moving up through soil could get into the indoor air of future buildings. The report recommended a geophysical survey to determine the locations of possible sub-grade structures remaining from prior development.

Geophysical Anomaly Investigation (2020)

SALEM conducted a geophysical survey on December 30 and 31, 2019 on the northernmost 2 acres of the subject property that was historically occupied by a World Oil Company gasoline service station and a Firestone automobile service/repair facility (Appendix C). Seven high-amplitude anomalies were observed onsite and later identified as buried metallic pipes or suspected utility vault. One anomaly, in proximity to the location of the former gas station, exhibited "tank-like" characteristics that required further investigation.

¹⁰ County of Riverside - Department of Environmental Health – Underground Storage Tanks, <https://www.rivcoeh.org/OurServices/HazardousMaterials/UndergroundStorageTanks>, Accessed May 2021.

SALEM performed the UST excavation activities on January 17, 2020. The suspect tank was rusty, however the steel was intact and soil samples collected from below the UST did not identify the presence of TPH-G/D/O or VOCs, and total lead concentrations were well below regulatory agency screening levels. Based on these findings, SALEM concluded that no further investigation related to the possible existence of subsurface structures of potential environmental concern is necessary at the subject property. However, SALEM recommends that the UST be cleaned, removed, and disposed prior to redevelopment of the subject property.

To reduce potential impacts related to the release of hazardous materials to less than significant levels, Mitigation Measure HAZ-1 is included at the end of this section, consistent with the findings of the geophysical anomaly investigation. With the implementation of this mitigation measure, potential impacts associated with hazardous materials will be reduced to less than significant levels.

- c) **No Impact.** There is no school located within ¼ mile of the Project site. Mayfield College is the nearest school and is located approximately 0.92 miles north of the subject property, and Cathedral City Elementary School is located approximately 0.95 miles to the northeast. Project construction and operations would involve the use and storage of hazardous materials in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. No impacts to schools would occur and no mitigation measures would be required.
- d) **Less than Significant Impact With Mitigation.** The Project site is currently vacant and is not included on a list of active hazardous sites compiled pursuant to Government Code Section 65962.5. However a UST was discovered during the Phase I Environmental and Geophysical Anomaly Investigation that requires removal prior to site development (see response to a, b above). Mitigation Measure HAZ-1 was included to reduce potential impacts related to the release of hazardous materials to less than significant levels.
- e) **No Impact.** The Palm Springs International Airport (PSP) is approximately 4 miles northwest of the subject property. The Project planning area is well outside the airport planning boundary and operational and navigational hazard area. Therefore, the proposed Project would not result in a safety hazard or excessive noise for people residing or working at the Project site, and no mitigation measures would be required.
- f) **Less Than Significant Impact.** The proposed Project site is located south of East Palm Canyon Drive (Highway 111) and east of Van Fleet Avenue. According to Project site plans, the commercial portion of the Project is proposing to locate primary access at the East Palm Canyon Drive intersections of Allen Avenue and Date Palm Drive. The Allen Avenue driveway is currently improved with curb cuts and the intersection is partially constructed for a traffic signal. The Date Palm Drive access point will require curb cut improvements. Secondary access will occur along A Street, which currently bisects the northwestern corner of the proposed site with driveways on East Palm Canyon Drive and Van Fleet Avenue. Access point locations for the future residential development on the southern portion of the site is currently unknown. However it is anticipated that access will be provided by Van Fleet Avenue and D Street.

Major roadways near the project site, including East Palm Canyon Drive and Date Palm Drive would be used as regional emergency evacuation routes to and from the City. The project access points will not alter the existing circulation pattern in the project area or adversely impact evacuation plans. The majority of construction activities for the Project would be confined to the

Project site itself. Some partial lane closures, detours, or other traffic disruptions are likely. The project's proposed parking and circulation plans will be reviewed by the Fire and Police Departments to assure that driveways are adequate for emergency vehicles. In addition, construction traffic management plans will be required to assure that the proposed Project will not interfere with an adopted emergency response plan or emergency evacuation plan. These standard requirements will assure that there will be no impacts associated with emergency response.

- g) No Impact.** The Project site is located in an urban area. According to the CalFire Fire Hazard Severity Zone map, the Project site is outside a fire hazard zone.¹¹ Wildfire risks exist given the site's proximity to the Santa Rosa Mountains; however, the foothills in Cathedral City are characterized by rocky terrain and sparse vegetation, and wildfire risks have been historically very low. Therefore, the Project would not subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildland fires. No project related impact is expected.

Mitigation Measures:

- HAZ-1** Per the Geophysical Anomaly Investigation Report, the existing UST located onsite shall be cleaned, removed, and disposed prior to redevelopment of the subject property.

Monitoring:

- HAZ-A** Prior to the issuance of any building permit, the UST shall be cleaned, removed, and disposed prior to redevelopment of the subject property.

Responsible Parties: Project applicant, qualified engineer, Planning Department, City Engineer.

¹¹ Fire Hazard Severity Zone online map, CalFire. <https://egis.fire.ca.gov/FHSZ/> Accessed May 2021.

X. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;			✓	
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			✓	
(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			✓	
(iv) impede or redirect flood flows?			✓	
(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			✓	
(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; "Preliminary Hydrology Report, Cathedral Cove Center," prepared by David Evans and Associates Inc., April 6, 2021; "Project Specific Water Quality Management Plan for Cathedral Cove Center," prepared by David Evans and Associates Inc., December 23, 2019; Project materials; Google Earth Pro.

Environmental Setting

Domestic Water Supplier

The Desert Water Agency (DWA) provides domestic water to development south and west of the Whitewater River Stormwater Channel in Cathedral City, including the subject property. Its primary source of water is groundwater extracted by deep wells from the Whitewater River subbasin. The total storage capacity of the Indio/Whitewater River subbasin is approximately 28.8 million acre-feet and it currently contains approximately 25 million acre-feet. It is capable of meeting the water demands of the Coachella Valley, including the City, for extended normal and drought periods. DWA's domestic water

system includes more than 25 wells with depth of 1000 to 1200 feet to serve its customer base. DWA also replenishes the groundwater basin with water from the State Water Project via the Colorado River Aqueduct, which CVWD and DWA use to fill recharge ponds located at Whitewater and Mission Creek.

The Project will require installation of onsite water pipelines that connect to existing major trunk lines located under East Palm Canyon Drive. It will also require both potable water for use in residential, hotel and commercial buildings, and recycled water for irrigation of landscaping.

The proposed Project will result in a mixed-use commercial development on approximately 13.93 acres in the City of Cathedral City. The commercial portion will be 5.81 acres, and the remaining of the property will consist of an up to 200-unit multi-family residential development. State Water Code Section 10910(a) states that any city or county that determines that a "Project," as defined in Water Code Section 10912, shall prepare a water supply assessment. The threshold defined by the Water Code is 500 dwelling units, 500,000 square feet (approximately 11.48 acres) of commercial development, or a combination thereof resulting in the equivalent of 500 dwelling units. The proposed Project does not meet either threshold of 500 dwelling units or 500,000 square feet of commercial development; therefore, a water supply assessment is not required.

Wastewater Treatment Provider and Sewer System

DWA also provides wastewater collection service to the Project area. DWA does not operate a wastewater treatment plant; its wastewater collection system is connected to CVWD's sewer system through which wastewater is conveyed to the Cook Street wastewater treatment plant in Palm Desert. CVWD continually increases the capacity of its wastewater reclamation facilities by constructing new treatment ponds, aeration, and other structures. CVWD also implements the requirements of the Regional Water Quality Control Board pertaining to domestic water quality and wastewater discharge.

Flood Control

The Project site is located in the Coachella Valley where the average rainfall is approximately 3.76 inches per year. Several watersheds drain the adjoining elevated terrain of the San Jacinto and Santa Rosa Mountains towards the valley floor. The Project site slopes gently to the north and is surrounded by urban development and a fenced flood control channel; there are no or limited tributary flows to and from the site. The proposed Project will not discharge into either regional or local drainages. Rather, it will manage stormwater on-site with a retention basin and potentially an underground system.

The Project area is subject to City requirements relating to flood control. The City implements standard requirements for the retention of storm flows, and participates in the National Pollution Discharge Elimination System (NPDES) to protect surface waters from pollution.

Discussion of Impacts

- a, e) Less Than Significant Impact.** A significant impact may occur if a Project discharges water which does not meet the quality standards of agencies that regulate surface or ground water quality and water discharge into stormwater drainage systems.

The site currently drains to the northerly boundary onto East Palm Canyon Drive where it is conveyed into a series of catch basins into the public storm drain that discharges storm water in the Cathedral Canyon Channel. Based on preliminary design, stormwater runoff from the development site will be conveyed through a system of underground storm drains that collect water to five underground detention and infiltration basins throughout the site. These basins are proposed

and are generally located on Parcels 1, 3, 4, 5, and A Street. The basins have been designed to contain an emergency overflow for events up to the 100-year storm. Excess stormwater would flow through an outlet structure connected to the existing public storm drain located along East Palm Canyon Drive.

