CITY OF PALM DESERT

73-510 Fred Waring Drive
Palm Desert, CA 92260
Telephone: (760) 346-0611
Fax: (760) 776-6417

MITIGATED NEGATIVE DECLARATION
ENVIRONMENTAL INITIAL STUDY

Project Title: Frank Sinatra and Portola Multifamily Development

City Project No: Case No. PP 22-0006

Lead Agency Name and Address:
City of Palm Desert
73-510 Fred Waring Drive
Palm Desert, California 92260
Phone: (760) 346-0611 Fax: (760) 776-6417

Project Location: 18.3 Acres at the southwest corner of Frank Sinatra Drive and Portola Avenue
APNs 620-400-030 and -031

Applicant:
Mr. Cody Dietrich
Hayes Dietrich, LLC.
5021 Vernon Avenue, Suite 201
Edina, MN 55436

General Plan Designation:
Existing: Town Center Neighborhood (up to 40 du/ac)
Proposed: Town Center Neighborhood (22 du/ac)

Zoning Designation:
Existing: Planned Residential (P.R. 4.0 – 40.0 du/ac)
Proposed: Planned Residential (P.R. 22 du/ac)

Project Description:
The project proposes the development of a residential community consisting of up to 402 units. The project is located on approximately 18.3 acres of vacant land south of Frank Sinatra Drive and west of Portola Avenue in the City of Palm Desert. The project proposes 13, three-story residential buildings, a clubhouse, fitness center, community pools, and open space areas, in addition to paved drive aisles and pathways, landscaping, and approximately 671 parking stalls. Vehicular access to the site will occur from two points along Portola Avenue (east) and one point at Frank Sinatra Drive (north). The Frank Sinatra Drive access will have one right-out access (exit only), while Portola Avenue will have one right-out access (exit only) and one right-in/right-out/left-in access along Portola Avenue.

The project site is currently vacant and undeveloped. The project's northern boundary is delineated by Frank Sinatra Drive. The eastern boundary is delineated by Portola Avenue, and the western boundary is delineated by combination transmission and distribution power poles and a Southern California Edison dirt-road easement, as

well as two maintenance buildings and associated parking lot at the southwest corner of the project. A residential neighborhood is located north of the project; Desert Willow Golf Resort and the Retreat at Desert Willow Condominium are located east of the project; and vacant land is located west of the project.

The apartment project will include eleven, 3-story buildings with 24 dwelling units each, one, 3-story with 21 dwelling units, and one, 3-story building with 109 dwelling units. The building type, units, and area is indicated in the T**able 1** below.

Table 1 Residential Building Unit and Area

Type	Total Units
11 Buildings, 3-Stories 24 dwelling units each	264 units
1 Building, 3-Stories 21 dwelling unit	21 units
1 Building, 3-Stories 109 dwelling units	109 units
Total	394 units

The project's architecture and design aesthetic will be visually complementary to the existing residential and condominium communities in the City of Palm Desert, including those recently developed east of the project site at the Retreat at Desert Willow. The proposed residential buildings will be three stories and consist of neutral colors (i.e., beige, tan, brown, rust, and white) that complement the natural surrounding landscape and desert environment. Building materials such as stone veneer, metal panels, and metal trellises will enhance the building façade by providing variations in texture. The proposed clubhouse building will be one story and include similar color scheme to the residential structures. The features and characteristics of the proposed buildings are intended to establish an attractive architectural presence while providing a desirable environment for residents. As such, the placement, scale and massing of the proposed structures are expected to replace an unimproved site with a developed environment and unified visual character. The site design incorporates context sensitivity in its setback, orientation, and placement of structures, particularly in relation to the presence of neighboring residential uses. The property boundaries are designed to accommodate the residential units. The landscaping design in the project interior, along its edges, and frontage will include a mixture of trees, palms, shrubs and groundcover plantings to serve as an enhancement to the site design and streetscape.

The project site is located within the City's Planned Residential zone and Town Center Neighborhood land use designations. The 2016 GP EIR indicates that the City will see an increase of 7,365 households by the General Plan Buildout scenario year of 2040. The proposed project will contribute 394 dwelling units on approximately 18.3 acres. The proposed density of the project is 21.5 dwelling units per acre (du/ac). The maximum density allowed and analyzed under the General Plan land use designation for the project site is 7.0 to 40 du/ac (page 30 of the 2016 General Plan). Utilization of the maximum density could result in a project with approximately 732 Dwelling Units. The project is proposing 338 dwelling units below the allowable maximum, reducing the total City increase attributed to buildout. Additionally, the subject property is located on vacant infill land within the City, therefore, it can be assumed that construction of the project would assist in buildout of the City.

Document Purpose and Scope

This Subsequent MND/Initial Study tiers off the City of Palm Desert General Plan Update & University Neighborhood Specific Plan Environmental Impact Report (General Plan EIR), SCH #2015081020 which is available for review at the City's Offices (73-510 Fred Waring Drive) or at the City Website (https://www.cityofpalmdesert.org/departments/planning/general-plan). The prior Program General Plan EIR confirmed that all environmental impacts resulting from the implementation of the General Plan Update would be less than significant with the imposition of appropriate mitigation, with the exception of Greenhouse Gas and

Transportation impacts, which were identified as a significant and unavoidable impact. The Program General Plan EIR is incorporated into this document in its entirety by this reference.

Because the proposed project is within the scope of the previously certified Program General Plan EIR, and consistent with the requirements of CEQA Guidelines Section 15168(c), this subsequent MND/Initial Study has been prepared to examine the proposed project in the light of the General Plan EIR in order to determine if the proposed project would result in any impacts greater than those previously analyzed and disclosed. Mitigation Measures imposed by the City through a Mitigation Monitoring and Reporting Program, will be applied to this project, if approved. The MMRP is attached hereto as Appendix A.

To the extent the impacts of the proposed project are already fully analyzed and accounted for in the General Plan EIR, this MND/Initial Study will not further discuss the applicable resource areas. Consistent with State CEQA Guidelines § 15168, this MND/Initial Study provides the site-specific analysis anticipated by the General Plan EIR as to the following resource areas: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy Resources, Geology/Soils, Greenhouse Gases, Hazards and Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

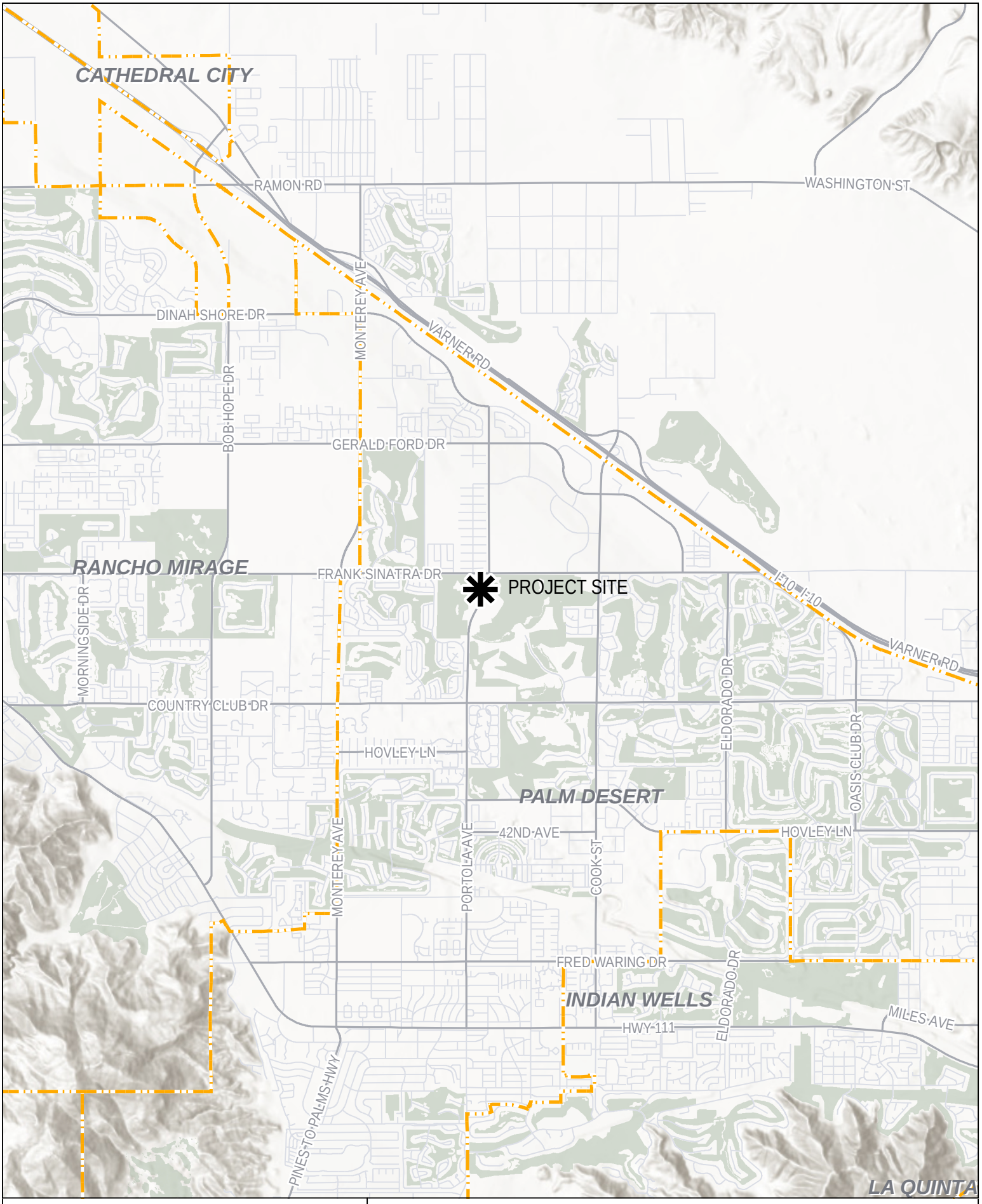
Finally, as depicted in the Initial Study's significance checkboxes for each resource only those resources for which site-specific mitigation (beyond that already imposed through the Program General Plan EIR) are imposed are identified as "less than significant with mitigation." Impacts to all other resources are either "less than significant" or "no impact" with the imposition, as applicable, of the mitigation measures previously adopted and imposed by the City through the certified General Plan EIR and MMRP.

Land Use and Setting

North – Frank Sintra Drive; Single Family Residential Community
East – Portola Avenue; Desert Willow Golf Course and the Retreat at Desert Willow Condominiums
South – Portola Avenue; Maintenance buildings and associated parking lot
West – Southern California Edison easement; Vacant land

Other Public Agencies who's Approval is Required (e.g., permits, financing approval, or participation agreement):

- Coachella Valley Water District
- State Water Resource Control Board
- Regional Water Quality Control Board