The proposed Project will generate demand for domestic water and wastewater, which will be governed by DWA standard requirements. Construction of on-site connections will be subject to all DWA requirements. The proposed Project will not violate water quality standards or waste discharge requirements.

The proposed Project will be required to comply with DWA and National Pollutant Discharge Elimination System (NPDES) regulations to minimize the pollutant load associated with urban activities. Meeting those standards requires the preparation and approval of a WQMP and Storm Water Pollution Prevention Plan, both of which must be approved by the City prior to the initiation of construction activities. Both plans will include Best Management Practices that will protect surface waters from pollutants in storm flows during both construction and long-term operation of the Project. Disposal of grease and oil would be required to comply with Riverside County Department of Environmental Health and Regional Water Quality Control Board (RWQCB) regulations. The imposition of conditions of approval and adherence to local, state and federal requirements will assure that impacts associated with water quality standards are less than significant.

- b) Less Than Significant Impact.** The proposed Project will require potable water for use in residential, retail and commercial buildings. The American Water Works Association Research Foundation (AWWARF) has developed demand factors for land use categories including residential uses. As shown in the table below, the Project has the potential to generate a demand of 37.52 acre-feet per year.

Table 7 Water Demand at the Project Buildout				
Proposed Land Use	Max/Min Allowed	Water Consumption Factor	Water Demand (gpd)	Total Water Demand At buildout (AFY)
Multi-Family Residential	200 DU	117.7-gallons per unit per day	23,540 gpd	26.37
General Retail and Restaurants	5.81 acres	1.92 acre-feet per acre per year (AFY)	11.15 acre-feet per year (AFY)	11.15
TOTAL				37.52

The Coachella Valley's largest water supply source is groundwater from the Whitewater River Basin. DWA works with five other Coachella Valley water suppliers to manage the underground water basins and to better serve the City and greater Coachella Valley. The proposed Project is consistent with the land use designation assigned to it in the General Plan, on which, in part, DWA based its future water demand analysis when contributing to the 2020 Coachella Valley Regional Urban Water Management Plan (RUWMP). According to the 2020 RUWMP, DWA anticipated a total water demand (deliveries) of 36,228 AF/year in 2025.¹² The proposed Project will increase water demand (expected DWA deliveries) by 0.1% over the projected 2020 demand. The project

¹² Table 6-7. DWR 4-2R Projected Demands for Water (AF), 2020 Coachella Valley Regional Urban Water Management Plan, prepared by Water Systems Consulting, Inc. June 30, 2021

will connect to existing water lines beneath East Palm Canyon Drive. No new wells or additional water infrastructure are proposed. Therefore, project impacts associated with domestic water demand are expected to be less than significant.

The project will be required to comply with the DWA's water-efficiency requirements, including the use of drought-tolerant planting materials and limited landscaping irrigation. Landscaping water demands will marginally increase the Project's overall water demand, however DWA offers non-potable, recycled water may be available for commercial irrigation. Buildings will be equipped with water efficient fixtures in compliance with Building Code requirements to reduce water consumption. Implementation of these and other applicable requirements will assure that water-related impacts remain at less than significant levels.

- c i-iv) Less Than Significant Impact.** The Project site consists of generally flat terrain that gently slopes to the north (<5%) and contains no rivers or streams. The northwest portion of the site is developed with a paved parking lot; the remainder of the site is vacant but has been graded. Development of the proposed Project will increase impermeable surfaces onsite and, therefore, increase onsite storm flows.

The site currently drains to the northerly boundary onto East Palm Canyon Drive where it is conveyed into a series of catch basins into the public storm drain that discharges storm water in the East Cathedral Canyon Flood Control Channel. The proposed grading and drainage plan for the site will be designed to maintain these existing drainage characteristics. Stormwater runoff from the development site will be conveyed through a system of underground storm drains that collect water to five underground detention and infiltration throughout the site. The basins have been designed to contain an emergency overflow for events up to the 100-year storm. Excess stormwater would flow through an outlet structure connected to the existing public storm drain located along East Palm Canyon Drive.

The proposed Project will be required to comply with the City's storm water retention requirements, including the approval of a project-specific final hydrology study and water quality management plan prior to the issuance of building permits. In addition, implementation of City required BMPs will reduce pollutants of concern that may enter nearby receiving waters and help reduce short and long-term water quality impacts caused by the construction and operation of the proposed Project. Approval of the WQMP, SWPPP, and the required BMPs will reduce impacts to surface waters by reducing erosion, siltation, and eliminating pollutants in storm flows. With the implementation of this standard requirement, the impacts to downstream water bodies associated with surface water pollution will be less than significant.

- d) Less Than Significant Impact.** A seiche is an oscillation of a body of water in an enclosed or semi enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a sea wave or pulse typically caused by undersea earthquakes.

The proposed Project site is not located in the vicinity of a water body. No hazard from dam failure, tsunami or seiche is possible. The East Cathedral Canyon Flood Control Channel is adjacent to the southeast boundary of the subject property. It directs stormwater runoff from the Santa Rosa Mountains to the Whitewater River Stormwater Channel and, as such, reduces flood risks on nearby properties, including the subject property. The subject property is designated on Flood Insurance Rate Maps (FIRM) as "Zone X: Area With Reduced Flood Risk Due to Levee." Zone X represents areas of 0.2% annual chance of flood, areas of average depths of less than 1 foot or

with drainage areas less than 1 square mile, and areas protected by levees from 1% annual chance flood. Therefore, the subject property has a low flood risk. A less than significant impact is anticipated.

Mitigation Measures:

None required.

Monitoring:

None required

XI. LAND USE AND PLANNING				
Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				✓
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?			✓	

Sources: City of Cathedral City 2040 General Plan, Adopted 2021; City of Cathedral City General Plan Update DEIR, 2019; Cathedral City Municipal Code; Project materials; Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP) 2013; Project materials; Google Earth Pro 7.3.2.5776.

Environmental Setting

The Project site is designated as Downtown Commercial in the General Plan Land Use Map. The site is zoned Downtown Residential Neighborhood and Mixed Use Commercial and is governed by the policies and land use designations of the City of Cathedral City General Plan and Zoning Ordinance.

The City participates in the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), as discussed above in Section IV, Biological Resources, and is a Permittee under that Plan.

Discussion of Impacts

- a) **No Impact.** The subject property is currently primarily vacant with some paved area and parking spaces in the northwest corner, in downtown Cathedral City. The surrounding residential communities and commercial development will not be affected by the proposed Project because they are physically separate from and operate independently of the proposed Project, and they can be accessed by roads that are separate from the subject property. The existing commercial building and A Street configuration on the northwest corner of the site will remain intact and existing access points will be maintained. The proposed commercial uses are compatible with the existing commercial business, which will not be significantly impacted but can be expected to have a net positive effect by increasing traffic to the shopping center and expanding the customer base. The Project would not impede access to surrounding properties or otherwise physically divide an established community. No impact is anticipated.
- b) **Less Than Significant Impact.** The Project site is designated as Downtown Commercial on the City's General Plan Land Use Map, which supports the zoning designations of Downtown Residential Neighborhood (DRN) and Mixed Use Commercial (MXC) assigned to the Project site. The Downtown Commercial designation provides for a variety of commercial centers, ranging from storefront scale buildings and office space, to lodging and entertainment establishments. Permitted land uses for Mixed Use Commercial include a mix of residential, up to 45 dwelling units per acre (DU/AC), commercial retail, office and public gathering spaces. Uses may be mixed either horizontally or vertically, with an emphasis on commercial and allowing "big box" development. Permitted land uses for Downtown Residential include single- or multiple-family dwellings, home occupations, permitted occupational activities within a live/work unit, as well as supportive and transitional housing up to 36 DU/AC for lots greater than 42,000 square feet.

The City's Zoning Map designates the northern portion of the Project site along East Palm Canyon Drive as MXC, and the southern portion as DRN. According to the Cathedral City Municipal Code Section 9.31.040, when multiple parcels are part of a single development, and the zoning for the development is a mixture of MXC and DRN, the provisions of either zone shall apply to the entire project area. Therefore, the proposed Project land uses will not conflict with the boundary between DRN and MXC in the Zoning Map pending confirmation by the Planning Commission at the time of Project approval.

The following permits are requested for the proposed Project: Planned Unit Development, Conditional Use Permit, Design Review, Zone Ordinance Amendment, and Tentative Parcel Map. The Zone Ordinance Amendment proposes minor changes to the Mixed-Use Commercial (MXC) and Downtown Residential Neighborhood (DRN) zones text, which allows the Project to be developed without conflicting with the zoning designations. Specifically, the MXC zone text will be modified to include a new section titled "Special Regulations for Cathedral Cove" to conditionally permit the proposed land uses with regulations specific to the Project site, including drive-through restaurants/cafes and gasoline fueling stations. The proposed land uses are currently permitted or conditionally permitted along the city's commercial corridor; therefore, the Project is consistent with the city's existing commercial development pattern and will not conflict with existing land uses. Other minor text modifications are proposed but do not impact land use.

Lands surrounding the site are primarily designated as Downtown Commercial, and two parcels on the east and northwest are designated as General Commercial. Lands to the south are designated low density residential. Therefore the proposed Project is also considered consistent with existing zoning and land use plans with regard to use, size and scale, and will provide a cohesive land use transition between the residential and DRN/MXC zoning designations.

The proposed Project supports the General Plan's policies regarding the development of mixed-use projects in the Downtown area that combine high density residential with local commercial services. Therefore, the proposed Project will be consistent with adopted plans and programs and impacts to land use policy are expected to be less than significant.

Mitigation Measures:

None required.

Monitoring:

None required

XII. MINERAL RESOURCES				
Would the Project:	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?				✓
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?				✓

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; Project materials; Google Earth Pro 7.3.2.5776; Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the Palm Springs Production-Consumption (P-C) Region, Riverside County, California (2007).

Environmental Setting

In the Coachella Valley, mineral resources are largely limited to aggregates, such as sand, gravel, and crushed stone. These are major components of concrete, plaster, stucco, road base and fill, which are essential to the construction industry. There are important deposits of these materials that occur within the region that are being actively developed. Aggregate products are now being recycled when roads are resurfaced and buildings demolished, lowering the demand for mining new aggregate. According to the Cathedral City General Plan, the City is classified as Mineral Resource Zone 3 (MRZ-3) which generally refers to areas where development has limited the ability to determine the presence or amount of mineral resources.

Discussion of Impacts

- a, b) No Impact.** The Project site is currently undeveloped; previous development has been demolished and followed by mass grading. The Project area is located in a State-designated Mineral Resource Zone MRZ-3, which is defined as an “area containing mineral deposits, the significance of which cannot be evaluated from available data.” The Project site occurs in an urban setting and is not designated for mineral resource extraction; therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No impacts would occur and no mitigation measures would be required.

Mitigation Measures:

None required.

Monitoring:

None required

XIII. NOISE				
Would the Project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b) Generation of excessive groundborne vibration or groundborne noise levels?			✓	
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?				✓

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; City of Cathedral City Municipal Code Section 11.96; “Cathedral Cove Center Noise Impact Analysis,” prepared by Urban Crossroads March 5, 2022; Riverside County Airport Land Use Compatibility Plan, Volume 1: Policy Document, October 14, 2004; Project materials; Google Earth Pro 7.3.2.5776.

Environmental Setting

Noise sources can be divided into two general categories, transportation sources (primarily traffic) and non-transportation or “stationary” sources. Transportation sources are by far the largest contributor to community noise levels. Local government has little direct control over transportation noise; rather, state and federal agencies assume the responsibility over vehicle noise emission levels. Methods to reduce the impacts of noise on sensitive land uses may include vehicle trip reduction, noise barriers, and setbacks.

City’s Noise Regulations

Table S-6 (Land Use Compatibility for Community Noise Environments) of the General Plan shows acceptable noise levels for various land uses. Acceptable exterior noise levels for residential development range from 45 to 65 dBA CNEL, and 45 to 72.5 dBA CNEL for commercial development. These noise levels do not include construction-related noise levels, as construction activities generate temporary noise. General Plan standards are supplemented by Municipal Code Chapter 11.96, the Noise Ordinance, which regulates noise throughout the City.

Urban Crossroads prepared a noise impact analysis for the proposed Project (Appendix E). Its findings are summarized in the analysis below.

Discussion of Impacts

- a) **Less than Significant Impact.** The subject property is currently vacant and undeveloped. The main noise source in the area is vehicular traffic on East Palm Canyon Drive. The surrounding area mainly consists of commercial and residential development and vacant lands. The nearest sensitive receptors are the single-family residences immediately west of Van Fleet Avenue and south of D Street.

Off-Site Construction Noise Impacts

Noise generating construction activities would include site preparation, excavation, grading, and the construction and finishing of the proposed buildings. Noise levels surrounding the Project site could be elevated for short periods of time, as equipment moves through the site. These noise levels would be limited to the less sensitive daytime hours, and would cease once building construction began. Construction activities will comply with the City's Municipal Code Section § 11.96.070 which limits construction times and days as follows:

October 1st through April 30th:

- (a) Monday through Friday, 7:00 a.m. through 5:30 p.m.
- (b) Saturday, 8:00 a.m. through 5:00 p.m.
- (c) Sunday, No permissible hours
- (d) State Holidays, No permissible hours

May 1st through September 30th:

- (a) Monday through Friday, 6:00 a.m. through 7:00 p.m.
- (b) Saturday, 8:00 a.m. through 5:00 p.m.
- (c) Sunday, No permissible hours
- (d) State Holidays, No permissible hours

The noise impact analysis referenced noise level measurements published in the Update of Noise Database for Prediction of Noise on Construction and Open Sites by the Department for Environment, Food and Rural Affairs (DEFRA). According to the noise analysis, daytime construction noise levels should not exceed 80 dBA Leq for an 8-hour period. Four noise receiver locations were chosen to analyze potential noise impacts from construction activities. Results of the analysis are as follows:¹³

- R1: 58 feet south of the property boundary. Highest level: 74.5 dBA Leq
- R2: 118 feet west of the property boundary. Highest level: 72.3 dBA Leq
- R3: 716 feet north of the property boundary. Highest level: 64.8 dBA Leq
- R4: 718 feet east of the property boundary. Highest level: 61.7 dBA Leq

Results of the construction noise analysis shows that the nearest receiver locations will be below the reasonable daytime 80 dBA Leq significance threshold, and therefore impacts due to Project construction noise is considered less than significant.

Project Operational Noise

At buildout, principal Project-related noise sources will include vehicular traffic accessing the site, roof-top air conditioning units, drive-through speakerphones, trash enclosure activity, parking lot vehicle movements, and gas station activity. Operational noise levels were evaluated against the City's exterior noise level thresholds at five nearby noise-sensitive receiver locations:¹⁴

¹³ Table 11-2 Typical Construction Equipment Noise Level Summary, "Cathedral Cove Center Noise Impact Analysis," prepared by Urban Crossroads March 5, 2022. See Appendix E of this Initial Study.

¹⁴ Table 10-2 Daytime Project Operation Noise and Table 10-3 Nighttime Project Operational Noise, "Cathedral Cove Center Noise Impact Analysis," prepared by Urban Crossroads March 5, 2022. See Appendix E of this Initial Study.

- R1: 58 feet south of the property boundary. Daytime: 43.0 dBA Leq , Nighttime: 39.9 dBA Leq
- R2: 118 feet west of the property boundary. Daytime: 43.6 dBA Leq , Nighttime: 40.3 dBA Leq
- R3: 716 feet north of the property boundary. Daytime: 43.2 dBA Leq , Nighttime: 39.7 dBA Leq
- R4: 718 feet east of the property boundary. Daytime: 39.2 dBA Leq , Nighttime: 35.7 dBA Leq
- R5: Future residential components of Project, 10 feet south of planned commercial land uses. Daytime: 51.8 dBA Leq , Nighttime: 48.1 dBA Leq

Per the City's General Plan, noise level thresholds are 65 dBA Leq during the daytime hours and 60 dBA Leq during nighttime hours. Results of the noise analysis shows the Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m at the off-site receiver locations are expected to range from 39.2 to 51.8 dBA Leq, and operational noise levels during the nighttime hours of 10:00 p.m. to 8:00 a.m. are expected to range from 35.7 to 48.1 dBA Leq. Therefore, the operational noise impacts are considered less than significant.

Off-Site Ambient Noise Increase Impacts

The Project operational noise levels are combined with the existing ambient noise levels measurements for the nearest off-site receiver to evaluate the ambient operational noise level increases in the Project area. According to the noise study, the Project will generate a daytime and nighttime operational noise level increases ranging from 0.0 to 0.5 dBA Leq at the nearest receiver locations.¹⁵ For a noise level increase to be considered substantial, a project would need to increase ambient noise levels by more than 5 dBA CNEL if existing conditions are less than 60 dBA CNEL, and more than 1.5 dBA CNEL if existing conditions are greater than 65 dBA CNEL. Therefore, Project-related operational ambient noise level increases are considered less than significant.

Transportation Noise Impacts

The primary source of exterior transportation noise affecting the Project site is anticipated to be from East Palm Canyon Drive (Hwy 111), Van Fleet Avenue and "D" Street, and to a lesser extent the Project's internal roads. According to the noise analysis, and per the City's General Plan land use compatibility standards, noise levels of up to 65 dBA CNEL are "acceptable" and levels up to 70 dBA CNEL are "conditionally acceptable" for single-family residential uses. Results of the noise analysis indicate that for all three primary roadways, unmitigated exterior noise levels would not exceed the land use compatibility noise thresholds.