MSA CONSULTING, INC.
> PLANNING > CIVIL ENGINEERING > LAND SURVEYING

NORTH
0 5,000 FT

VICINITY MAP
FRANK SINATRA & PORTOLA MULTIFAMILY DEVELOPMENT
EXHIBIT 1

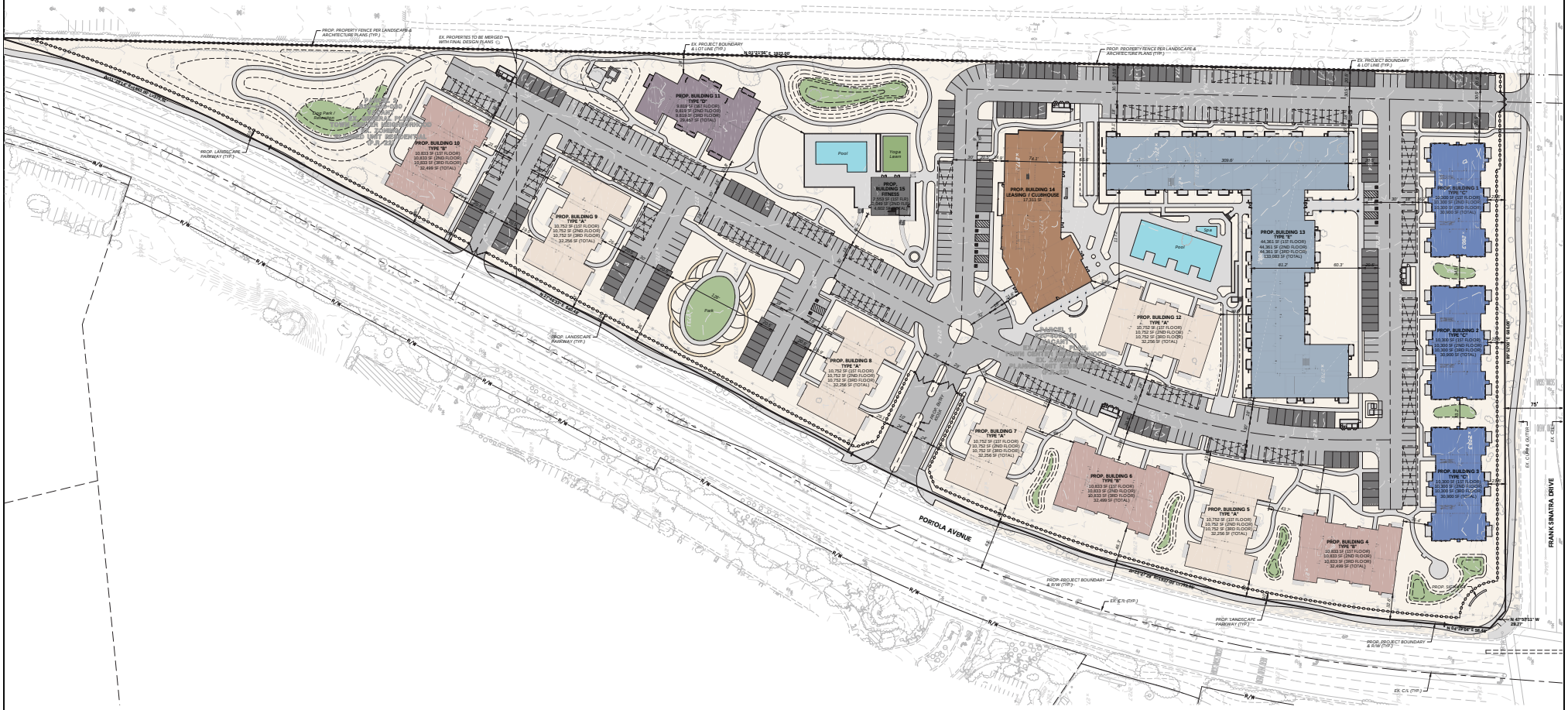
MSA CONSULTING, INC.
> PLANNING > CIVIL ENGINEERING > LAND SURVEYING

NORTH
0 240 FT

AERIAL PHOTOGRAPH
FRANK SINATRA & PORTOLA MULTIFAMILY DEVELOPMENT
EXHIBIT 2

LAND USE DESCRIPTION:	SF	ACREAGE	PERCENTAGE
EXISTING GROSS ACREAGE	797,567 SF	18.31 AC.	-
PROPOSED PUBLIC STREET RIGHT OF WAY DEDICATION (FRANK SINATRA DRIVE)	6,756 SF	0.16 AC.	-
PROPOSED NET ACREAGE	790,811 SF	18.15 AC.	100%
TOTAL BUILDING AREA (GROUND FLOOR AREA) - PROPOSED RESIDENTIAL BUILDING: TYPE "A" (5, 7-9 & 12) - PROPOSED RESIDENTIAL BUILDING: TYPE "B" (4, 6 & 10) - PROPOSED RESIDENTIAL BUILDING: TYPE "C" (1-3) - PROPOSED RESIDENTIAL BUILDING: TYPE "D" (11) - PROPOSED RESIDENTIAL BUILDING: TYPE "E" (13) - PROPOSED LEASING / CLUBHOUSE BUILDING (14) - PROPOSED FITNESS BUILDING (15)	191,203 SF 53,760 SF 32,499 SF 30,900 SF 9,819 SF 44,361 SF 17,311 SF 2,553 SF	4.40 AC. 1.23 AC. 0.75 AC. 0.71 AC. 0.23 AC. 1.02 AC. 0.40 AC. 0.06 AC.	24% - - - - - - -
GARAGES, ACCESS ROADS, HARDSCAPE & PARKING	300,538 SF	6.90 AC.	38%
LANDSCAPE & RETENTION AREAS	299,070 SF	6.85 AC.	38%

BUILDING DESCRIPTION:		STORY
	RESIDENTIAL BUILDING: TYPE "A" (BUILDING NO(S). 5, 7, 8, 9 & 12)	3 STORY
	RESIDENTIAL BUILDING: TYPE "B" (BUILDING NO(S). 4, 6 & 10)	3 STORY
	RESIDENTIAL BUILDING: TYPE "C" (BUILDING NO(S). 1-3)	3 STORY
	RESIDENTIAL BUILDING: TYPE "D" (BUILDING NO. 11)	3 STORY
	RESIDENTIAL BUILDING: TYPE "E" (BUILDING NO. 13)	3 STORY
	LEASING / CLUBHOUSE BUILDING: (BUILDING NO. 14)	1 STORY
	FITNESS BUILDING: (BUILDING NO. 15)	2 STORY



MSA CONSULTING, INC.
> PLANNING > CIVIL ENGINEERING > LAND SURVEYING

NORTH
N.T.S.

SITE PLAN
FRANK SINATRA & PORTOLA MULTIFAMILY DEVELOPMENT
EXHIBIT 3

EVALUATION OF ENVIRONMENTAL IMPACTS:

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/Traffic	☐	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.
☒	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.

_____ Signature City of Palm Desert	_____ Date
_____ Printed Name City of Palm Desert	_____ For

Environmental Checklist and Discussion:

The following checklist evaluates the proposed project's potential adverse impacts. For those environmental topics for which a potential adverse impact may exist, a discussion of the existing site environment related to the topic is presented followed by an analysis of the project's potential adverse impacts. When the project does not have any potential for adverse impacts for an environmental topic, the reasons why there are no potential adverse impacts are described.

1. AESTHETICS -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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 or 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: Palm Desert General Plan; Palm Desert General Plan Environmental Impact Report; Palm Desert Municipal Code.

a) **Less than Significant Impact.** The perception and uniqueness of scenic vistas and visual character can vary according to location and composition of its surrounding context. The subjective value of views is generally influenced by the presence and intensity of neighboring man–made improvements, such as structures, overhead utilities, and landscaping, often in relation to the aesthetic quality offered by a natural background, such as open space, mountain ranges, or a landmark feature. The proximity and massing of structures, vegetation and other visual barriers interacts with the visibility of surrounding environments to restrict or enhance local characteristic views. The assessment of scenic value also considers the compatibility of proposed projects in relation to areas, land uses or vantage points where the enjoyment of scenic vistas may exist, such as scenic roads or residential areas.

The proposed project is located on approximately 18.3 acres of vacant land south of Frank Sinatra Drive, and west of Portola Avenue in the City of Palm Desert. The project property is roughly triangular in shape and presently vacant and undeveloped. Currently, the project site exhibits a predominantly flat condition with scattered vegetative coverage, primarily associated with the Sonoran creosote bush scrub community. Overall, there are no salient topographic features or other natural visual landmarks on the project site, and the onsite characteristics and physical features do not contribute to a unique scenic vista.

The project's boundaries are immediately surrounded by Frank Sinatra Drive to the north, Portola Avenue to the east, and maintenance facility and parking lot to the south, and vacant, undeveloped land to the west. An existing single-family residential community is located north of the project (separated by Frank Sinatra Drive), while the golf course residential community, Desert Willow Golf Resort and the Retreat at Desert Willow Condominiums, is located east of project (separated by Portola Avenue).

According to the Palm Desert General Plan (PDGP), the hillsides and mountains surrounding the Coachella Valley are considered a visual resource. The San Jacinto Mountains to the west, the San Gorgonio Mountains to the northwest, the San Bernardino Mountains, Little San Bernardino Mountains and Indio Hills to the north, and the Santa Rosa Mountains to the south create the panoramic mountain views in the Coachella Valley. The San Jacinto Mountain range extends from its highest elevation at Mount San Jacinto, reaching an elevation 10,804 feet above sea level. The San Gorgonio peak is the highest peak in the region and rises to an elevation of 11,502 feet. The Santa Rosa Mountain's highest peak is classified as Toro Peak which rises to 8,717 feet. In Palm Desert, views of the San Jacinto Mountains to the west and the Santa Rosa Mountains to the south are prevalent throughout the City, depending on viewpoint and location. At the project property, the views of the San Jacinto and Santa Rosa Mountains are visible, however, base views are partially obstructed by existing developments, man-made structures and utilities, and landscape. Peak and mid-range views of these mountains are visible throughout the site. The San Gorgonio Mountains to the northwest and the San Bernardino Mountains, Little San Bernardino Mountains, and Indio Hills to the north are distant and obstructed by existing structures and landscaping.

As previously stated, the project proposes up to 402 units residential units, recreational amenities, and associated improvements on approximately 18.3 acres. The residential units are proposed along the northern and eastern property boundaries and will consist of three-story buildings. The proposed amenities will be located along the southern and western boundaries of the site, thus, hidden from the public viewpoint (i.e., Frank Sinatra Drive and Portola Drive rights-of-way). In its current state, the project does not impair views of the surrounding scenic vista due to its vacant character. The development of the project will partially obstruct views of the Santa Rosa Mountains to the south, when viewed from Frank Sinatra Drive, and views of the San Jacinto Mountains to the west, when viewed from Portola Avenue. When observed from local roadways, the views of the surrounding mountain ranges are visible and partially obstructed, depending on viewpoint location. The following discussion analyzes the project's potential impact on the surrounding scenic vistas from public viewsheds north of the site and east of the site.

Views Observed from the North

Areas north of the project site includes the Frank Sinatra Drive right-of-way, and single family residential homes. From these locations, views of the Santa Rosa Mountains (to the south) are primarily unobstructed, due to the vacant character of the project site. The rear of the existing single family residences (i.e., backyards) are oriented to the south, adjacent to Frank Sinatra Drive. Therefore, from the residence's backyards, views of the Santa Rosa Mountains are distant and are primarily obstructed by large transmission/distribution combination utility poles, landscaping, and 6-foot block walls separating the residential properties from the right-of-way. The top of the project buildings may be visible from the residential properties to the north, however, the project is not likely to obstruct the view of the mountains since they are distant and already obstructed by existing manmade features.

Motorists and pedestrians traveling along Frank Sinatra Drive have primarily unobstructed views of the Santa Rosa Mountains along the segment adjacent to the project. The project, which proposes three-story residential buildings along the Frank Sinatra Drive frontage, would result in visual obstructions of the Santa Rosa Mountains, however these obstructions would be brief, until the motorist passes the project site. Additionally, building setbacks and separation between each building will create visual relief for the motorist or pedestrian. Impacts of the project would be less than significant.

Views Observed from the East

Motorists traveling along Portola Avenue have primarily unobstructed views of the San Jacinto Mountains along the segment adjacent to the project. This is due to the vacant character of the project site and the property west of the project. Development of the proposed project would result in obstructions of the San Jacinto Mountains when viewed from Portola Avenue, however these obstructions would be brief, until the motorist passes the project site. Additionally, building setbacks and separation between each building will create visual relief for motorists or pedestrians.

The existing residential structures east of the site are two stories and have primarily unobstructed views of the San Jacinto Mountains depending on viewpoint location. Obstructions to these views include the existing block walls and landscaping separating the residences from Portola Avenue. Compared to the existing conditions, the project, which proposes three-story residential buildings, could result in the partial obstruction of base and mid-range views of the mountains. However, peak views would still be visible. Additionally, the project is developing a residential community in compliance with the land use and zoning designations for the project site.

The project is located within the City's Planned Residential (PR) zoning designation. The maximum building height in a PR district shall be 40 feet or three-stories, whichever is less, or as approved by the Planning Commission. According to the architectural plans, the proposed clubhouse will be one story, the fitness center will be two-stories, and the residential buildings will be three stories. The proposed buildings vary in height along the top of the buildings, with the elevator overrun being the highest point, followed by the masonry, and the parapets. The residential buildings will vary between 37 to 42 feet in height (above grade). Thus, the proposed buildings exceed the maximum building height established by the City in PR zones by 2 feet. Therefore, the project is compliant with the City zoning designation. Additionally, the project setbacks and building heights will be compliant with PR zones (see discussion c for further analysis). Overall, the project will not result in substantial impacts to the scenic vistas.

The proposed structures are expected to replace a vacant and unimproved site; however, the project is not anticipated to impair surrounding views of the scenic vistas due to the placement, scale and massing of the proposed structures. In conformance with Chapter 25.68 of the Palm Desert Municipal Code (Decisions by the Architectural Review Commission), the proposed design features of the project are intended to establish a desirable environment for its occupants, as well as for its neighbors, by incorporating a balanced composition of materials, textures, and colors. The project will comply with the City's Municipal Code guidelines, and standards for Planned Residential zones and Town Center Neighborhood land use designations. Impacts will be less than significant.

b) **Less than Significant Impact.** The undeveloped project property exhibits relatively flat topography with vegetation coverage. The vacant project land lacks any natural landmarks, historic buildings, trees, or rock outcroppings. Project implementation would introduce a landscaping design in the interior, edges and frontage to enhance its visibility in a manner that concords with the surrounding developments and is consistent with the intended physical character for the Town Center Neighborhood land use designation identified in the 2016 General Plan (2016 General Plan, p. 34).

A review of the California Scenic Highway Mapping System web site operated by Caltrans, revealed that the project is not located adjacent to or near any state or county, eligible or designated scenic highway. The purpose of the State Scenic Highway Program is to preserve and protect scenic State highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. State highways can be officially designated as Scenic Highways or be determined to be eligible for designation. The status of a state scenic highway changes from eligible to "officially designated" when a local jurisdiction adopts a scenic corridor protection program and the California Department of Transportation (Caltrans) approves the designation as a Scenic Highway. According to the Circulation Element of the Riverside County General Plan Update, the nearest State Designated Scenic Highway is Highway 74, located approximately 3.30 miles southwest of the project. Based on distance, the proposed site plan, architectural design, and landscaping design would not result in in adverse impacts to scenic resources within a state scenic highway or other local transportation corridor. Less than significant impacts are expected.

c) **Less than Significant Impact.** The undeveloped project property is located within a relatively developed area in the City of Palm Desert. Areas north and east of the project are developed with residential communities, while undeveloped lots are located west and northeast of the project. The vacant lot northeast of the project is

located under an approved specific plan (University Neighborhood Specific Plan). Overall, the project is surrounded by existing infrastructure (roadways, utilities, etc.), therefore, this discussion will analyze the project's compliance with the City zoning governing scenic quality.

As previously stated, the project is located on approximately 18.3 acres of vacant land at the southwest corner of Frank Sinatra Drive and Portola Avenue. The project site, and areas immediately north, east, south, and west, are located within the City's Town Center Neighborhood, as established in the General Plan. The Town Center Neighborhood is intended to provide moderate to higher intensity neighborhood development that features a variety of housing choices, walkable streets, and mixed uses. Buildings within Town Center Neighborhoods are set back from the sidewalk to provide small to moderate front yards with porches and terraces except in mixed-use areas where buildings are near or at the sidewalk to support outdoor dining and easy view of storefronts. Buildings are a variety of housing choices up to 3 stories and mixed-use buildings up to 3 stories focused at key intersections and/or public open space.

The zoning designation for the project site is established as Planned Residential (PR). The purpose of PR districts is to provide for flexibility in residential development, by encouraging creative and imaginative design, and the development of parcels of land as coordinated projects involving a mixture of residential densities (4.0—40.0 dwelling units/acre), mixed housing types, and community facilities. The district is characterized as providing for the optimum integration of urban and natural amenities within developments and is organized around formal, walkable, and highly connected streetscapes (Palm Desert Municipal Code Section 25.10.020(G)). Per 25.10.050(B), Development Standards, in the Palm Desert Municipal Code (PDMC), the maximum building height in a PR district shall be 40 feet or three-story, whichever is less, or as approved by the Planning Commission. The project structures will not exceed two stories. As stated in discussion a), the proposed clubhouse will be one story, the fitness building will be two stories, and the residential buildings will be three stories and will vary between 37 and 42 feet in height. The tallest point of the building will be 42 feet in height at the elevator overrun. The second tallest point of the building is the masonry and will be 40 feet in height, while the parapet shielding the mechanical equipment will be 36 feet 4 inches in height. Therefore, a portion of the building will exceed the maximum building height established by the City in PR zones (40 feet). However, this will only occur at one area of the building, where elevator infrastructure is required. The buildings will vary in height to create visual interest and non-monotonous building heights. Additionally, the project will be subject to a Site Plan Review and Architectural Review. The Site Plan Review will be conducted by Planning Department staff before a building permit is issued for any development in the PR district. The Site Plan Review will ensure that aesthetic considerations are addressed in the design. In conformance with Chapter 25.68 of the PDMC (Decisions by the Architectural Review Commission), the proposed design features of the project are intended to establish a desirable environment for its occupants, residents, and surrounding neighbors.

The project's architecture and design aesthetic will be visually complementary to the existing residential and condominium communities throughout the City. The proposed structures will consist of neutral colors (i.e., beige, tan, brown, orange) that complement the natural surrounding landscape and desert environment. External materials will consist of stone veneer, stucco, and metal trellis. Additionally, the parapets will obstruct views of roof-top facilities (i.e., air conditioning units). The features and characteristics of the proposed buildings are intended to establish an attractive architectural presence while providing a desirable environment for residents. The site design incorporates context sensitivity in its setback, orientation, and placement of structures, particularly in relation to the presence of residential uses in the area. The property boundaries are designed to accommodate the residential units. The landscaping design in the project interior, along its edges, and frontage will include a mixture of trees, palms, shrubs and groundcover plantings to serve as an enhancement to the site design and streetscape. The exhibits below show illustrate renderings of the proposed project.

Exhibit I-3 Project from Frank Sinatra Dr. and Portola Ave. Intersection

Exhibit I-4 Proposed Building Frontages

Exhibit I-4 Proposed Building Frontages

The project proposes residential housing and associated amenities that are consistent with existing residential communities in the City. As stated throughout this discussion, the project complies with the land use and zoning designations established by the City. With the compliance of City standards, the project is not expected to conflict with applicable zoning or other regulations governing the scenic quality of the site, therefore, less than significant impacts are anticipated.

d) **Less than Significant Impact.** The project property lacks any structural or lighting improvements; therefore, it does not constitute an existing source of glare or light. In the project surroundings, the nearest existing sources of fixed nighttime lighting can be attributed to the existing residential units located north of the project (north of Frank Sinatra Drive) and east of the project (east of Portola Avenue). Lighting associated with residential communities typically consist of low-intensity, wall-mounted, downward-oriented fixtures in the common areas, patios, side and front yards of homes. Dim lighting in the area may include pole-mounted light fixtures primarily oriented downward to cover light signage, sidewalks, and paths, as well as landscape lighting. Frank Sinatra Drive and Portola Avenue are the closest roadways to the project site. These roadways are improved with street light posts or illuminated traffic signals, and day-time glare and nighttime lighting can be attributed to existing vehicular traffic.

The proposed project would utilize the vacant property for the development of up to 402 dwelling units. The project also proposes a clubhouse, pools, fitness area, dog park, recreational courts, open space areas, and grills/fire pits, in addition to paved drive aisles and pathways, and landscaping. The project will be consistent with the physical character intended for Town Center Neighborhood land uses per page 30 of the City's 2016 General Plan. The project includes nighttime lighting to safely illuminate the site entrances, signage, parking, walkways and other project features with the appropriate fixtures in accordance with Chapter 24.16 (City's Outdoor Lighting Requirements) of the Palm Desert Municipal Code. These requirements are established to ensure that proposed development includes a minimum uniformity of light coverage, while minimizing light trespass. Sources of low-intensity lighting will consist of wall-mounted fixtures for the dwelling unit exteriors and landscaping illumination throughout the interior walkways.

All proposed fixtures will conform to the examples of acceptable lighting fixtures included in the City's Outdoor Lighting Requirements. Being in a planned residential zone, all proposed light posts will have a maximum height of 18 feet and the lamp lumens shall be fifteen thousand lumens or less with full-cutoff features. The project's lighting plan and proposed fixtures will be subject to review and approval by the City of Palm Desert.

Pertaining to glare and reflectivity, the proposed residential structures are expected to have neutral-colored finishes that do not have highly reflective properties or other surface conditions that would cause substantial daytime or nighttime glare. With the proposed landscape plan that includes a strategic placement of trees, palms, shrubs, groundcover, and accent plantings, the potential visibility of nighttime light sources and building surfaces is expected to be partially screened. Less than significant impacts are expected.

Mitigation Measures: None required

2. 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 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 Incorporation	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, timberland, or timberland zoned Timberland Production?	☐	☐	☐	☒
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: Palm Desert General Plan; Palm Desert General Plan Environmental Impact Report; California Farmland Mapping and Monitoring Program, California Department of Conservation, 2016.

a-e) **No Impact.** The proposed project is located within an urbanized area of the City of Palm Desert. There are no farmlands in the vicinity of the project as designated by the Farmland Mapping and Monitoring Program of the California Resources Agency. The project area is defined as "Other Land," which is considered land in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land. Areas surrounding the project site is generally defined as "Urban and Built-up Land," which is land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. The project is not located on lands zoned for agriculture and is not covered by a Williamson Act contract. There are no areas of forest land; timberland or timberland zoned Timberland Production within the desert area. Therefore, the proposed project will have no impact on agricultural resources.

Mitigation: None required

3. 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 Incorporation	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: *Final 2016 Air Quality Management Plan* (AQMP), by SCAQMD, March 2017; *Final 2003 Coachella Valley PM10 State Implementation Plan* (CVSIP), by SCAQMD, August 2003; *Analysis of the Coachella Valley PM10 Redesignation Request and Maintenance Plan*, by the California Air Resources Board, February 2010; South Coast AQMD Rule Book; California Emissions Estimator Model (CalEEMod) Version 2020.4.0, California Air Pollution Officers Association (CAPCOA) and California Air Districts.

Summary of Existing Air Quality Regulatory Framework:

The project site and Coachella Valley regional context are situated within the Riverside County portion of the Salton Sea Air Basin (SSAB), under jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the adopted 2016 Air Quality Management Plan (2016 AQMP). The 2016 AQMP serves as a regional blueprint toward achieving the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) with the most current strategies to effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy. The 2016 AQMP also accounts for information and assumptions from the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to support the integration of land use and transportation toward meeting the federal Clean Air Act requirements. Local air quality in relation to the applicable standards for criteria air pollutants is measured three established Coachella Valley monitoring stations that are part of the SCAQMD Monitoring Network Plan: Palm Springs (AQS ID 060655001), Indio (AQS ID 060652002), and Mecca (Saul Martinez - AQS ID 060652005). The 2016 AQMP also provides guidance for the State Implementation Plans (SIP) for attainment of the applicable ambient air quality standards.

Particulate Matter (PM10):

As indicated in the 2016 AQMP, the Coachella Valley is currently designated as a serious nonattainment area for PM10 (particulate matter with an aerodynamic diameter of 10 microns or less). In the Coachella Valley, the man-made sources of PM10 are attributed to direct emissions, industrial facilities, and fugitive dust resulting from unpaved roads and construction operations. High-wind natural events are also known contributors of PM10. The Clean Air Act (CAA) requires those states with nonattainment areas to prepare and submit the corresponding State Implementation Plans (SIPs) to demonstrate how these areas will attain the National Ambient Air Quality Standards (NAAQS). The implementation strategies include modeling, rules, regulations, and programs designed to provide the necessary air pollutant emissions reductions.

Pertaining to PM10 attainment, the Final 2003 Coachella Valley PM10 State Implementation Plan (CVSIP) was approved by the U.S. Environmental Protection Agency (EPA) on December 14, 2005. It incorporated updated planning assumptions, fugitive dust source emissions estimates, mobile source emissions estimates, and attainment modeling with control strategies and measure commitments. Some of those measures are reflected in SCAQMD

Rules 403 and 403.1, which are enacted to reduce or prevent man-made fugitive dust sources with their associated PM10 emissions. The CVSIP established the controls needed to demonstrate expeditious attainment of the standards such those listed below:

- Additional stabilizing or paving of unpaved surfaces, including parking lots;
- A prohibition on building new unpaved roads;
- Requiring more detailed dust control plans from builders in the valley that specify the use of more aggressive and frequent watering, soil stabilization, wind screens, and phased development (as opposed to mass grading) to minimize fugitive dust;
- Designating a worker to monitor dust control at construction sites; and
- Testing requirements for soil and road surfaces.

On February 25, 2010, the ARB approved the 2010 Coachella Valley PM10 Maintenance Plan and transmitted it to the U.S. EPA for approval. With the recent data being collected at the Coachella Valley monitoring stations, consideration of high-wind exceptional events, and submittal of a PM10 Re-designation Request and Maintenance Plan, a re-designation to attainment status of the PM10 NAAQS is deemed feasible in the near future according to the 2016 AQMP.

Ozone and Ozone Precursors:

The Coachella Valley portion of the Salton Sea Air Basin (SSAB) is deemed to be in nonattainment for the 1997 8-hour ozone standard. Coachella Valley is unique in its geography due to its location downwind from the South Coast Air Basin (SCAB). As such, when high levels of ozone are formed in the South Coast Air Basin, they are transported to the Coachella Valley. Similarly, when ozone precursors such as nitrogen oxides (NOx) and volatile organic compounds (VOCs) are emitted from mobile sources and stationary sources located in the South Coast Air Basin, they are also transported to the Coachella Valley. It is worth noting that SCAQMD has determined that local sources of air pollution generated in the Coachella Valley have a limited impact on ozone levels compared to the transport of ozone precursors generated in SCAB.

The U.S. EPA classifies areas of ozone nonattainment (i.e., Extreme, Severe, Serious, Moderate or Marginal) based on the extent to which an area exceeds the air quality standard for that pollutant. The higher the exceedance level, the more time is allowed to demonstrate attainment in recognition of the greater challenge involved. However, nonattainment areas with the higher classifications are also subject to more stringent requirements. In the 2016 AQMP, the attainment target date for the 1997 8-hour ozone standard was listed as June 15, 2019. However, based on recent data for higher levels of ozone experienced in 2017 and 2018, it was determined that the Coachella Valley region could not practically attain the said standard by the established deadline. Given that additional time is needed to bring the Coachella Valley into attainment of the ozone standard, SCAQMD submitted a formal request to the United States Environmental Protection Agency (U.S. EPA) to reclassify the Coachella Valley from Severe-15 to Extreme nonattainment, with a new attainment date of June 15, 2024. The reclassification ensures that the Coachella Valley will be given the needed extension to make attainment feasible and prevent the imposition of the non-attainment fees on major stationary sources. This process would also require SCAQMD to develop or update the State Implementation Plan (SIP) documentation to demonstrate how the area will meet the standard on or before June 15, 2024.

SCAQMD continues to reduce ozone and improve air quality in the Coachella Valley, in part by providing more than $50 million in grant funding towards paving dirt roads and parking lots, clean energy projects and cleaner vehicles. Future emission reductions anticipated to occur in the South Coast Air Basin associated with current and planned regulations on mobile and stationary sources are expected to contribute to improvements in ozone air quality in the Coachella Valley and lead to attainment of the standard.

a) **Less than Significant Impact:** This analysis relies in part on the quantitative results of running the most current California Emissions Estimator Model (CalEEMod, Version 2020.4.0), which is computer software developed in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and California Air Districts to calculate criteria air pollutants and greenhouse gas emissions from land use projects using widely accepted methodologies. Sources of these methodologies and data include, but are not limited to, the United States Environmental Protection Agency (USEPA) AP-42 emission factors, California Air Resources Board (CARB) vehicle emission models, studies commissioned by California agencies such as the California Energy Commission (CEC) and CalRecycle. In addition, some local air districts provided customized values for their data and existing regulation methodologies for use for projects located in their jurisdictions.

Air quality impacts can be deemed significant if the estimated project emissions demonstrate a potential to contribute or cause regional and/or localized exceedances of the federal and/or state ambient air quality standards, such as the NAAQS and CAAQS. To assist lead agencies in determining the significance of air quality impacts from land development projects, SCAQMD established quantitative short-term construction-related and long-term operational impact thresholds (South Coast AQMD Air Quality Significance Thresholds). Table III-1 below displays these numeric thresholds applicable to construction and operational activities to which the project-specific air emissions results will be compared.

Table III-1
SCAQMD's Air Quality Significance Thresholds (Pounds/Day)

Emission Source	CO	VOC	NOx	SOx	PM10	PM2.5
Construction or Operation	550	75	100	150	150	55

Source: Air Quality Analysis Guidance Handbook and SCAQMD Air Quality Significance Thresholds, April 2019

The project specific CalEEMod 2020.4.0 analysis accounted for the proposed development parameters (land uses and facility dimensions) as model inputs for calculating the associated criteria air pollutants. These involved a conservative count of 402 low-rise apartment units (rather than the proposed 394), private clubhouse/fitness facilities totaling 22,000 square feet, two private swimming pools, and parking stalls per the site plan. The Institute of Transportation Engineers (ITE) Land Use Code (220) and daily trip generation rate are consistent with the Traffic Analysis for this project. The total parking stalls are divided into four categories: structure, garage, carport, and open spaces since they all have different construction implications. The associated household size input was 2.05 persons per household based on the most recent CA Department of Finance numbers (Jan 2021) available at the time of preparation.