To evaluate interior transportation noise impacts, the noise analysis relies on the acceptable 45 dBA CNEL interior noise limit for new construction. Assuming standard building construction, results of the analysis shows future interior noise levels are expected to range from 21.1 to 35.9 dBA CNEL, thus satisfying the 45 dBA CNEL interior noise level standard.¹⁶

¹⁵ Table 10-5 Daytime Project Operational Noise Level Increases and Table 10-6 Nighttime Project Operational Noise Level Increases, "Cathedral Cove Center Noise Impact Analysis," prepared by Urban Crossroads March 5, 2022. See Appendix E of this Initial Study.

¹⁶ Table 8-2 Interior Noise Levels (CNEL), "Cathedral Cove Center Noise Impact Analysis," prepared by Urban Crossroads March 5, 2022. See Appendix E of this Initial Study.

In summary, both exterior and interior transportation noise level impacts would be below established thresholds and no mitigation is required. Impacts are considered less than significant.

- b) **Less Than Significant Impact.** Groundborne vibration would produce groundborne noise, which is a rumbling sound. During construction of the proposed Project, ground-borne vibration and/or ground-borne noise would be generated, which could be felt by adjacent land uses. Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type.

The noise analysis used the vibration assessment methods defined by the Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual. The same four receiver locations were used to analyze vibration-related impacts. Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec) for older residential buildings, the noise analysis found that typical Project construction vibration levels would not exceed the building damage thresholds at all receiver locations.

It is expected that ground-borne vibration from project construction activities would cause only intermittent, localized intrusion due to heavy construction equipment and trucks. The Municipal Code exempts construction activities from short-term, short-duration noise standards when they are conducted during permitted time frames. The City will require that construction activity comply with Chapter 11.96 of the Municipal Code, which limits construction activity to hours discussed in response a), above. These requirements will reduce impacts to less sensitive daytime hours and assure that short-term ground-borne impacts will be less than significant. Long-term operation of the project is not expected to generate ground-borne vibrations or noise. Impacts will be less than significant.

- c) **No Impact.** The Project site is located approximately four miles southeast of the Palm Springs International Airport (PSP) and outside of existing and modeled future airport noise contours. Therefore, no impacts would occur, and no mitigation measures would be required.

Mitigation Measures:

None required.

Monitoring:

None required

XIV. POPULATION AND HOUSING				
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)?			✓	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Appendix: Demographics & Growth Forecast, Table 11, Southern California Association of Governments, December 2015; California Department of Finance, City/County Population and Housing Estimates, 2021; Project materials.

Environmental Setting

According to the California Department of Finance, the population of the City of Cathedral City was estimated to be 53,973 (2021).¹⁷ The City housing stock is composed of a mix of single-family and multi-family development, but the majority (22.7%) of housing units are single-family detached homes. The Southern California Association of Governments (SCAG) estimates that the City will have a total population of 76,300 in 2045.¹⁸

Discussion of Impacts

- a) **Less Than Significant Impact.** The Project would result in the construction of 200 new multi-family residential units and commercial development, including restaurant, retail, and a gas station. Given the City's average household size of 3.08 persons¹⁹, the 200 new units could potentially include a permanent population of approximately 616 persons. This represents 0.8% of the City's anticipated 2045 population of 76,300, which would have a less than significant impact on the overall population of the area. The subject property is designated for Downtown Residential Neighborhood and Mixed-Use Commercial development in the Zoning map and, therefore, onsite population growth is planned and part of the City's vision for this site.

The Project will generate a variety of new jobs, including construction, restaurant, and retail jobs and could attract new residents to the city. The Southern California Association of Governments (SCAG) estimates that the city will have a total employment of 18,000 in 2045. Most jobs are expected to be filled by people already living in the valley or future residents coming to the area as part of expected growth, and the Project is not expected to attract a substantial number of new residents to the area. Project impacts on population growth and housing demand are expected to be less than significant.

¹⁷ California Department of Finance 2021 data on City/County Population and Housing Estimates.

¹⁸ 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Appendix: Demographics & Growth Forecast, Table 14, Southern California Association of Governments, September 2020.

¹⁹ 3.08 persons per household in Cathedral City, based on California Department of Finance 2021 data on City/County Population and Housing Estimates.

The site is currently vacant and undeveloped. The proposed Project occurs on the City's existing street grid, and will tie into existing utility systems. Since existing streets, utilities and public facilities are located adjacent to the project site along East Palm Canyon, the project will not result in the construction or expansion of new infrastructure. Overall, less than significant impacts are anticipated.

- b) No Impact.** The subject property is largely vacant (other than parking facilities in the northwest corner), and the proposed Project would not displace any existing housing or persons or require the construction of housing elsewhere. No impact will occur.

Mitigation Measures:

None required.

Monitoring:

None required

XV. PUBLIC SERVICES				
Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?			✓	
Police protection?			✓	
Schools?			✓	
Parks?			✓	
Other public facilities?			✓	

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; Project materials; Google Earth Pro.

Environmental Setting

Fire Protection

The Cathedral City Fire Department provides fire protection services to the Project area. The nearest fire station is Cathedral City Fire Dept. Station 411 at 68950 Buddy Rogers Avenue, approximately 0.19 miles north of the Project site. The City Fire Department 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.

Police Protection

The Cathedral City Police Department provides police protection to the City. The Police Station is located at 68-700 Avenida Lalo Guerrero, approximately 0.18 miles northwest of the subject property. Staffing consists of 52 sworn officers, providing about 0.90 officers for every 1,000 residents. The average response time for the highest priority emergency calls is 7 minutes or less.

Schools

Cathedral City is within the jurisdiction of Palm Springs Unified School District (PSUSD). The nearest school is Cathedral City Elementary School, approximately 0.95 miles to the northeast.

Parks

Cathedral City has approximately 73 acres of developed parks and 154 acres of undeveloped park land. The nearest public park to the Project site is Town Square Park, located 0.13 miles northwest of the subject property.

Discussion of Impacts

Fire Protection:

Less Than Significant Impact. The proposed Project will comply with the California Fire Code and regulations of the City Fire Department to reduce fire protection impacts to less than significant levels. Requirements include, but are not limited to:

- Sufficient supply of firefighting water available at the Project site;
- Connections for fire apparatus in unobstructed areas easily accessible in all weather conditions; and
- Fire hydrants or water tanks, and roads of all-weather surfaces meeting City specifications to support heavy fire apparatus.

The Fire Department will review Project site plans to ensure they meet applicable fire standards and regulations. The Project proponent will be required to pay City Development Impact Fees to provide police and fire stations and install new traffic signals (\$150 per 1,000 square feet or fraction thereof). The Project proponent will also be required to pay City Facilities Impact Fees for government services (\$1,850 per residential unit and varies per acre for commercial projects).

Fire and emergency personnel will be able to access the site using multiple entrances, including those on D Street, Van Fleet Avenue, and East Palm Canyon Drive. Project-related impacts to fire protection are expected to be less than significant.

Police Protection:

Less Than Significant Impact. The proposed Project could potentially increase the number of police service calls due to an increase in onsite residences, hotel and commercial guests, employees, and visitors. Based on the type and intensity of the proposed uses, the Project would not require the construction of new or expanded police station facilities. Project site plans would be reviewed by the Police Department, and the Project will be required to meet standard safety requirements. The Project proponent will be required to pay City development impact fees to provide police stations and install new traffic signals (\$150 per 1,000 square feet or fraction thereof). The residential portion of the project will be required to annex into the City's Community Facilities District to pay for future police services.

Police and emergency personnel will be able to access the site using multiple entrances, including those on D Street, Van Fleet Avenue, and East Palm Canyon Drive. Project-related impacts to police protection are expected to be less than significant.

Schools:

Less Than Significant Impact. Based on PSUSD student generation rates, shown below, the Project has the potential to generate approximately 68 kindergarten through twelfth grade students.

Table 8		
Project Student Generation		
School Type	Generation Rate (per residential unit)	Project's Student Generation
Elementary School	0.1211	25
Middle School	0.0795	16
High School	0.1332	27
Total:		68
Source: Palm Springs Unified School District Residential Development School Fee Justification Study (April 2018).		

The proposed Project will be subject to the PSUSD developer fees in place at the time development occurs, which currently stand at \$4.08 per square foot of residential development and \$0.66 per square foot of commercial development. Payment of the developer fee would mitigate potential significant impacts to school resources to less than significant levels.

Parks/Other public facilities:

Less Than Significant Impact. The project's increase in permanent population has the potential to increase the use of existing local or regional park/other public facilities. It is anticipated that the residential portion of the Project would include some onsite recreational amenities and common areas consistent with City requirements; the Project's residents, shoppers, and employees could generate an increased demand for City park and recreation facilities. The project will be required to pay the development impact fee for parks imposed on all new development in the City.

Overall, project build out is expected to marginally impact local and/or regional parks/other public facilities. No additional public facilities are required for the proposed Project. Increase in demand for the city's existing facilities will be less than significant.