The AQIA findings included in Table III-2 below demonstrate that the unmitigated criteria air pollutant emissions resulting from project construction activities, such as site preparation, grading, utilities/building construction, paving, and architectural coating, will not exceed the applicable SCAQMD Air Quality Significance Thresholds for criteria pollutants, including PM10 and Ozone precursors. As a standard requirement, dust control measures will be implemented during construction as part of a City-approved fugitive dust control plan in accordance with SCAQMD Rule 403/403.1 and Palm Desert Municipal Code, Chapter 24.12. Thus, a less than significant impact would occur for the construction-related emissions in relation to the applicable South Coast AQMD Air Quality Significance Thresholds.

Table III-2
Short Term Air Pollutant Emissions
Associated With Construction of the Proposed Project (Unmitigated)
(Pounds/Day)

	ROG/VOC	NOx	CO	SO2	PM10	PM2.5
Peak Emissions Resulting from Site Preparation, Grading, Building Construction, Paving, and Architectural Coating	68.9196	55.0046	33.2465	0.1362	7.3060	4.4532
SCAQMD Air Quality Significance Threshold	75	100	550	150	150	55
Threshold Exceeded	**No**	**No**	**No**	**No**	**No**	**No**
Note: The PM10 and PM2.5 emissions account for required compliance with Chapter 24.12 (Fugitive Dust (PM10) Control) of the Palm Desert Municipal Code and SCAQMD Rules 403/403.1.						

CalEEMod 2020.4.0 was also used to calculate the long-term operational air pollutant emissions that would occur during the life of the project. These operations include area, energy and mobile sources. As shown in Table III-3 below, the project-related operational emissions of criteria pollutants are also not expected to exceed any of the South Coast AQMD Air Quality Significance Thresholds. Therefore, a less than significant impact is expected for operational emissions from the project.

Table III-3
Long Term Operational Air Pollutant Emissions
Associated With Development of the Project (Unmitigated)
(Pounds/Day)

Emission Source	ROG/VOC	NOx	CO	SO2	PM10	PM2.5
Peak Area Sources, Energy Use, Mobile Sources	18.3187	9.8971	92.7226	0.1386	13.2098	3.8140
SCAQMD Air Quality Significance Threshold	75	100	550	150	150	55
Threshold Exceeded	**No**	**No**	**No**	**No**	**No**	**No**

In addition to the emission levels discussed above, another measure of determining consistency with the governing AQMP is outlined in Chapter 12, Section 12.2 and Section 12.3 of SCAQMD's CEQA Air Quality Handbook (1993), as provided and evaluated below:

Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The relevant emission standards are compiled in the South Coast AQMD Air Quality Significance Thresholds and also provided in Table III-1 pertaining to construction and operation. As demonstrated by the CalEEMod results in Tables III-3 and III-4, the proposed project would not result in emission levels exceeding the AQMD Air Quality Significance Thresholds for any criteria air pollutant category, including PM10 and ozone precursors, and therefore would not conflict with the AQMP according to this criterion.

Consistency Criterion No. 2: The project will not exceed the assumptions in the AQMP based on the years of project build-out phase.

The proposed residential development is designed in accordance with the City's land use, zoning, and development standards. Therefore, the project will not exceed the locally adopted land development assumptions and therefore would be consistent with the land use and growth projections factored into the 2016 AQMP.

In summary, the project is not expected to result in emission levels, growth or land use changes that would interfere with the City or region's ability to comply with the most current air quality plans including the 2016 AQMP and State Implementation Plan strategies for PM10 and ozone level attainment efforts. Moreover, the project's short-term construction and long-term operational emissions would not exceed the established regional thresholds for criteria air pollutant emissions. Pertaining to the obstruction of an applicable air quality plan, less than significant impacts are anticipated.

b) **Less Than Significant Impact with Mitigation.** The Coachella Valley portion of the Salton Sea Air Basin (SSAB) was formerly classified as "Severe-15" nonattainment for the 1997 8-hour ozone national ambient air quality standard with an attainment deadline of June 15, 2019. Over the past 15 years, the air quality in the Coachella Valley has steadily improved because of the implementation of emission control measures by SCAQMD and California Air Resources Board (CARB). However, in 2017 and 2018, higher ozone levels were experienced throughout the State of California due to changes in meteorology, biogenic emissions, and/or anthropogenic emissions. As a result of the higher ozone experienced in 2017 and 2018, it was determined that the Coachella Valley could not practically attain the 1997 8-hour ozone standard by the 2019 deadline. The inability to attain the standard is largely due to weather conditions that are impacting not only the Coachella Valley and the South Coast Air Basin, but the entire State of California and Western United States. As a result, SCAQMD requested a reclassification that would extend the attainment deadline to June of 2024. The reclassification has allowed South Coast AQMD up to five years to reach attainment. SCAQMD has prepared additional documentation and will be implementing additional measures to comply with the June 2024 deadline. Current and planned regulations on mobile and stationary sources are expected to contribute to improvements to ozone air quality in the Coachella Valley.

As demonstrated in tables III-2 and III-3, project-related short-term construction and long-term operational emissions would not exceed the regional thresholds of significance established by SCAQMD for ozone precursors, such as NOx and ROG/VOC. By complying with the adopted thresholds, the proposed development is also complying with the overall attainment strategies reflected in the currently adopted 2016 AQMP.

Furthermore, the Coachella Valley is currently designated as a serious nonattainment area for PM10 (particulate matter with an aerodynamic diameter of 10 microns or less). The U.S. EPA-approved Coachella Valley PM10 State Implementation Plan is in place with an attainment strategy for meeting the PM10 standard. Some of the existing measures include the requirement of detailed dust control plans from builders that specify the use of more aggressive and frequent watering, soil stabilization, wind screens, and phased development to minimize fugitive dust.

Per Chapter 24.12 (Fugitive Dust (PM10) Control) of the Palm Desert Municipal Code, a Fugitive Dust Control Plan must be prepared and approved prior to any earth-moving operations. Implementation of the Fugitive Dust Control Plan is required to occur under the supervision of an individual with training on Dust Control in the Coachella Valley. The plan will include methods to prevent sediment track-out onto public roads, prevent visible dust emissions from exceeding a 20-percent opacity, and prevent visible dust emissions from extending more than 100 feet (vertically or horizontally from the origin of a source) or crossing any property line. The most widely used measures include proper construction phasing, proper maintenance/cleaning of construction equipment, soil stabilization, installation of track-out prevention devices, and wind fencing. The implementation of a PM10 Plan during construction of the project site is required by Mitigation Measure AQ-1. As shown in tables III-2 and III-3, project-related short-term construction and long-term operational emissions are not expected to exceed the reginal thresholds of significance established by SCAQMD for PM10.

Since project-related emissions would be consistent with the Air Quality Management Plan, the Coachella Valley PM10 (as required by Mitigation Measure AQ-1) and Ozone SIP, and all SCAQMD Air Quality Significance Thresholds, long-term operational air quality impacts associated with the project should not be considered cumulatively considerable. Less than significant impacts with the implementation of mitigation are anticipated.

c) **Less than Significant.** A sensitive receptor is a person or group in the population particularly susceptible (i.e., more susceptible than the population at large) to health effects due to exposure to an air contaminant. Sensitive receptors and the facilities that house them are of particular concern if they are located in close proximity to localized sources of carbon monoxide, toxic air contaminants, or odors. Residences, long-term health care facilities, schools, rehabilitation centers, playgrounds, convalescent centers, childcare centers, retirement homes, and athletic facilities are generally considered sensitive receptors.

The SCAQMD has developed and published the Final Localized Significance Threshold (LST) Methodology to help identify potential impacts that could contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). LST methodology was developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. The purpose of analyzing LSTs is to determine whether a project may generate significant adverse localized air quality impacts in relation to the nearest exposed sensitive receptors, such as those listed above. LSTs represent the maximum emission levels that comply with the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project, size, and distance to the sensitive receptor. Therefore, meeting the lowest allowable emissions thresholds translates to meeting the most stringent air quality standards for a project locality in consideration of sensitive receptors. As part of the LST methodology, SCAQMD has divided its jurisdiction into 37 source receptor areas (SRAs) which can be used to determine whether a project may generate significant adverse localized air quality impacts. The proposed development is located in SRA 30, which covers the Coachella Valley and City of Palm Desert. LSTs only apply to certain criteria pollutants: carbon dioxide (CO), oxides of nitrogen (NOx) particulate matter equal to or less than 10 microns in diameter (PM10), and particulate matter equal to or less than 2.5 microns in diameter (PM2.5).

The project site occurs in a vacant condition and is surrounded by existing development consisting of public roads, residential neighborhoods, ang golf course development. The nearest residential structures are located north of Frank Sinatra Drive and east of Portola Avenue respectively. The separation of these dwellings from the project boundary ranges from approximately 115 to 180 feet. As a result of these distances and to utilize the most conservative measures, the LST analysis will utilize the shortest separation interval (25 meters/82 feet) as the basis for analysis. This will ensure that the lowest emissions threshold is used as a standard for determining significance.

Table III-4
Localized Significance Thresholds (LSTs) Associated with Construction of the Revised Project with Receptors at 25 Meters (82 Feet), (In Pounds/Day)

Emission Source	Nox	CO	PM10	PM2.5
Maximum Unmitigated Emissions Resulting from Site Preparation, Grading, Building Construction, Paving and Architectural Coating	55.0046	33.2465	7.3060	4.4532
SCAQMD LST Threshold for SRA 30	304	2,292	14	8
LST Threshold Exceeded?	**No**	**No**	**No**	**No**

Sources: CalEEMod Results and AQMD LST Look-Up Tables
Note: The PM10 and PM2.5 emissions factor dust control compliance with SCAQMD Rule 403 and 403.1 and Palm Desert Municipal Code, Chapter 24.12 as requirements.

The results provided in Table III-4 resulting from the Localized Significance Thresholds methodology demonstrate that the construction-related emission levels would occur below the established thresholds, taking into account the source receptor area and nearest sensitive receptor location to the project. Therefore, the project would not result in emissions capable of exposing sensitive receptors to localized substantial pollutant concentrations. Moreover, the proposed project would not situate new housing in a location known to be exposed to existing or planned sources of substantial emissions. Less than significant impacts are anticipated.

d) **Less than Significant.**

As previously analyzed and disclosed, project implementation would not result in emissions that would exceed the South Coast AQMD Air Quality Significance Thresholds or Localized Significance Thresholds. The proposed residential uses and associated private amenities are not expected to include or be located near the types of facilities or operations commonly known to generate odors, such as wastewater treatment plants, sanitary landfills, composting/green waste facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting/coating operations, rendering plants, or food packaging facilities. Therefore, the project is not expected to result in odor or other emissions adversely affecting nearby neighbors or a substantial number of people. Less than significant impacts are anticipated.

Mitigation Measures:

AQ-1 SCAQMD Rule 403 (403.1 specific to the Coachella Valley): A Dust Control Plan shall be prepared and implemented by all contractors during all construction activities, including ground disturbance, grubbing, grading, and materials import and export. Said plan shall include but not be limited to the following best management practices:

- Treated and stabilized soil where activity will cease for at least four consecutive days;
- All construction grading operations and earth moving operations shall cease when winds exceed 25 miles per hour;
- Water site and equipment morning and evening and during all earth-moving operations;
- Operate street-sweepers on impacted paved roads adjacent to site;
- Establish and strictly enforce limits of grading for each phase of construction;
- Wash off trucks as they leave the project site to control fugitive dust emissions
- Cover all transported loads of soils, wet materials prior to transport, provide freeboard (space from the top of the material to the top of the truck) to reduce PM_{10} and deposition of particulate matter during transportation
- Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.

4. BIOLOGICAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife 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: General and Focused Biological Resources Assessment, James W. Cornett Ecological Consultants, February 2022; Palm Desert General Plan, Biological Resources.

a) **Less than Significant Impact with Mitigation.** In February 2022, James W. Cornett Ecological Consultants conducted a project-specific General and Focused Biological Resources Assessment. The assessment area covered the project site and 100 yards beyond all site boundaries. The biological survey and analyses were designed to ascertain the impacts of proposed development on the potential biological resources of the project site and immediate vicinity, as mandated by CEQA and required by the City of Palm Desert.

The specific objectives of the biological survey are listed below:

- Determine the vascular plant and vertebrate animal species that occur on, and immediately adjacent to, the project site.
- Ascertain the presence of plant or animal species given special status by government agencies, with an emphasis on sensitive species or communities not covered under the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP).
- Ascertain the existence of other significant biotic elements, corridors or communities.
- Consider the site's biological resources as they relate to the CVMSHCP and its Conservation Areas.

- If necessary and where appropriate, recommend measures to mitigate significant adverse impacts of the project on sensitive species and habitats not covered in the CVMSHCP but determined to occur within the project boundaries.

Survey methodology included literature, records, collections, website, or staff review to determine resources that are known to exist within the general area and to determine the possible occurrence of sensitive species. Records, collections, websites and/or staff of the University of California at Riverside Herbarium, the Boyd Deep Canyon Desert Research Center and the Coachella Valley Association of Governments were consulted for specific information as to the occurrence of special-status species. The California Department of Fish & Game Natural Diversity Database was also consulted.

Field surveys for plant and animal species were initiated in February of 2022. Specific dates of biological surveys were February 9, 12, 13, 14, 19, 20 and March 5, and 6, 2022. Night surveys were conducted on the evenings of March 5, and 6, 2022. Plant studies were conducted simultaneously with animal surveys. In addition, twenty live-animal traps (which capture animals unharmed) for large and small mammals were set within the Project site for twenty-four-hour periods on March 5, and 6, 2022. Invertebrate sampling was conducted on the evenings of March 6, and 7, 2022. Two Bioquip Light Traps were used for attracting and live-capturing flying insects and some terrestrial arthropods.

Surveys were conducted by walking north/south transects at 10-yard intervals through the project site. Surrounding properties were privately owned and permission to enter those properties was not granted. Nevertheless, binocular surveys were conducted from the project site across the vacant land immediately west of the project site (an abandoned golf course). The survey pattern used is approved by the U.S. Fish and Wildlife Service for determining the presence or absence of the burrowing owl and desert tortoise and represents an intensive survey effort that resulted in no officially listed or federal protected species being overlooked within the project boundaries.

The elevation of the project site is approximately 275 feet above sea level. According to the report, there is no topographical relief. The environment of the project site is included as part of the sand field habitat of the valley floor as described in the CVMSHCP.

There are no naturally occurring springs or permanent aquatic habitats within or near the project site boundaries. No blue-line stream corridors (streams or dry washes) are shown on the U.S. Geological Survey maps for the project site nor are there botanical indicators of such corridors. Soils characteristics are uniform over the entire site. Surface soil is composed of wind-blown alluvium created by historic and persistent air movements from the northwest.

The Inventory of Rare and Endangered Plants of California, published by the California Native Plant Society (CNPS), the CNDDB Special Plan List (2021) or the Endangered, Threatened, and Rare Plants of California (2021) list a total of five plant species that could conceivably occur on the project site. They are the glandular axis, ribbed cryptantha, flat-seeded spurge, Coachella Valley milk vetch, and Salton milkvetch.

The glandular ditaxis is a rare perennial herb that blooms from December through March. It is restricted to sandy environments in the Sonoran Desert and has been found in the Coachella Valley at elevations like those found on the project site. Since the glandular ditaxis is a perennial, it likely would be detected during the plant surveys. It was not detected and therefore presumed to not occur onsite. The glandular ditaxis is not listed as rare, threatened, or endangered by either the state or federal governments nor is it proposed to be listed at this time. Though considered sensitive by the California Native Plant Society, the glandular ditaxis is not a covered species under the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) .

The ribbed cryptantha is an uncommon ephemeral species known to occur on sandy soils in the Coachella Valley. The project site can be considered suitable habitat for this species. It was not detected but the surveys

were conducted in November and early December when it is unlikely that this winter- and spring-blooming species would be detected. The ribbed cryptantha is not listed as rare, threatened, or endangered by either the state or federal governments nor is it proposed to be listed at this time. The California Native Plant Society considers the ribbed cryptantha a sensitive species. It is not a covered species under the CVMSHCP.

The flat-seeded spurge is an extremely rare ephemeral herb known to occur on sandy soils in the Sonoran Desert. There has been at least one specimen found in the Coachella Valley. The species was not detected but the surveys were done in November when many ephemerals would not be in evidence. The flat-seeded spurge is not listed as rare, threatened, or endangered by state or federal governments nor is it proposed to be listed. The California Native Plant Society considers it a sensitive species. It is not covered under the CVMSHCP.

The Coachella Valley milk vetch is an uncommon, spring-blooming perennial herb that is known to occur on sandy soils in the Coachella Valley. No individuals were detected on or near the project site. This subspecies has been found less than a mile from the project site in similar habitat (Cornett, personal files). Seeds of this species may, therefore, occur on the project site. The milk vetch is listed as endangered by the U.S. Fish & Wildlife Service. Impacts to the milk vetch are fully mitigated by the CVMSHCP through the payment of the Plan mitigation fee and no further action is necessary.

The Salton milkvetch is a perennial herb found in the Sonoran Desert of California and Arizona. No individuals, evidence or records of the Salton milkvetch were found on or near the project boundaries. The Salton milkvetch is neither state nor federally listed. It is a rare plant usually encountered on sandy or gravelly soils below 1,000 feet in elevation. Though considered sensitive by the California Native Plant Society it is not a covered species under the CVMSHCP.

The biological report concludes that there is no evidence or records that any plant species considered sensitive occurs within the project site boundaries. More importantly, any species that might occur on the project site is either a covered species or under the CVMSHCP or not listed (or a candidate for listing) by either the state or federal governments. Therefore, there are no recommendations for future surveys or mitigation.

Encountered arthropods on the site included the harvester ant, sand scorpion, Elodes beetle, and honeybee. Three insect species known to occur in the Coachella Valley have been places on the California Department of Fish and Wildlife *Special Animals list*. They are the Coachella giant sand treader cricket, the Coachella Valley Jerusalem cricket, and the Coachella Valley grasshopper. None of these three insect species were found during the surveys and none have any official status with governmental agencies. The Coachella giant sand treader cricket and Jerusalem cricket are covered species under the CVMSHCP.

Recorded mammals included the black tailed jackrabbit, Palm Springs ground squirrel and coyote. No individuals of the Palm Springs Pocket Mouse were found. No individuals of the desert kit fox were observed or detected on or near the project site. Human activity in the area is the likely explanation for its absence. The desert kit fox is fully protected in California and is not a covered species under the Plan.

The Palm Springs ground squirrel is the only mammalian covered species discovered within the project boundaries. It was detected twice (burrows) and should be expected throughout the project site as the habitat is suitable. It currently is not a listed species and has a much broader range than was previously thought. It is, therefore, unlikely that it will be listed in the near future. It is a covered species under the CVMSHCP and impacts to the squirrel are mitigated by the payment of required habitat acquisition fee.

Detected birds within the project area were the Say's phoebe, American kestrel, common raven, mourning dove, and house finch. No observations of LeConte's thrasher were recorded during the surveys. In the Coachella Valley this species is closely associated with golden cholla in which it nests. No golden chollas were present within the project boundaries. LeConte's thrasher is a covered species under the CVMSHP. Two functionally

non-covered and sensitive avian species were possible occupants of the project site and vicinity; the burrowing owl and loggerhead shrike.

An intensive survey for the burrowing owl was undertaken following protocols established by state and federal governments. No observations of the owl were recorded, and no evidence of its presence was found. The habitat of the project site is suitable for the owl and active burrows of the species have been found several times within two miles of the project site. Because the project site habitat is considered suitable and owls are known to occur in the immediate area, it was concluded that the burrowing owl could assume residence on the site at any time. The burrowing owl is not functionally covered under the Plan.

No observations of the loggerhead shrike were recorded. Shrikes nest in dense shrubs or trees that are at least three feet in height. Such plants exist around the two abandoned hoes within the project boundaries, and they could be used for nesting. The shrike is a non-covered species and considered a Species of Special Concern by the state of California.

The only detected reptile encountered within the project site boundaries was the side-blotched lizard and western whiptail. No individuals of the officially threatened Coachella Valley fringe-toed lizard, were observed, detected, or expected due to historical grading of the site. Impacts to the fringe-toes lizard are fully mitigated by the payment of habitat acquisition fee as required under the plan.

A concerted effort was made to find sign of the officially listed desert tortoise. However, no evidence of any kind was found, and no direct observations were made. In addition, the California Natural Diversity Database has no records of the tortoise on or within one mile of the project site. It is concluded this species does not occur within the project site and immediate vicinity and no additional surveys for this species are recommended.

An intensive effort was also made to locate evidence of the flat-tailed horned lizard. However, no individuals were observed, and no sign (scat, tracks) was found. Additionally, the site is considered unsuitable habitat for the horned lizard due to historical grading of the site. Impacts to the lizard are fully mitigated under the plan.

The project lies within the boundary of the CVMSHCP, which outlines policies for conservation of habitats and natural communities. The CVMSHCP implements a habitat mitigation fee from new development in order to support the acquisition of conservation lands. The project is expected to comply with provisions of the CVMSHCP.

Therefore, less than significant impacts are expected to 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 the U.S. Fish and Wildlife Service, following the recommended mitigation measures listed below.

b) **No Impact**. The biological survey performed on the project property did not find any on-site naturally occurring springs, permanent aquatic habitats or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service. No blue-line stream corridors were found within the project boundaries. The project site has been disturbed by development on the northern half of the project site and off-road tracks run along the eastern and western boundaries of the project site. Therefore, no impacts are expected.

c) **No Impact.** According to the Project Specific Biological Resource Assessment, the project site does not contain federally protected wetlands, marshes or other drainage features. The National Wetlands Inventory from the USFWS, indicated that there are no wetlands or riparian resources on the project property. Furthermore, the Biological Resources Assessments did not identify naturally occurring springs or permanent aquatic habitats in or near the project site boundaries nor are there botanical indicators of such corridors.

Implementation of the project would not result in the direct removal, filling or other hydrological interruption to any of these resources. The proposed on-site storm drain improvements shall include facilities to prevent the direct discharge impacts of runoff to any adjacent land uses. A Project Specific Water Quality Management Plan (WQMP) is expected to be prepared to ensure that the project does not contribute pollutants of concern in any project storm runoff. In addition, the implementation of the on-site storm drain improvements in conjunction with the Project Specific WQMP will work to minimize impacts runoff. No impacts are expected.

The project site does not contain federally protected wetlands, marshes or other drainage features. As a result, implementation of the project would not result in the direct removal, filling or other hydrological interruption to any of these resources. The project will be designed with stormwater facilities that, during the life of the project, will comply with the City's drainage requirements by preventing the discharge and transport of untreated runoff associated with the project. A project specific Water Quality Management Plan (WQMP) is expected to be prepared to ensure that the project does not contribute to pollutants of concern in any project storm runoff. No impacts are expected.

d) **No Impact.** Per the project-specific biological report, no migratory wildlife corridors or native wildlife nursery sites were found on the project or adjacent properties and no discernable and routinely used corridors were identified. As previously discussed, the site has been disturbed by historical grading and does not provide conditions to wildlife species as a wildlife corridor or native wildlife nursery sites. The project site is surrounded by highly disturbed environments including busy thoroughfares and residential developments. As a result, the site is essentially an ecological island with likely little significant biological interaction with natural habitats elsewhere in the Coachella Valley. No impacts are expected.

e) **No Impact.** The project site is vacant with scattered vegetation and project implementation would not result in demolition or tree removal. The project will comply with the CVMSHCP and there are no other unique local policies or ordinances protecting biological resources that would cause a conflict nor does the site support high value biological resources that could be affected. Additionally, the proposed project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance and no impacts are anticipated.

f) **No Impact.** The project lies within the boundary of the CVMSHCP which outlines policies for conservation of habitats and natural communities and is implemented by the City of Palm Desert. The project site is not located within a Conservation Area under this plan and there are no known significant biological resources on the project site. The CVMSHCP implements a habitat mitigation fee for new development to support the acquisition of conservation lands, to be paid to the City. Therefore, the proposed project will comply with all required plan provisions and pay the required mitigation fee in conformance with the CVMSHCP and City Ordinance and no impacts are anticipated.

Mitigation Measure:

BR-1: Prior to construction and issuance of any grading permit, the City of Palm Desert shall ensure compliance with the CVMSHCP and its associated Implementing Agreement and shall ensure that payment of the CVMSHCP Local Development Mitigation Fee for the proposed Project is sent to the Coachella Valley Conservation Commission.

BR-2: The project proponent shall ensure that burrowing owl clearance survey is performed not more than 14 days prior to project site disturbance (clearing, grubbing, grading, construction). If any owls are identified, the most current protocol established by the California Department of Fish and Wildlife (Burrowing Owl Mitigation) must be followed. It is also recommended that a survey take place 24 hours prior to ground disturbance as burrowing owls may colonize or recolonize the site within the time between the original survey and project activities.

5. CULTURAL RESOURCES – Would the project**:**	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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 dedicated cemeteries?	☐	☐	☒	☐

Sources: Historical/Archaeological Resources Survey Report, CRM Tech, April 2022.

a) **Less than Significant Impact.** The project is located on approximately 18.3 acres of vacant and undeveloped land in the City of Palm Desert. CRM Tech prepared a project-specific Historical/Archaeological Resources Survey Report update in April 2022. The project area was previously the subject of a standard Phase I cultural resources survey completed by CRM Tech in 2006. The scope of that study included a historical/archaeological resources records search, historical background research, Native American consultation, and an intensive-level field survey. Throughout the course of these research procedures, no historical resources were identified within or adjacent to the project boundaries.

In 2015, the project area was included in a 96.75-acre survey also conducted by CRM Tech, using similar research procedures, which also yielded negative results for historical resources. During the field survey in 2015, scattered remnants of an irrigation system of indeterminate age were noted along the western edge of the current project area, such as concrete pipelines, standpipes, a capped well, and the foundation for a pump. Since no agriculture activities occurred at this location during the historic period, the origin of these features was through to have been likely associated with the development of the former Santa Rosa Golf Club on the adjacent land to the west, which open in 1978, or the Palm Desert Greens Golf course further to the west, which dates to sometime between 1958 and 1972.

The 2015 study concluded that such fragmented remains of the agricultural infrastructure, virtually ubiquitous in rural and formerly rural areas throughout southern California, demonstrate little potential for historic significance and generally requires no further study.

As both previous surveys involving the project area are now considered out of date for CEQA compliance purposes, the present study was designed and implemented to update and reexamine their findings and conclusions. Research procedures completed during this study include a review of more recent historical/archaeological records searches conducted on nearby properties, a Sacred Lands Files search at the State of California Native American Heritage Commission (NAHC), and a systematic field inspection of the project area.

Due to substantial delays caused by facility closure during the COVID-19 pandemic, a new records search was not obtained for this study from the Eastern Information Center (EIC) of the California Historical Resources Information System. Instead, the results of records searches for two studies carried out on properties within a one-mile radius in 2018 were examined for pertinent information. Since the EIC has not updated its collection since the beginning of the pandemic in 2020, the coverage is considered to be adequate for this study. The data indicate that no additional cultural resources studies occurred within the project area between 2015 and 2018, although a linear survey was reported to the EIC along the segment of Frank Sinatra Drive adjacent to the northern project boundary. The data further indicates that no additional historical/archaeological resources have been identified within the project area or within a half-mile radius. Site 33-005080 (CA-RIV-5080), a prehistoric—i.e., Native American—ceramic scatter recorded approximately a quarter-mile to the east, remains the only known cultural resource within the half-mile scope of the records search.