Mitigation Measures:

None required.

Monitoring:

None required

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

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; Project materials.

Environmental Setting

Cathedral City has a total of 73.23 acres of parks and 154 acres of undeveloped park lands. The nearest public park to the Project site is Town Square Park located 0.13 miles northwest of the subject property. Five public/private golf courses are available to local residents and visitors, including the Date Palm Country Club, located approximately 0.52 miles to the north of the Project site. Other park and recreational facilities include numerous mini, neighborhood and community parks, as well as Boys and Girls Club, senior center, and extensive bike lanes and hiking trails.

Discussion of Impacts

a, b) Less than Significant Impact. The proposed multi-family residential development could generate an estimated permanent population of 616 residents (3.08 persons per household for Cathedral City, based on California Department of Finance 2021 City/County Population and Housing Estimates). The units will have a common area; however, information regarding onsite recreational amenities is unavailable at this time. Given the Project's limited projected buildout population, the Project will not induce substantial population growth that would result in significant impacts to existing neighborhood and regional parks or other recreational facilities. Project-related impacts are expected to be less than significant.

Mitigation Measures:

None required.

Monitoring:

None required

XVII. TRANSPORTATION				
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?		✓		
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			✓	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
d) Result in inadequate emergency access?				✓

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; Cathedral Cove Center Traffic Analysis, prepared by Urban Crossroads, April 2022; Project materials; Google Earth Pro.

Environmental Setting

In the City of Cathedral City, roadways are classified into different roadway types. East Palm Canyon Drive (Highway 111), which will provide primary access to the proposed development site, is classified as an Arterial Highway. Another major arterial roadway, Date Palm Drive, also serves the site. Van Fleet Avenue and D Street are local streets.

Urban Crossroads prepared a traffic impact analysis for the proposed Project in 2022. The Traffic Analysis was prepared in accordance with the County of Riverside's Transportation Analysis Guidelines for Level of Service & Vehicle Miles Traveled (December 2020) as the City of Cathedral City does not have its own LOS/VMT analysis guidelines. The City's acceptable Level of Service (LOS) for both roadway segments and intersection operations in LOS D or better. All area roadways and intersections currently operate at acceptable levels.

The Project trip generation rates are based on Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. The following land uses were used to describe the Project: multi-family housing-low rise (ITE Land Use Code 220) land use, retail (ITE Land Use Code 820), fast food without drive thru (ITE Land Use Code 933), fast food with drive thru (ITE Land Use Code 934), and gasoline service station with convenience market (ITE Land Use Code 12).

The traffic impact analysis considered 17 area intersections, and the potential impacts the Project could have on those intersections, as shown in Table 9.

Table 9			
Intersection Analysis Locations			
ID	Intersection	ID	Intersection
1	Date Palm / E. Palm Cyn. Dr. (Hwy 111)	10	Canyon Plaza Dr. / E. Palm Cyn. Dr.
2	Date Palm / Perez Rd.	11	Golf Club Dr. / E. Palm Cyn. Dr.
3	Date Palm / Gerald Ford Dr.	12	E. Palm Cyn. Dr. (Hwy 111) / Frank Sinatra Dr.
4	Date Palm / Dinah Shore Dr.	13	E. Palm Cyn. Dr. (Hwy 111) / Country Club Dr
5	Allen Ave. – Dwy 3 / E. Palm Cyn. Dr.	14	Van Fleet St. / E. Palm Cyn. Dr. (Hwy 111)
6	Cathedral Cyn. Dr. / E. Palm Cyn. Dr.	15	Van Fleet St. / B St.
7	Cathedral Cyn. Dr. / Perez Rd.	16	Van Fleet St. / D St.
8	Cathedral Cyn. DR. / Dinah Shore Dr.	17	Date Palm / Ramon Road
9	Perez Rd. / E. Palm Cyn. Dr.		

Discussion of Impacts

a) Less Than Significant with Mitigation Incorporated.

Existing Traffic Conditions in the Project Vicinity

The Project site is currently vacant and generates no traffic. All surrounding existing and future intersections are operating at acceptable LOS, as shown in Table 10 below:

Table 10					
Existing (2021) Intersection Delay and Levels of Service					
Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
		Delay ²	LOS ³	Delay	LOS
1 Date Palm / E. Palm Cyn. Dr. (Hwy 111)	TS	14.7	B	13.4	B
2 Date Palm / Perez Rd.	TS	11.3	B	13.0	B
3 Date Palm / Gerald Ford Dr.	TS	35.1	D	36.1	D
4 Date Palm / Dinah Shore Dr.	TS	25.8	C	33.4	C
5 Allen Ave. – Dwy 3 / E. Palm Cyn. Dr.	TS	Intersection Under Construction			
6 Cathedral Cyn. Dr. / E. Palm Cyn. Dr.	TS	14.1	B	17.3	B
7 Cathedral Cyn. Dr. / Perez Rd.	TS	36.0	D	37.6	D
8 Cathedral Cyn. DR. / Dinah Shore Dr.	TS	41.8	D	44.5	D
9 Perez Rd. / E. Palm Cyn. Dr.	TS	21.4	C	24.6	C
10 Canyon Plaza Dr. / E. Palm Cyn. Dr.	TS	15.8	B	9.8	A
11 Golf Club Dr. / E. Palm Cyn. Dr.	TS	11.0	B	13.1	B
12 E. Palm Cyn. Dr. (Hwy 111) / Frank Sinatra Dr.	TS	23.4	C	22.5	C
13 E. Palm Cyn. Dr. (Hwy 111) / Country Club Dr	TS	8.9	A	9.6	A
14 Van Fleet St. / E. Palm Cyn. Dr. (Hwy 111)	TS	10.0	A	9.9	A
15 Van Fleet St. / B St.	CSS	9.2	A	9.4	A
16 Van Fleet St. / D St.	AWS	7.5	A	7.3	A
17 Date Palm / Ramon Road	TS	34.3	C	36.8	D
Source: Table 3-1: Intersection Analysis Summary For Existing (2021) Conditions, Cathedral Cove Center Traffic Analysis, prepared by Urban Crossroads, April 2022. Appendix G.					
(1) TS = Traffic Signal; CSS = Cross Street Stop AWS = All-Way Stop					
(2) Per the Highway Capacity Manual 6th Edition (HCM6), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.					
(3) LOS = Level of Service					

Project Trip Generation

The proposed Project will consist of a mix of commercial uses and residential units (200 dwelling units). The commercial portion includes 6,650 square feet of retail, two sit down fast-food restaurants (total of 6,500 sf), three fast food restaurants with drive through (total of 7,525 sf), and a service station with 12 vehicle fueling positions. At buildout, the Project is forecast to generate approximately 7,862 daily trips, including 609 trips during the AM peak hour and 561 trips during the PM peak hour (see Appendix G, Table 4.1: Cathedral Cove Center Project Trip Generation Summary).

Traffic Analysis

Potential impacts to traffic and circulation were evaluated for the following conditions:

- Existing (2021) Conditions
- Existing plus Ambient Growth plus Project (EAP) (2023) Conditions
- Existing plus Ambient Growth plus Project Plus Cumulative (EAPC) (2023) Conditions
- General Plan Buildout (2040) With Downtown Commercial Designation
- General Plan Buildout (2040) With Project Conditions

Table 11
Intersection Analysis for EAPC (2023) Conditions

Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
		Delay ²	LOS ³	Delay	LOS
1 Date Palm / E. Palm Cyn. Dr. (Hwy 111)	TS	22.6	C	21.5	C
2 Date Palm / Perez Rd.	TS	12.6	B	13.1	B
3 Date Palm / Gerald Ford Dr.	TS	46.6	D	73.7	E
- With improvements	TS	40.5	D	42.6	D
4 Date Palm / Dinah Shore Dr.	TS	29.0	C	43.1	D
5 Allen Ave. – Dwy 3 / E. Palm Cyn. Dr.	TS	8.9	A	13.3	B
- With E. Palm Cyn Dr. improvements	TS	7.7	A	10.3	B
6 Cathedral Cyn. Dr. / E. Palm Cyn. Dr.	TS	17.0	B	34.1	C
7 Cathedral Cyn. Dr. / Perez Rd.	TS	42.8	D	43.2	D
8 Cathedral Cyn. DR. / Dinah Shore Dr.	TS	53.5	D	54.6	D
9 Perez Rd. / E. Palm Cyn. Dr.	TS	27.6	C	52.8	D
10 Canyon Plaza Dr. / E. Palm Cyn. Dr.	TS	31.3	C	21.6	C
11 Golf Club Dr. / E. Palm Cyn. Dr.	TS	13.1	B	20.2	C
12 E. Palm Cyn. Dr. (Hwy 111) / Frank Sinatra Dr.	TS	31.5	C	30.1	C
13 E. Palm Cyn. Dr. (Hwy 111) / Country Club Dr	TS	10.4	B	12.5	B
14 Van Fleet St. / E. Palm Cyn. Dr. (Hwy 111)	TS	11.7	B	14.0	B
15 Van Fleet St. / B St.	CSS	10.7	B	11.5	B
16 Van Fleet St. / D St.	AWS	7.6	A	7.7	A
17 Date Palm / Ramon Road	TS	38.8	D	44.3	D

Source: Table 6-1: Intersection Analysis Summary for EAPC (2023) Conditions, Cathedral Cove Center Traffic Analysis, prepared by Urban Crossroads, April 2022. Appendix G.