The field inspection of the project area was conducted on February 28, 2022. The survey was completed at a Reconnaissance level by walking a series of parallel north-south transects spaced 25 meters (approximately 75 feet) apart. Ground visibility was excellent (90-100%) over the entire project area due to the sparse vegetation growth. As in the past surveys, no historical/archaeological resources were encountered in the project area. The remnants of irrigation features were again noted on the property, as were scattered refuse of modern origin, mainly along the perimeters. None of these items, however, are of any historical/archaeological interest.

The Cultural report update concludes that the research procedures completed during this study have confirmed that no historical resources are known to be present within the project area. Therefore, less than significant impacts to historical resources are expected.

b) **Less than Significant Impact.** As previously discussed, the project area was previously the subject of a standard Phase I cultural resources survey completed by CRM Tech in 2006 and the project area was also again included in a 2015 survey. The scope of those studies included a historical/archaeological resources records search, historical background research, Native American consultation, and an intensive-level field survey. Throughout the course of these research procedures, no historical resources were identified within or adjacent to the project boundaries.

On February 3, 2022, CRM TECH submitted a written request to the NAHC for information in the Sacred Lands File pertaining to any known Native American cultural resources in the project vicinity. As during the 2006 and 2015 surveys, the NAHC's reply states that the Sacred Lands File identified no such resources in or near the project area.

The 2022 field survey produced negative results from both the historic and pre-historic period. Records searched indicate that no additional cultural resources studies occurred within the project area between 2015 and 2018, although a linear survey was reported to the EIC along the segment of Frank Sinatra Drive adjacent to the northern project boundary. The data further indicate that no additional historical/archaeological resources have been identified within the project area or within a half-mile radius. Site 33-005080 (CA-RIV-5080), a prehistoric—i.e., Native American—ceramic scatter recorded approximately a quarter mile to the east, remains the only known cultural resource within the half-mile scope of the records search. Therefore, less than significant impacts are expected.

c) **Less than Significant Impact**. The project is not expected to affect any human remains, including those interred outside of formal cemeteries. As previously discussed, a field survey of the project site did not show any evidence of human activities dating to prehistoric or historic periods, and no other sites, features, artifacts, or built environment features were encountered. Pursuant to Section 7050.5 of the California Health and Safety Code and CEQA Guidelines Section 15064.5, state law requires that in the event of discovery or recognition of any human remains in any located other than a dedicated cemetery, there shall be no further excavation or disturbance of the site, or any nearby area until the County Coroner has examined the remains. If the coroner determines that the remains are not recent and may be Native American, in accordance with Public Resource Code 5097.94, the coroner will notify the Native American Heritage Commission (NAHC) within 24 hours of the find. Therefore, the project will comply with State law and less than significant impacts relative to human remains are expected.

Mitigation Measure: None

6. ENERGY – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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 of energy efficiency?	☐	☐	☒	☐

Sources: Palm Desert General Plan; Palm Desert Municipal Code; Palm Desert Greenhouse Gas Inventory, 2008; Palm Desert Greenhouse Gas Inventory Update, 2013; Palm Desert Environmental Sustainability Plan, 2010; Palm Desert Environmental Sustainability Plan Update 2016.

a) **Less than Significant Impact.** The project is located on approximately 18.3 acres of vacant land at the southwest corner of Frank Sinatra Drive and Portola Avenue. The project proposes up to 402 residential dwelling units, dog park/water retention area, putting green, two pools, recreational courts, 4,500-square-foot fitness facility, 17,500-square-foot club house, paved drive aisles, pedestrian sidewalks, gated entry points, and landscaping throughout. Access to the site will occur from Frank Sinatra Drive (exit only) and Portola Avenue.

Electricity and natural gas are the primary sources of energy in the City of Palm Desert. Electricity is provided primarily by Southern California Edison (SCE). SCE's facilities include high-voltage transmission lines, lower voltage distribution lines, and substations, which lowers voltage so that it can be distributed to homes and businesses. SCE's transmission system includes high-voltage lines rated at 500, 230, 115, 66 and 55 kilovolts (kV). Distribution lines are those rated below 55 kV. Electric power is transported to individual homes and businesses from substations through 33 and 12 kV distribution lines.

The Southern California Gas Company (SoCalGas or the Gas Company) provides natural gas to the City of Palm Desert, serving residential, commercial, and industrial markets. Natural gas is the primary source of energy used in the City for space and water heating, as well as cooking. The Gas Company has major supply lines along Monterey Avenue (west) and Country Club Drive (south).

According to the California Energy Commission (CEC,) transportation accounts for nearly 37 percent of California's total energy consumption. Petroleum-based fuels account for approximately 92 percent of California's transportation energy sources. Technological advances, market trends, consumer behavior, and government policies could result in significant changes to fuel consumption by type and in total. Various policies, rules, and regulations have been enacted to improve vehicle fuel efficiency, promote the development and use of alternative fuels, reduce transportation-source air pollutants and GHG emissions, and reduce vehicle miles traveled (VMT), at the federal and State levels. Technological advances have made use of other energy resources or alternative transportation modes increasingly feasible, as market forces have driven the price of petroleum products steadily upward.

The project is expected to consume energy in the form of electricity, natural gas and petroleum during project construction and operation. Analysis of the project-related energy consumption was calculated using the latest version of CalEEMod (V2040.4.0), which calculates construction-source and operational-source criteria pollutant and GHG emissions from direct and indirect sources. The project is categorized into five land uses within CalEEMod: Apartments Low Rise, Parking Lot, Enclosed Parking with Elevator, Unenclosed Parking Structure, Enclosed Parking Structure, Health Club, and Recreational Swimming Pool. Project related energy consumption, via electricity, natural gas and petroleum is analyzed subsequently.

Construction Energy Demands

Electricity

Temporary electrical power for lighting and electronic equipment, such as computers inside interim construction trailers, would be provided by SCE. Electricity consumed for onsite construction trailers, which are used by managerial staff during the hours of construction activities, as well as electrically powered hand tools are expected to use a minimal amount of electricity. However, the electricity used for such activities would be temporary and negligible. Most energy used during construction would be from petroleum consumption (discussed further in following subsection).

Natural Gas

Natural gas is not anticipated to be required during construction of the project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed under the following petroleum subsection. Any minor amounts of natural gas that may be consumed because of project construction would be temporary and negligible and would not have an adverse effect.

Petroleum

Petroleum would be consumed throughout construction of the project. Fuel consumed by construction equipment would be the primarily energy resource expended over the course of construction, while VMT associated with the transportation of construction materials and construction worker commutes would also result in petroleum consumption. Heavy-duty equipment used for project construction would rely on diesel fuel, as would haul trucks involved in off-hauling materials from excavation. Construction workers are expected to travel to and from the project site in gasoline-powered passenger vehicles. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive that is used for comparable activities or use of equipment that would not conform to current emission standards (and related fuel efficiencies).

Heavy-duty construction equipment of various types would be used during each phase of construction. CalEEMod was used to estimate construction equipment usage. In the analysis of the project the mitigated construction figures were used, based on the assumption that the project will implement applicable mitigation measures. Fuel consumption from construction equipment was estimated by converting the total CO2 emissions from each construction phase to gallons using the conversion factors shown in the tables included subsequently.

Table VI-4, Construction Worker Gasoline Demand, illustrates the demand of gasoline fuel for construction worker trips to and from the site during each construction phase, and phase of development. Construction worker gasoline demand during each phase of development equals a total of 76,767.3 gallons of gasoline fuel.

Table VI-4 Construction Worker Gasoline Demand

Phase	Days	Trips	Miles	VMT	KgCO2e	Kg/CO2/Gallon	Gallons
Site Prep.	20	18	11	3,960	1,190.1	8.89	133.9
Grading	45	20	11	9,900	2,975.2	8.89	334.7
Building Const.	500	416	11	228,800	665,990	8.89	74,914.5
Paving	40	15	11	6,600	1,883.4	8.89	211.9
Arch. Coating	40	83	11	36,520	10,421.6	8.89	1,172.3
						Total	**76,767.3**

*https://www.epa.gov/energy/greenhouse-gases-equivalencies-calculator-calculations-and-references
https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator

Table VI-5, Construction Vendor Diesel Fuel Demand (below), illustrates the demand of diesel fuel for construction vendor trips to and from the site. These trips are associated with the delivery of construction materials during the construction phase. Construction vendor demand equals a total of 31,929.1 gallons of diesel fuel.

Table VI-5 Construction Vendor Diesel Fuel Demand

Phase	Days	Trips	Miles	VMT	KgCO2e	Kg/CO2/Gallon	Gallons
Site Prep.	20	0	0	0	0	10.18*	0
Grading	45	0	0	0	0	10.18	0
Building Const.	500	92	5.40	248,400	325,038.3	10.18	31,929.1
Paving	40	0	0	0	0	10.18	0
Arch. Coating	40	0	0	0	0	10.18	0
						Total	**31,929.1**

*https://www.epa.gov/energy/greenhouse-gases-equivalencies-calculator-calculations-and-references
https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator

Table VI-6, Construction Equipment Diesel Fuel Demand, displays the demand of diesel fuel for construction vehicles on-site during the various construction phases. Construction equipment diesel demand equals a total of 77,196.6 gallons of diesel fuel.

Table VI-6 Construction Equipment Diesel Fuel Demand

Phase	Days	Equipment Units	KgCO2e	Kg/CO2/Gallon	Gallons
Site Prep.	20	7	33,709.7	10.18	3,311.4
Grading	45	8	123,694.8	10.18	12,150.8
Building Const.	500	9	582,966.1	10.18	57,265.8
Paving	40	6	40,376.9	10.18	3,966.3
Arch. Coating	40	1	5,113.7	10.18	502.3
				Total	**77,196.6**

Table VI-7, Hauling Diesel Fuel Demand, displays the demand of diesel fuel for construction vehicles hauling soil during the grading construction phase. The diesel demand from hauling equals a total of 16,262.2 gallons of diesel fuel.

Table VI-7 Hauling Diesel Fuel Demand

	Days	Trips	Miles	VMT	KgCO2e	Kg/CO2/Gallon	Gallons
Hauling	45	5,680	20	113,600	165,548.8	10.18*	16,262.2
						Total	**16,262.2**

Overall, the project is estimated to consume approximately 76,767.3 gallons of gasoline and 125,387.9 gallons of diesel fuel during the project's construction phases. In total, the project will consume approximately 202,155.2 gallons of petroleum. Petroleum use is necessary to operate construction equipment. The US EPA applied a Tier 3 program in order to reduce the impacts of motor vehicles on air quality and public health. The vehicle emissions standards will reduce both tailpipe and evaporative emissions from passenger cars, light-duty trucks, medium duty passenger vehicles, and some heavy-duty vehicles. The construction equipment will utilize Tier 3 engines or higher, therefore would be newer off-road equipment units.

The energy used during the construction of the project would be limited to the development of the project and would not require long-term petroleum use. Additionally, there are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive that is used for comparable activities or use of equipment that would not conform to current emissions standards (and related fuel efficiencies). Thus, project construction would not consume petroleum in a wasteful or inefficient manner.

Operational Energy Demands

Energy consumption in support of or related to project operations would include facilities energy demands (energy consumed by building operations and site maintenance activities), and transportation energy demands (energy consumed by employee and patron vehicles accessing the project site).

Electricity

The project proposes up to 402 residential dwelling units, dog park/water retention area, putting green, two pools, recreational courts, a fitness facility, clubhouse, paved drive aisles, pedestrian sidewalks, gated entry points, and landscaping throughout on approximately 18.3 acres on the southwest corner of Frank Sinatra Drive and Portola Avenue. The project would not result in the use of excessive amounts of fuel or electricity and would not result in the need to develop additional sources of energy. Although energy use at the project would not be excessive, the project would incorporate several measures directed at minimizing energy use. These measures include applying energy efficient design features, including using high efficiency lighting, such as LEDs, to meet 2019 Title 24 Standards, and therefore, reducing electricity consumption during project operation.

According to the CalEEMod calculations, the project is expected to generate the demand for approximately 4,061,995.8 kWh of annual electricity, depicted in Table VI-8, Operational Electricity Demand.

Table VI-8 Operational Electricity Demand

	Electricity Demand
Land Use	kWh/yr
Apartments Low Rise	1,580,320
Apartments Low Rise*	1,514,145.8
Health Club	212,652
Recreational Swimming Pool	0
Parking Lot	21,050.4
Enclosed Parking Structure	302,176
Enclosed Parking Structure with Elevator	324,048
Unenclosed Parking Structure	107,604
Total	4,061,995.8

*The project applicant proposes all-electric residential dwelling units. Therefore, the use of natural gas appliances is not proposed in the project. The CalEEMod modelling program calculated that the project would consume approximately 5,166,480 kBTU of natural gas annually during operation of the apartments. However, since the residential units would not utilize natural gas appliances, a simple conversion was utilized to convert the approximate natural gas consumed during the operation of the apartments to electric power (kWh) where: 1 kBTU = 0.293071 kWh. Therefore, 5,166,480 kBTU = 1,514,145.8 kWh, as indicated in the table.

According to the Palm Desert 2013 Greenhouse Gas Inventory, the residential sector consumed approximately 332,321,323 kWh in 2013, which was determined as a baseline condition. Electricity consumed per housing unit was 8,863 kWh. As previously stated, the project is expected to generate the demand for approximately 4,061,995.8 kWh of annual electricity, which is an approximately 1.22 percent increase in city-wide electricity usage.

The project proposes the installation of high efficiency lighting and appliances onsite and water efficient irrigation systems. The project will also comply with California Building Code and Energy Code standards to ensure energy efficient technologies and practices are used at the project site.