(1) TS = Traffic Signal; CSS = Cross Street Stop AWS = All-Way Stop

(2) Per the Highway Capacity Manual 6th Edition (HCM6), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

(3) LOS = Level of Service

Table 12
Intersection Analysis for GPBO (2040) With Project Conditions

Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
		Delay ²	LOS ³	Delay	LOS
1 Date Palm / E. Palm Cyn. Dr. (Hwy 111)	TS	25.9	C	28.5	C
2 Date Palm / Perez Rd.	TS	15.7	B	14.2	B
3 Date Palm / Gerald Ford Dr.	TS	52.1	D	72.8	E
- With Improvements	TS	49.9	D	52.6	D
4 Date Palm / Dinah Shore Dr.	TS	49.2	D	54.9	D
5 Allen Ave. – Dwy 3 / E. Palm Cyn. Dr.	TS	8.8	A	13.4	B
- With E. Palm Canyon Dr. Improvements	TS	7.6	A	10.8	B
6 Cathedral Cyn. Dr. / E. Palm Cyn. Dr.	TS	23.5	C	37.5	D
7 Cathedral Cyn. Dr. / Perez Rd.	TS	49.6	D	52.6	D
8 Cathedral Cyn. DR. / Dinah Shore Dr.	TS	77.9	E	73.5	E
9 Perez Rd. / E. Palm Cyn. Dr.	TS	32.0	C	54.9	D
10 Canyon Plaza Dr. / E. Palm Cyn. Dr.	TS	28.9	C	36.9	D
11 Golf Club Dr. / E. Palm Cyn. Dr.	TS	13.2	B	27.4	C
12 E. Palm Cyn. Dr. (Hwy 111) / Frank Sinatra Dr.	TS	31.7	C	44.1	D
13 E. Palm Cyn. Dr. (Hwy 111) / Country Club Dr	TS	17.1	B	34.5	C
14 Van Fleet St. / E. Palm Cyn. Dr. (Hwy 111)	TS	14.9	B	16.2	B
- With E. Palm Canyon Drive Improvements	TS	13.3	B	13.5	B
15 Van Fleet St. / B St.	CSS	10.7	B	11.6	B
16 Van Fleet St. / D St.	AWS	7.6	A	7.7	A
17 Date Palm / Ramon Road	TS	68.9	E	75.1	E
- With Improvements	TS	46.3	D	46.4	D
Source: Table 7-2: Intersection Analysis Summary for GPBO (2040) with Project Conditions, Cathedral Cove Center Traffic Analysis, prepared by Urban Crossroads, April 2022. Appendix G.					
(1) TS = Traffic Signal; CSS = Cross Street Stop AWS = All-Way Stop					
(2) Per the Highway Capacity Manual 6th Edition (HCM6), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.					
(3) LOS = Level of Service					

Results of the traffic analysis determined that both Existing (2021) and Existing plus Ambient plus Project (2023) traffic conditions, all study area intersections are expected to operate at an acceptable LOS of “D” or better. However, for Existing plus Ambient Growth plus Project Plus Cumulative (2023) and General Plan Buildout (2040) traffic conditions, the Project would contribute to a cumulative transportation deficiency at the intersection of Date Palm Drive/Gerald Ford Drive (ID: 3, EAPC and GP buildout); and for General Plan Buildout (2040) traffic conditions, 2 additional intersections, Cathedral Canyon Drive / Dinah Shore Drive (ID: 8, GP buildout) and Date Palm Drive / Ramon Road (ID: 17, GP Buildout) would operate an unacceptable LOS. All other intersections would operate at acceptable LOS. The City has approved and is proceeding with the improvements at Date Palm/Gerald Ford through funding from the Highway Safety Administration, which will implement the necessary improvements, thereby mitigating the impacts at that intersection. For the 2040-condition intersections, Cathedral Canyon/Dinah Shore and Date Palm/Ramon, the City’s General Plan policies and programs are implementing monitoring and long term mitigation, which will be addressed over time, when and

if the improvements are warranted. The City will require that the Project widen East Palm Canyon Drive to its ultimate General Plan build out configuration from Allen to Date Palm as part of the first phase of the Project; and from Allen west to an abutting private property and west of that abutting property to and including the intersection of Van Fleet and East Palm Canyon all as part of a later phase, to assure adequate LOS along this portion of the roadway.

In addition, the Project applicant shall participate in the CVAG Transportation Uniform Mitigation Fee (TUMF) program by paying the requisite TUMF fee. In addition, in order to assure that impacts associated with Cathedral Canyon/Dinah Shore and Date Palm/Ramon are reduced to less than significant levels, Mitigation Measure TRA-3 is provided below, which requires the City to monitor and improve the two impacted intersections when conditions warrant. With implementation of the mitigation measures below, impacts associated with traffic will be reduced to less than significant levels.

Drive-Through Vehicle Stacking

Urban Crossroads included a queuing analysis to assess the adequacy of turn bay lengths to accommodate vehicle queues at the Project entries. Although it is unlikely that all three of the on-site drive-throughs experience extended queues at the same time, the traffic analysis determined that up to 40 parking spaces could be intermittently blocked by vehicle stacking under a worst-case scenario. Therefore, Urban Crossroads recommends that a vehicle stacking management plan be prepared by each drive-through occupant to ensure appropriate emergency vehicle access and access to handicapped parking stalls are retained. The provision of a 32 foot driveway width along the main east-west driveway between the central site entry and the Date Palm Drive entry accommodates extended drive-through stacking while still allowing for 22 feet of bypass travel. Mitigation Measures TRA-2 has been included as a precautionary measure to ensure obstruction to emergency and/or handicapped access as a result of drive-through vehicle stacking are avoided.

Alternative Transportation Planning

SunLine Transit Agency provides bus transit services to the Coachella Valley, including Cathedral City. SunLine Bus #111 currently provides service along East Palm Canyon Drive. The closest bus stop to the Project site is on the southeast corner of East Palm Canyon Drive and Date Palm Drive. There is another bus stop on the north side of East Palm Canyon Drive near Allen Avenue, as well as one near the Project site at B Street and Buddy Rogers for SunLine Bus #111 and #30.

Based on the Coachella Valley Association of Governments (CVAG) Active Transportation Plan and Cathedral City Active Transportation Plan, on-street bicycle facilities are proposed along East Palm Canyon Drive and Date Palm Drive. Sidewalks have already been installed along the subject property boundaries on East Palm Canyon Drive, Van Fleet Avenue, and D Street.

The proposed Project will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. No project related impact is anticipated.

- b) Less Than Significant Impact.** CEQA Guidelines section 15064.3 sets forth guidelines for implementing Senate Bill 743 (SB 743). SB 743 requires amendments to the CEQA Guidelines (pre-2019) to provide an alternative to LOS for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” (Public Resources Code Section 21099(b)(1).) Measurements of transportation impacts may

include “vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated.”

The CEQA Guidelines have since been updated to allow for lead agency discretion in establishing methodologies and thresholds consistent with the intent of the legislation. The City utilizes the December 2020 County of Riverside Transportation Guidelines for VMT assessments. Per County guidelines, a project would have a less than significant VMT impact if:

- Small projects (110 single-family DU or 147 multi-family DU);
- Projects near high quality transit;
- Local serving retail;
- Affordable housing;
- Local essential service (day care, police or fire facility, medical/dental office, government office);
- Residential and office projects in an area under VMT thresholds as shown on screening maps (Low VMT Area); and
- Redevelopment projects.

The County-recommended criteria for “local serving retail” and “map-based screening (Low VMT Area)” were used to evaluate Project-related VMT impacts. For commercial screening (local serving retail), the traffic analysis found that the Project’s commercial uses serve traffic interacting with the local area in the following ways:

- Travelers on East Palm Canyon Drive are already passing-by the site;
- Travelers attracted to the site from nearby residences and businesses; and
- Existing and future casino patrons

For residential uses, the County’s VMT map-based screening criteria states that, for areas of residential and office projects where the area of development is under the threshold as shown on the screening map, the Project is presumed to cause a less than significant impact. The traffic analysis finds that the VMT per capita threshold has been met at the Project site and therefore a full VMT analysis is not required, and impacts are considered less than significant.