Natural Gas

The consumption of natural gas typically is consumed during building heating, water heating and cooking, which will occur during project operation. The project's expected natural gas consumption was calculated using the CalEEMod default values. However, the project applicant proposes all-electric residential units, which is more energy efficient and produces less greenhouse gas emissions than natural gas burning appliances. Based on the CalEEMod calculations, the project is estimated to consume approximately 5,893,905 kBTU of natural gas annually during operation of the entire project. Based on CalEEMod's default values, approximately 5,166,480 kBTU of natural gas would be consumed during operation of the residential units. However, since the project will not use natural gas appliances in the residential dwelling units, the total amount of annual natural gas consumed during operation of the project is approximately 727,425 kBTU associated with the health club. This is displayed in Table VI-9, Operational Natural Gas Demand.

Table VI-9 Operational Natural Gas Demand

	Natural Gas Demand
Land Use	kBTU/yr
Apartments Low Rise	5,166,480*
Health Club	727,425
Recreational Swimming Pool	0
Parking Lot	0
Enclosed Parking Structure	0
Enclosed Parking Structure with Elevator	0
Unenclosed Parking Structure	0
Total	727,425**

*The project proposes all-electric residential units. Therefore, natural gas demand for the residential apartments would not likely be consumed during operation of the residential portion of the project

**Therefore, the total natural gas consumed for the project is 727,425 kBTU annually for the operation of the health club.

As such, the project would result in a long-term increase in demand for natural gas. According to the Palm Desert 2013 Greenhouse Gas Inventory, the residential sector consumed approximately 12,317,535 therms in 2013, which was determined as a baseline condition. As previously stated, the project is expected to generate the demand for approximately 5,893,905 kBTU of natural gas annually, which is equivalent to 58,953.1 therms. However, as previously stated, the project does not propose the installation of natural gas appliances in the residential apartments. Therefore, the project would consume a total of 727,425 kBTU of natural gas annually (which is 7,276 therms) during operation, which is an approximately 0.06 percent increase in city-wide natural gas usage.

The project would be required to comply with the most recent California Building Code and Energy Code standards to ensure energy efficient technologies and practices are used at the project site. Therefore, the project will not result in the inefficient, wasteful, or unnecessary consumption of natural gas during project operation. Additionally, natural gas consumption would be appropriate and not place a significant burden on SoCal Gas services.

Petroleum

According to the figures provided by the CalEEMod calculations, the project would have an estimated annual VMT of 5,903,418. The average daily trip (ADT) rate for weekdays is 2,701.44 ADT, and Saturdays and Sundays are 2,709.48 ADT. Total mobile source CO2e is 2,037.8 MT per year, or 2,037,796.9 kg per year. CalEEMod assumes 92.5 percent of VMT burns gasoline, while the remaining 7.5 percent burn diesel. Thus, of the 2,037,796.9 kg of mobile emissions, 1,884,962.1 kg is generated by gasoline combustion and 152,834.8

kg is generated by diesel combustion. The project would have an annual gasoline demand of 212,031.7 gallons and an annual diesel demand of 15,013.2 gallons, as displayed in Table VI-11.

Table VI-10, Operational Petroleum Demand

Land Use	Annual VMT
Apartments Low Rise	5,903,418
Health Club	0
Recreational Swimming Pool	0
Parking Lot	0
Enclosed Parking Structure	0
Enclosed Parking Structure with Elevator	0
Unenclosed Parking Structure	0
Total	5,903,418

Table VI-8 Operational Annual Petroleum

	Annual VMT	Kg/CO2	Kg/CO2/Gallon	Annual Gallons
Gasoline	5,460,661.65	1,884,962.1	8.89	212,031.7
Diesel	442,756.35	152,834.8	10.18	15,013.2
			Total Petroleum	227,044.9

During operation, the project would result in the consumption of petroleum-based fuels related to vehicular travel to and from the project site. According to the 2013 Greenhouse Gas Inventory, the community VMT was 509,372,317 VMTs in 2013. The proposed project will contribute approximately 5,903,418 VMTs annually, or 1.16 percent of the total annual VMT at City buildout.

Over the lifetime of the project, the fuel efficiency of vehicles in use is expected to increase, as older vehicles are replaced with newer more efficient models. Therefore, it is expected that the amount of petroleum consumed due to the vehicle trips to and from the project site during operation would decrease over time. Additional advancement of technology includes the use of plug-in hybrid and zero emission vehicles in California, which will also decrease the amount of future petroleum consumed in the state. With the foregoing, operation of the project is expected to use decreasing amounts of petroleum over time, due to advances in fuel economy.

Additionally, the proposed residential community is located within a mile-radius to existing restaurants and services along Portola Avenue and Country Club Drive, approximately 0.75 miles south of the project. The regional VMTs and associated vehicular-source emissions are reduced by the following project design feature/attribute: on-site sidewalk improvements will be implemented to improve pedestrian connectivity to the surroundings; encouraging telecommuting and alternative work schedule; and implementing a school bus program. Providing a pedestrian access network to link areas of the project site encourages people to walk instead of drive, while the implementation of a school bus program will allow students to take the bus instead of requiring parents to drive their children to school.

The project would provide for, and promote, energy efficiencies required under other applicable federal and State of California standards and regulations, and in doing so, would meet California Building Standards Code Title 24 standards. Moreover, energy consumed by the project's operation is modeled to be comparable to energy consumed by other residential uses of similar scale and intensity that are constructed and operating in California. On this basis, the project would not result in the inefficient, wasteful, or unnecessary consumption

of energy. Further, the project would not cause or result in the need for additional energy producing facilities or energy delivery systems.

In conclusion, the project would result in an increase in energy use during construction and operation compared to the existing conditions. However, based on the findings described above, project construction and operation are not anticipated to result in potentially significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Additionally, the project would implement measures required under the City's General Plan, City Municipal Code, the California Building Code, and the California Energy Code. Given these considerations, energy consumption associated with the project operation would not be considered excessive.

b) **Less than Significant Impact**. Development of the proposed project will include residential dwelling units, a community clubhouse, swimming pools, dog park, recreational courts, and open space areas. As stated in the previous discussion, project development and operation are not anticipated to use an unnecessary amount of energy resources. To ensure the conservation of energy, the State of California and the City of Palm Desert implements various regulations in order to be more energy efficient and reduce the amount of greenhouse gas (GHG) emissions. Some of the State-wide and local regulations are listed below.

Federal Regulations

Intermodal Surface Transportation Efficiency Act of 1991
The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of intermodal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

State Regulations

Assembly Bill 32
Assembly Bill 32 (AB 32) was signed in 2006 to establish and reduce the amounts of greenhouse gases being emitted on a state-wide level. Specifically, AB 32 requires a reduction of emissions to 1990 levels by 2020. It plans to do this by establishing an annual reporting program for significant sources. Energy efficiency goals listed in AB 32 includes maximizing energy efficiency building and appliance standards, and pursuing additional efficiency efforts including new technologies, and new policy and implementation mechanisms.

CARB Scoping Plan
A specific requirement of AB 32 was to prepare a Climate Change Scoping Plan for achieving the maximum technologically feasible and cost-effective GHG emission reduction by 2020 (Health and Safety Code section 38561(h)). The California Air Resources Board (CARB) developed an AB 32 Scoping Plan that contains strategies to achieve the 2020 emissions cap. The initial Scoping Plan was approved in 2008, and contains a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the State's long-range climate objectives. Updates to the Scoping Plan occurred in 2014 and in 2017.

Assembly Bill 1493/Pavley Regulations
California Assembly Bill 1493 (AB 1493), enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. In 2005, the CARB submitted a "waiver" request to the Environmental Protection Agency (EPA) from a portion of the federal Clean Air Act in order to allow the State to set more stringent tailpipe emission standards for CO2 and other GHG emissions

from passenger vehicles and light duty trucks. On December 19, 2007, the EPA announced that it denied the "waiver" request. On January 21, 2009, CARB submitted a letter to the EPA administrator regarding the State's request to reconsider the waiver denial. The EPA approved the waiver on June 30, 2009.

Executive Order S-3-05

Executive Order (EO) S-3-05, passed in 2005, established reduction targets of an 80 percent of 1990 levels reduction by 2050, and created agencies to achieve these targets. The passage of this regulation requires the use of more energy efficient practices regarding building development and operation in order to reduce the amount of GHGs produced.

State of California Energy Plan

The California Energy Commission (CEC) is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access.

Title 20: Appliance Efficiency Standards

The California Code of Regulations (CCR), Title 20: Division 2, Chapter 4, Article 4, Sections 1601-1608 (Appliance Efficiency Regulations) regulates the sale of appliances in California. The Appliance Efficiency Regulations include standards for both federally regulated appliances and non-federally regulated appliances. 23 categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the state and those designed and sold exclusively for use in recreational vehicles or other mobile equipment.

Title 24: Building Energy Efficiency Standards and CALGreen Building Standards Code

In addition to Title 20 (Sections 1601-1608) of the CCR, Title 24, parts 6 and 11, also outlines energy efficient building designs for new development. The CCR's 2019 Building Energy Efficiency Standards (Title 24, Part 6), and the CALGreen Building Standards Code (Title 24, Part 11), establish mandatory guidelines and standards requiring more energy efficient new and existing developments. The California Energy Commission adopted the Building Energy Efficient Standards for all new residential and nonresidential construction to reduce greenhouse gases, as a part of the California Building Code, Title 24. This requires new homes to include at least 50 percent of kitchen lighting to be LED, compact fluorescent or similar high efficiency fixtures, double pane windows, cool roofs, and other design techniques to reduce heat loss. Title 24, Part 11, establishes design and development methods that include environmentally responsible site selection, building design, building siting and development to protect, restore and enhance the environmental quality of the site and respect the integrity of adjacent properties. The proposed project will be required to comply with the state implemented standards for energy efficient new developments.

Local and City Regulations

Sustainable Communities Strategy

The Sustainable Communities and Climate Protection Act of 2008, or Senate Bill 375, coordinates land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction Mandates of AB 32. The project is located within the Southern California Association of Governments (SCAG) jurisdiction, which has the authority to develop the sustainable communities strategy (SCS) or alternative planning strategy (APS). For the SCAG region, the targets set by the California Air Resources Board (CARB) are at eight percent below 2005 per capita GHG emissions levels by 2020 and 19 percent below 2005 per capita GHG emissions by 2035. These reduction targets became effective October 2018.

Desert Cities Energy Partnership and Green for Life Project

Palm Desert is an active member of the Desert Cities Energy Partnership (DCEP), a partnership of Southern California Edison (SCE), Southern California Gas Company (SoCalGas), Imperial Irrigation District (IID), the Agua Caliente Band of Cahuilla Indians, and the cities of Blythe, Cathedral City, Coachella, Desert Hot Springs, Indian Wells, La Quinta, Rancho Mirage, Palm Desert, and Palm Springs, managed by the Coachella Valley Association of Governments (CVAG). Green for Life is an energy-saving program funded by the California Public Utilities Commission (CPUC) through SCE and administered by CVAG.

Palm Desert Greenhouse Gas Inventory

The Palm Desert Greenhouse Gas (GHG) Inventory was completed in 2008 as part of the City's plan towards climate protection and compliance with AB 32 and SB 375. The GHG Inventory is intended to quantify existing Citywide emissions and compile GHG reduction measures and policies in a strategic framework to project future emissions. In 2013, the GHG Inventory was updated and provides a comparative analysis between energy consumption in 2008 and 2013.

In the 2008 baseline year, the City of Palm Desert contributed 621,225 metric tons of CO2e. This baseline summary represents a GHG intensity of 12.2 metric tons per capita. According to the GHG Inventory, electricity and natural gas usage accounted for approximately 53.4 percent of total Citywide CO2e emissions, and transportation related emissions accounted for 36.8 percent of total Citywide CO2e emissions.

In 2013, the City of Palm Desert contributed 615,941 metric tons of CO2e. This is 5,284 metric tons less than the 2008 emissions (621,225 metric tons). This decrease in CO2e is accompanied by natural City growth, particularly in the commercial sector, meaning the City is making progress in implementing GHG reduction programs and applying strict environmental standards through Municipal Ordinances. According to the 2013 GHG Inventory, electricity and natural gas usage accounted for approximately 52 percent of the Citywide CO2e emissions, and transportation related emissions accounted for 37.8 percent of total Citywide CO2e emissions.

Palm Desert Environmental Sustainability Plan (ESP)

The City's ESP, adopted in 2010, presents an action plan driven by impending regulations and two laws – AB 32 and SB 375. The Plan demonstrates how the City is involved in issues relating to environmental sustainability, including energy, waste management, storm water, water reclamation, transportation, and landscaping. In 2016 the ESP was updated to be responsive to current trends. The Plan sets a series of goals for the City that are grounded in principles of environmental soundness and sustainable development and addresses six resource areas, including the built environment, energy management, materials management, regional air quality, transportation resources, and water management.

Palm Desert General Plan

The City of Palm Desert strives to be a responsible steward of natural resources, per the City General Plan. Priorities are to reduce per-capita consumption of energy and water, promote greater use of sustainable materials with an eye upon the needs of future generations, encourage all new construction to be net zero energy in design and exceed the Coachella Valley Water District's efficiency standards, and encourage property owners to reduce energy and water consumption. The General Plan also includes policies to reduce energy consumption through minimizing VMT; approving land use patterns that support increased density in areas where there is infrastructure to support it; creating increased opportunities for transit, pedestrians, and bicycles; encouraging and approving green building and land development conservation initiatives. Energy efficiency is emphasized in the Environmental Resources and Public Utilities Chapters in the General Plan. Some goals and policies encouraging energy efficiency are provided as follows:

- Goal 6. Energy – an energy efficient community that relies primarily on renewable and non-polluting energy sources.

- 6.1 Passive solar design. Require new buildings to incorporate energy efficient building and site design strategies for the desert environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading.
- 6.3 Energy efficient buildings. Encourage new buildings and buildings undergoing major retrofits to exceed Title 24 energy efficiency standards.