As discussed above, the proposed Project is expected to have less than significant impacts on traffic flows and Level of Service standards with the implementation of mitigation measures. These improvements will improve the traffic flow in the area, and therefore, at this time, the project will not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

- c) **Less than Significant Impact.** The subject property is located within a largely developed urban area and accessed via existing highways, streets, and intersections. Project development will require new access driveways and intersection improvements; however, they will be planned, reviewed by, and coordinated with the City such that safety and operational conflicts are effectively reduced. The mix of vehicles associated with the Project is expected to generally include construction vehicles, passenger vehicles, and delivery trucks, which is compatible with vehicles currently in the area; no conflicts are anticipated. The proposed Project is not expected to substantially increase any type of transportation hazard and impacts are expected to be less than significant.

- d) **No Impact.** Currently, the Project site can be accessed via Van Fleet Avenue, East Palm Canyon Drive, and D Street (future residential). Regional access to the site will be provided via the East Palm Canyon Drive (Highway 111), I-10 freeway, major arterials, secondary arterials and a variety of local roads.

Prior to construction, both the Fire Department and Police Department will review the site plan to ensure safety measures are addressed, including emergency access and geometric design. Therefore, the proposed Project will not result in inadequate emergency access or increase hazards due to a geometric design feature. There will be no impact.

Mitigation Measures:

- TRA-1** The Project is required to pay the requisite CVAG TUMF fee.
- TRA-2** Each drive-through occupant shall prepare a vehicle stacking management plan demonstrating appropriate emergency vehicle access and access to handicap parking stalls are retained in the event of overflow vehicle stacking.
- TRA-3** In order to assure that the intersections of Cathedral Canyon/Dinah Shore and Date Palm/Ramon operate at acceptable levels of service at General Plan build out, the following condition of approval shall be implemented:

The City shall be responsible for monitoring conditions at the intersections of Cathedral Canyon/Dinah Shore and Date Palm/Ramon and providing improvements to those intersections through its Capital Improvement Program, and local, State or federal funding at such time as the improvements are warranted.

Monitoring:

- TRA-A** The Project applicant shall coordinate with the City and CVAG the payment of CVAG's TUMF fee.
Responsible Parties: Project applicant, CVAG, City Engineer.
- TRA-B** The Project applicant shall coordinate with future drive-through tenants the preparation of a vehicle stacking management plan to be reviewed and approved by the City Engineer prior occupancy of the building.
Responsible Parties: Project applicant, drive-through tenants, City Engineer.

XVIII. TRIBAL CULTURAL RESOURCES				
a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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		✓		
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.		✓		

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; Project materials; Google Earth Pro; Update to Cultural Resources Studies, Cathedral Cove Center Project, prepared by CRM Tech, December 2019; Phase I Cultural Resource Assessment of Project Sites 1-3, Cathedral City, Riverside County, California, prepared by Statistical Research, Inc., November 2015; Historic Property Survey Report, Downtown Improvement Project 07-01-05317, prepared by CRM Tech, May 2003.

Environmental Setting

As discussed above in Section V, Cultural Resources, Cahuilla Indians inhabited the valley for centuries. They were a Takic-speaking people of hunters and gatherers generally divided into three groups based on their geographic setting: the Pass Cahuilla of the San Gorgonio Pass – Palm Springs area; the Mountain Cahuilla of the San Jacinto and Santa Rosa Mountains and the Cahuilla Valley; and the Desert Cahuilla of the eastern Coachella Valley. Today, Native Americans of Pass or Desert Cahuilla heritage are mostly affiliated with the Indian reservations around the Coachella Valley, including the Cabazon, Augustine, Torres Martinez, Twenty-nine Palms, Agua Caliente, and Morongo.

The subject property is located in a traditional use area of the Cahuilla but does not occur within a tribal reservation. The potential for the subject property to harbor tribal cultural resources, such as a site, feature, place, or cultural landscape, is considered to be very low given the disturbed nature of the site. It was developed with residential and commercial land uses between approximately the 1920s and 2016; since then, all buildings have been demolished, and the site has been mass graded. A site-specific cultural resources report was prepared that further evaluates and addresses the potential for the site to harbor such resources.

Discussion of Impacts

- a. i), ii) **Less Than Significant with Mitigation Incorporated.** Based on historical/archaeological resources record searches and historical background research conducted by qualified professional archaeologists, no historical or archaeological resources were identified, nor are any expected on the Project site that would be 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).

In addition, the City is currently undertaking Tribal Consultation in conformance with AB 52. Should Tribes request consultation and provide input on potential impacts, they will be included in conditions of approval and/or mitigation measures to this Initial Study.

The City completed Tribal consultation in conformance with AB 52. The Agua Caliente Band of Cahuilla Indians responded in a letter dated April 29, 2022 indicating that the site is within the Tribe's Traditional Use Area and requested the following:

- A cultural resources inventory of the project area by a qualified archaeologist prior to any development activities in the area.
- A copy of the records search with associated survey reports and site records from the information center.
- Copies of any cultural resource documentation (report and site records) generated in connection with this project.
- The presence of an approved Aqua Caliente Native Amercian Cultural Resource Monitor(s) during any ground disturbing activities (including archaeological testing and surveys).

To protect potential tribal cultural resources, Mitigation Measure CUL-1 is included in Section V, consistent with the findings of the cultural resource investigation, to require monitoring of ground disturbing activities, which would reduce the impacts to Tribal Resources to less than significant levels.

Mitigation Measures:

See Section V Cultural.

Monitoring:

See Section V Cultural.

XIX. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
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?			✓	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			✓	
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?			✓	
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?			✓	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			✓	

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; Project materials; Google Earth Pro 7.3.2.5776.

Environmental Setting

The Desert Water Agency (DWA) provides domestic water to development south and west of the Whitewater River Stormwater Channel in Cathedral City, including the subject property. Nearly all development in DWA's service area, including development in the Cove and the downtown district, is connected to its water delivery system. DWA also provides wastewater collection service to this area, including the subject property. DWA does not operate a wastewater treatment plant, and its wastewater collection system is connected to CVWD's sewer system through which wastewater is conveyed to the Cook Street wastewater treatment plant in Palm Desert. For purposes of this Project, the management of stormwater is under the jurisdiction of the City.

Burrtec Waste and Recycling Services provides solid waste disposal services through a franchise agreement with the City and will be responsible for collection and disposal of solid waste from the Project site. Trash and recycled materials are collected from customers and transported to the Edom Hill transfer station facility operated by Burrtec. The transfer station at Edom Hill is permitted to receive 3,500 tons of waste per day. From there solid waste is taken to the Lamb Canyon landfill in Beaumont, which has a permitted capacity of 5,000 tons per day, and a projected closure date in 2029. Other possible options include Badlands Landfill in Moreno Valley and El Sobrante Landfill in Corona. The County of Riverside operates Lamb Canyon and Badlands landfills, and El Sobrante Landfill is privately owned.

In Cathedral City, Southern California Edison (SCE) provides electricity, Southern California Gas (SoCalGas) provides natural gas, and Frontier and Spectrum provide telecommunications services.

Discussion of Impacts

a - c) Less Than Significant Impact.

Water

DWA will provide domestic water for the Project. The residential and commercial uses within the Project will connect to existing major trunk lines located under East Palm Canyon Drive. As discussed under Hydrology and Water Quality, the total water demand for the proposed Project would be 37.52 acre-feet per year. DWA's largest water supply source is groundwater from the Whitewater River Basin. DWA works with five other Coachella Valley water suppliers to manage the underground water basins and to better serve the City. DWA and CVWD have access to or are working to obtain other water supply sources to meet projected water needs and help eliminate groundwater overdraft.

The proposed Project is consistent with the land use designation assigned to it in the General Plan, on which, in part, DWA based its future water demand analysis when contributing to the 2020 Coachella Valley Regional Urban Water Management Plan (RUWMP). According to the 2020 RUWMP, DWA anticipates a total water demand (deliveries) of 36,228 AF in 2025.²⁰ The proposed Project will increase water demand (expected DWA deliveries) by 0.1% over the projected 2025 demand.

The project will be required to comply with the DWA's water-efficiency requirements, including the use of drought-tolerant planting materials and limited landscaping irrigation. Buildings will be equipped with water efficient fixtures in compliance with Building Code requirements to reduce water consumption. Implementation of these and other applicable requirements will assure that water-related impacts remain at less than significant levels. The residential and commercial uses within the Project will connect to existing major trunk lines located under East Palm Canyon Drive. Therefore, project impacts associated with domestic water demand are expected to be less than significant.

Wastewater

DWA and CVWD provide wastewater collection and treatment services, respectively, for the Project site, and CVWD is currently treating and recycling City-generated wastewater at Cook Street Wastewater Reclamation Plant (WRP-10). In response to increasing demands for groundwater supplies in the Coachella Valley, CVWD has implemented the use of tertiary (third-stage) treated wastewater for the irrigation of golf courses and other landscaped areas. WRP-10 has a tertiary water capacity of 15 million gallons per day.

The Project site is currently undeveloped with the exception of the northwestern corner which is paved with some parking spaces. Upon buildout of the Project, wastewater generated from the proposed Project would be collected in DWA sewer mains. The proposed Project will require construction of on-site sewer infrastructure to connect to the existing sewer mains. Sewage will

²⁰ Table 6-7. DWR 4-2R Projected Demands for Water (AF), 2020 Coachella Valley Regional Urban Water Management Plan, prepared by Water Systems Consulting, Inc. June 30, 2021

likely be conveyed to the CVWD's sewer system by a DWA lift station at Date Palm Drive and Buddy Rogers Drive. The Project wastewater discharges will be typical of residential and commercial uses. No industrial discharge into the wastewater system would occur.

Stormwater

Storm water infrastructure within the City consists of a network of regional and local drainage channels. Ultimately, all major storm flows in the City are conveyed to the Whitewater/Coachella Valley Stormwater Channel, which discharges into the Salton Sea. The proposed Project will not discharge into either regional or local drainages. Rather, it will manage stormwater on-site with a retention basin and potentially an underground system.

As required by the federal Clean Water Act (CWA) (33 U.S.C. § 1251 et seq.) and the California Water Code (CWC) (commencing with section 13000), a Preliminary Water Quality Management Plan will be prepared for the Project. As discussed above in Section X, Hydrology and Water Resources, the Project site will incorporate BMPs for construction and post-construction conditions, designed to control pollutants that enter the on-site and off-site system, and is not expected to affect water quality. A final hydrologic analysis will be required to demonstrate that the Project meets the City's standards. These standard requirements will assure that impacts associated with storm water retention remain less than significant.

Other Utilities

The proposed Project will require construction of on-site electric power, natural gas, and telecommunications infrastructure to connect to the existing infrastructure located around the Project site. The Project would not result in the construction of new electric power, natural gas, or telecommunications facilities off-site that could cause significant environmental effects.

- d, e) Less Than Significant Impact.** Construction and operations-related solid waste from the Project will be collected and disposed by Burrtec, a regional commercial vendor that serves the City by hauling solid waste to transfer and recycling centers and landfills. Burrtec also collects and recycles construction waste. County landfills have a combined remaining capacity of 181,365,899 cubic yard, with a maximum permitted capacity of 266,159,998 cubic yard.²¹ The project will generate 156.82 tons of solid waste per year, or 78.41 tons per year after 50% diversion as shown below.

²¹ CalRecycle, SWIS Facility/Site Activity Details. <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/>. Accessed May 2021. Activity details for the following landfills: Badlands, Blythe, Desert Center, El Sobrante, Lamb Canyon, Mecca Landfill II, and Oasis.

Table 13				
Estimated Solid Waste Disposal at the Project Buildout				
Land Use	CIWMB Disposal Rates	Proposed	Solid Waste Disposal (pounds per day)	Solid Waste Disposal (tons per year)
General Retail and Restaurants	2.5 lbs./1000 SF/day	23,725 SF	59.31	10.82
Multi-Family Residential	4 pounds/dwelling unit/day	200 DU	800	146
TOTAL				156.82
TOTAL (with 50% diversion)				78.41
*Estimated Solid Waste Generation Rates by CalRecycle, https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates , Accessed May 2021.				

At buildout, the proposed Project will contribute less than 1% of the County's remaining capacity. Commingled recyclable materials (e.g., paper, plastic, glass, cardboard, aluminum) will be transported to Burrtec's material recovery facilities for recycling and reuse.

Burrtec is responsible for maintaining standards that assure that all waste is handled in a manner that meets local, state and federal standards. These requirements will assure that impacts associated with solid waste disposal remain less than significant.

Mitigation Measures:

None required.

Monitoring:

None required.

XX. WILDFIRE If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	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?			✓	
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?			✓	
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?			✓	
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?			✓	

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; CalFire's Fire and Resource Assessment Program (FRAP) Maps, accessed May 2021; Project materials; Google Earth Pro.

Environmental Setting

Wildfire is a nonstructural fire that occurs in vegetative fuels, excluding prescribed fire. Wildfires can occur in undeveloped areas and spread to urban areas where landscape and structures are not designed and maintained to be ignition resistant. A wildland-urban interface (WUI) is an area where urban development is located in proximity to open space or "wildland" areas. The potential for wildland fires represents a hazard where development is adjacent to open space or within close proximity to wildland fuels or designated fire severity zones.

The California Department of Forestry and Fire Protection (Cal Fire) has mapped areas of significant fire hazards in the state through its Fire and Resources Assessment Program (FRAP). These maps place areas of the state into different Fire Hazard Severity Zones (FHSZ) based on a hazard scoring system using subjective criteria for fuels, fire history, terrain influences, housing density, and occurrence of severe fire weather where urban conflagration could result in catastrophic losses. The subject property is not located in or near a state responsibility area or designated as a Very High Fire Hazard Severity Zones (VHFHSZ). Several parcels in the southeasterly and southwesterly portions of the City are designated as VHFHSZ, including one approximately ½ mile to the east, one approximately 1 mile to the west, and one more than 1 mile to the west of the subject property.

To reduce wildfire risks, the City of Cathedral City has incorporated state requirements with the adoption of the 2019 edition of the California Building Standards Code and the 2019 edition of the California Fire Code.

Discussion of Impacts

- a) **Less than Significant Impact.** The subject property is not located in or near a state responsibility area or lands classified as a Very High Fire Hazard Severity Zone. The Project does not propose major long-term changes to circulation in the Project area other than providing direct access to the subject property. Project construction could result in temporary lane closures or detours, particularly as new driveway and intersection improvements are made; however, potential disruptions to emergency access would be temporary and coordinated with and approved by the City. The Project will not alter the physical orientation of the planning area that it would interfere with the City's emergency response or evacuation procedures in the event of a wildfire. The Project does not propose changes to existing emergency response facilities or personnel. Impacts are anticipated to be less than significant.
- b) **Less than Significant Impact.** The Project site is not located in or near a state responsibility area or lands classified as a Very High Fire Hazard Severity Zone. Given its proximity to the Santa Rosa Mountains, the Project may expose occupants to pollutant concentrations from a wildfire in the mountains. However, the foothills in Cathedral City are characterized by rocky terrain and sparse vegetation, and wildfire risks have been historically very low. Impacts are expected to be less than significant.
- c) **Less than Significant Impact.** The Project site is not located within or near a state responsibility area or classified as a Very High Wildfire Hazard Severity Zone. Installation or maintenance of utility infrastructure (such as emergency water sources, power lines, or other utilities) may be required as the Project becomes operational, but with low likelihood because the subject property is in an urban area and utility infrastructure is already installed in the immediate Project area. Onsite connections are not expected to exacerbate fire risk or result in ongoing impacts to the environment. Impacts related to infrastructure are expected to be less than significant.
- d) **Less than Significant Impact.** As discussed in Section VII.a.iv, above, the Project site has very low potential for landslide and post-fire slope instability given its generally flat terrain with less than 5% sloping grade. The Project site is classified as an area with reduced flood risk due to levees (protected from 1% annual chance flood by levees) on the Flood Insurance Rate Map (FIRM) by Federal Emergency Management Agency (FEMA). Therefore, the proposed Project is not expected to expose people or structures to significant risks such as downslope or downstream flooding or landslides, post-fire slope instability, or drainage changes. Impacts are expected to be less than significant.

Mitigation Measures:

None required.

Monitoring:

None required.

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

a) Less Than Significant with Mitigation Incorporated:

Biological Resources: The Project site is not located within a CVMSHCP-designated conservation area and does not contain any wildlife corridors or biological linkage areas. However, on-site vegetation could provide habitat for nesting birds; therefore, a pre-construction survey will be required to avoid impacts to nesting birds covered by the MBTA and to burrowing owl. In addition, the site is subject to payment of the Development Mitigation Fee to mitigate potential impacts to covered species under the CVMSHCP.

The proposed Project will not significantly reduce fish or wildlife habitat or otherwise adversely impact a fish or wildlife species. The construction of the Project has the potential to impact nesting birds, but the mitigation measures included in this document will reduce those impacts to less than significant levels.

Cultural Resources: No cultural resources are known to exist within or adjacent to the project site. Since the project will require excavation, there is potential for unknown resources to be uncovered. Mitigation measures provided in this document will ensure that impacts to cultural and/or tribal resources are less than significant in the unlikely event that resources are discovered during project development.

Overall, there will be no significant environmental impacts which cannot be mitigated. Project related impacts, including cumulative impacts, are considered less than significant.

- b) **Less Than Significant Impact.** A significant impact could occur if the proposed Project, in conjunction with related projects, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. Here, however, the impacts of the proposed Project are individually limited and not cumulatively considerable. The proposed Project is consistent with the development envisioned for the Downtown area of the City in the City's General Plan. All environmental impacts that could occur as a result of the proposed Project would be less than significant with the implementation of mitigation measures included herein, and when viewed in conjunction with other closely related past, present or reasonably foreseeable future projects, would not be significant.
- c) **Less Than Significant Impact.** The proposed Project will not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly, with the implementation of the City's Municipal Code, other standard requirements and requirements of law, and the mitigation measures included in this document.