Palm Desert Municipal Code

Similar to the Sustainability Plan and the General Plan, the City's Municipal Code also includes provisions that encourage the use of alternative transportation means that reduce the use of non-renewable energy and the use of energy efficient appliances and building design standards. The following list includes some of these provisions:

- Chapter 24.08, Transportation Demand Management Requirements. This Code is intended to protect the public health, safety and welfare by reducing air pollution caused by vehicle miles traveled. This is achieved with the development of a trip reduction and travel demand element to the congestion management plan, and the adoption and implementation of trip reduction and travel demand ordinances by local agencies.
- Section 15.14.010, Adoption of the California Energy Code. This Code adopts the California Energy Code (Title 24, Part 6, 2019 Edition), which prescribes regulations governing the building envelope, space-conditioning system, water-heating systems, indoor lighting systems, outdoor lighting systems, and indoor and outdoor signs installations, construction, maintenance, alteration, and repair within the City.
- Section 15.18.010, Adoption of the California Green Building Standards Code. This Code adopts the California Green Building Code (Title 24, Part 11, 2019 Edition), which regulates public health, safety and general welfare by enhancing the design and construction encouraging sustainable construction practice within the City.
- Chapter 15.16, Solar PV Code. This Code provides minimum standards for new developments, which shall include the installation of solar photovoltaic (PV) systems and Energy Star appliances.
- Chapter 15.17, Residential Solar PV Permits. This Chapter encourages the use of solar systems by removing unreasonable barriers, minimizing costs to property owners and the City of Palm Desert, and expanding the ability of property owners to install solar systems.

Regarding federal transportation regulations, the project site is located in a developed area. Access to and from the project site is proposed to occur on existing roads. These roads are already in place so the project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEA because SCAG is not planning for intermodal facilities in the project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by Southern California Edison and the Southern California Gas Company.

Regarding Pavley (AB 1493) regulations, an individual project does not have the ability to comply or conflict with these regulations because they are intended for agencies and their adoption of procedures and protocols for reporting and certifying GHG emission reductions from mobile sources.

Regarding the State's Renewable Energy Portfolio Standards, the project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CALGreen Standards require that new buildings reduce water consumption, employ building

commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

Additionally, the project is consistent with eh applicable strategies of the City of Palm Desert's Sustainability Plan and GHG Inventory, as well as CARB's Scoping Plan. The project property will comply with all applicable federal, state, and local guidelines and regulations regarding energy efficient building design and standards. Therefore, the proposed project is not anticipated to conflict or obstruct a state or local plan for renewable energy or energy efficiency. Less than significant impacts are expected.

Mitigation: None Required

7. GEOLOGY AND SOILS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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 direct or indirect substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource of site or unique geologic feature?	☒	☐	☐	☐

Source: Geotechnical Investigation Proposed Apartment Complex, Sladden Engineering, May 2022; The Alquist-Priolo Earthquake Fault Zoning (AP) Act, California Department of Conservation; Palm Desert General Plan; Palm Desert General Plan EIR 2016; Riverside County General Plan, Safety Element, 2016; Riverside County General Plan Geotechnical Report 2000.

a) i. **Less than Significant Impact.** The City of Palm Desert, similar to most of Southern California, is susceptible to earthquakes due to the active faults that traverse the region. The Palm Desert General Plan (PDGP) notes that the City's planning area in not located in an active fault zone, however, the planning area is bordered by three active faults. The closest fault to the planning area is the San Andreas Fault, located approximately four miles to the north. Other nearby faults include the San Jacinto Fault, located approximately 10 miles to the southwest, and the Elsinore Fault, located approximately 30 miles to the southwest.

To reduce losses from surface fault rupture on a statewide basis, the Alquist-Priolo Earthquake Fault Zone Act was passed in 1972. This act was formed after the destructive San Fernando earthquake occurred a year prior. The Alquist-Priolo Earthquake Fault Zone Act is intended to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface fault or fault creep (California Department of Conservation). After consulting the most recent Alquist-Priolo Earthquake Zoning Map, issued by the State Geologist, it was determined that the closest

Alquist-Priolo Earthquake Fault Zone to the project site is the San Andreas Fault, approximately 4.2 miles northeast of the subject property. Conclusively, the project site is not located on an active fault or within the Alquist-Priolo Earthquake Fault Zone.

With the Alquist-Priolo Earthquake Fault Zone Map and the PDGP EIR, it can be concluded that although seismically induced ground shaking is expected in the City, rupture from an earthquake fault is not anticipated on the project site. There are no known active faults near or at the project site, and the project is not located in an Alquist-Priolo Earthquake Fault Zone. Therefore, impacts are expected to be less than significant.

ii. **Less than Significant Impact.** Strong ground shaking is the geologic hazard that has the greatest potential to severely impact the Palm Desert planning area due to the major faults in the region, such as the San Andreas and San Jacinto faults. According to the General Plan EIR, six historic seismic events have significantly affected the Coachella Valley region in the past 100 years. The Palm Desert Technical Background Report (TBR) indicates that the last major earthquake to occur on the southern San Andreas was the Hector Mine Earthquake that occurred on October 16, 1999, and was measured a magnitude M 7.1. Based on site-specific ground motion parameters developed for the property, Sladden Engineering, in their project-specific Geotechnical Report, determined that the site modified peak ground acceleration (PGAm) is estimated to be 0.737 g. All structures in the planning area will be subjected to this shaking, and could be seriously damaged if not properly designed. The proposed project will result in habitable structures, thus increasing the exposure of people to risks associated with strong seismic ground shaking. The City requires that all new construction meet the standards of the Uniform Building Code for Seismic Zone 4.

With the foregoing, the proposed development will be constructed in a manner that reduces the risk of seismic hazards (Title 24, California Code of Regulations). The project shall comply with the most current seismic design coefficients and ground motion parameters and all applicable provisions of the CBC, specifically Chapter 16 of the CBC, *Structural Design,* Section 1613, *Earthquake Loads,* as well as City Municipal Code Section 15.04.010. The CBC includes design criteria for seismic loading and other geologic hazards, as well as includes provisions for buildings to structurally survive an earthquake without collapsing and includes foundational and structural measures. Section 15.04.010 of the City Municipal Code adopts the 2019 CBC for regulating the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use height, area and maintenance of all buildings and/or structures in the City. Additionally, remedial grading and construction will work to reduce exposure of people or structures to adverse effects to the greatest extent possible against seismic hazards. All grading and construction plans will be reviewed and approved by the City. Following compliance with standard conditions relative to seismic design requirements, less than significant impacts are expected.

iii. **Less than Significant Impact.** According to the Palm Desert General Plan, liquefaction describes the loss of soil strength caused by a sudden increase in pore water pressure during shaking (i.e., earthquake) and is one of the most destructive secondary effects of seismic shaking. Liquefaction occurs primarily in saturated and loose, fine- to medium-grained soils and where groundwater lies within 30 feet of the surface, but it may also occur in areas where groundwater lies up to 50 feet beneath the surface. High pore pressures that build up in sediments during repeated seismic vibrations cause the soil to behave like a liquid. The excess pore pressures are often pushed upward through fissures and soil cracks, which causes water-soil slurry to bubble onto the ground surface. If liquefaction would occur, lateral spreading might be a hazard in an area adjacent to a defined channel.

The Palm Desert General Plan states that according to the Riverside County Land Use Information System (2014), the majority of the City is located in an area susceptible to moderate liquefaction potential. This is also indicated in Figure 7.6, Liquefaction Susceptibility, in the PDGP Technical Background Report. Liquefaction susceptibility in the City is based on sediment type, depth to groundwater, and proximity to the San Andreas Fault.

The Report further states that factors known to influence liquefaction include depth to groundwater (within 50 feet of the ground surface), soil type, structure, grain size, relative density, confining pressure, depth to groundwater, and the intensity and duration of ground shaking. Soils most susceptible to liquefaction are saturated, loose sandy soils and low plasticity clay and silt. According to the US Department of Agriculture (USDA), the soil type at the project site includes Myoma fine sand (MaB and MaD). Current and historic groundwater depths at the site area are greater 50 feet below the existing ground surface. Liquefaction is typically limited to the upper 50 feet of the subsurface soils. Therefore, the liquefaction potential at the project site is low.

In addition to the historic groundwater levels in the area, Sladden Engineering, in their project-specific Geotechnical Report, analyzed subsurface conditions by drilling eleven exploratory boreholes to depth ranging from approximately 5 to 31 feet below ground surface (bgs). Groundwater was not encountered to the maximum explored depth of 31.5 feet bgs. With Sladden's findings of the exploratory boreholes and historical depth to groundwater in the project vicinity, Sladden concluded that risks associated with liquefaction are considered negligible. Adherence to the standard design requirements for seismic zone 4 and CBC standards will ensure impacts related to liquefaction are reduced to less than significant levels.

iv. **Less than Significant Impact.** The City of Palm Desert General Plan (Figure 7.5) indicates that potential landslide hazard is primarily located in hillsides or mountainous areas of the southernmost portions of the City. The project is located in a central area of the City that is not designated as having landslide susceptibility. The areas of the proposed project are largely characterized by flat topography associated with partially disturbed native desert conditions. Impacts are anticipated to be less than significant.

b) **Less than Significant Impact**. According to the GP EIR, Palm Desert is susceptible to wind erosion and hazards associated with wind erosion. The sand dunes along Interstate 10 and the Whitewater River are the two most significant sources of wind-blown sand in the planning area. Figure 7.2 of the TBR indicates that the property is located in an area with a Very High Wind Erodibility Rating. The project will involve ground disturbance, which has the potential to increase soil erosion. The project contractor will be required to implement a PM10 Fugitive Dust Control Plan per SCAQMD Rule 403.1 that is submitted and reviewed as part of the grading permit process to minimize potential impacts caused by blowing dust and sand during construction. Procedures set forth in said plan will ensure that potential erosion is controlled during the construction process. Once completed, the project area will consist of stabilized surfaces, which will resist erosion and protect improvements. Implementation of this standard condition will work to reduce wind-borne erosion. A common BMP that will be required as a standard condition is pre-watering of site soils (including dunes) to the depth of the grading cut. Another common BMP is that soil moisture shall be maintained during active grading activities. These and other BMPs included in the required PM10 Fugitive Dust Control Plan will work to reduce windborne fugitive dust caused by earth movement to the greatest extent possible. The PM10 Plan is required to be implemented by the project by Mitigation Measure AQ-1. See Air Quality section of this document for further discussion. Additionally, the proposed project is surrounded by developed property, which offers protection from wind impacts.

In addition to the PM10 Fugitive Dust Control Plan, projects one acre in size or larger are required to comply with the most current Construction General Permit (CGP) (Order No. 2009-0009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ). Compliance with the CGP involves the development and implementation of a project-specific Stormwater Pollution Prevention Plan (SWPPP), which is designed to reduce potential adverse impacts to surface water quality during the period of construction. The required plan will identify the locations and types of construction activities requiring BMPs and other necessary compliance measures to prevent soil erosion and stormwater runoff pollution. The plan will also identify the limits of allowable construction-related disturbance to prevent any exceedances or violations. Waterborne erosion and the City's Standard Conditions associated with the topic are thoroughly discussed in the Hydrology and Water Quality Section of the document.

The implementation of the Fugitive Dust Control Plan (AQ-1), and the SWPPP (outlined above, and further discussed in the Air Quality and Hydrology Sections of this document) will ensure that impacts from erosion created from the project site will be less than significant.

c) **Less than Significant Impact.** According to the United States Department of Agriculture's (USDA) Web Soil Survey Map, the project's soil types primarily consist of Myoma fine sand (MaB and MaD). MaB (0 to 5 percent slopes) and MaD (5 to 15 percent slopes) are somewhat excessively drained with a very low runoff class. This knowledge of the project's soil types is essential for new development regarding potential hazards.

As discussed previously, in section a) iii., liquefaction occurs when ground shaking of relatively long duration and intensity causes loose, unconsolidated soils to act like a liquid and lose strength. For liquefaction to occur in an area, the groundwater would have to be within 50 feet of the surface. Effects of liquefaction include a loss of bearing strength, ground oscillations, and lateral spreading or displacement. However, liquefaction is not anticipated to occur at the project site due to the lack of shallow groundwater. Since the approximate depth to groundwater is greater than 50 feet below the site, the potential for liquefaction and lateral spreading is low.

As discussed in portion a) iv. of this Geotechnical Section, the project site is not located in an area susceptible to landslides. The project is located in a central area of the City that is not designated as having landslide susceptibility. The areas of the proposed project are largely characterized by relatively flat topography associated with partially disturbed native desert conditions. Impacts are anticipated to be less than significant.

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement. It is caused by both human activities (i.e., groundwater extraction) and natural activities (i.e., earthquakes) and can cause regional damage. The potential for area ground subsidence is a regional issue that could possibly impact the City of Palm Desert. Monitoring conducted by the U.S. Geological Survey (USGS) indicates that subsidence has occurred near the central portion of the City, specifically near Fred Waring Drive and Monterey Avenue. However, monitoring efforts by the USGS, CVWD and others shows that subsidence rates in the Coachella Valley have been increasing rapidly over the past several decades. CVWD has implemented a variety of measures, such as groundwater recharge, imported water, and water conservation techniques and programs to minimize the extraction of groundwater. Although subsidence has been recorded in Palm Desert, maps generated by the USGS indicate that subsidence has not occurred at the project site. Additionally, Sladden Engineering did not observe any fissures or other surficial evidence of subsidence at or near the subject site during their investigation. This, with the implementation of subsidence measures, impacts are anticipated to be less than significant.

The volume of collapsible soils reduces when the pore spaces in the soil become saturated, causing loss of grain-to-grain contact and possibly dissolving interstitial cement holding the grains apart. Collapsible soils can cause uniform or differential damage to foundations and walls built on this soil type. Per the General Plan, expansive clay or soils exhibiting shrink-swell characteristics do not underlie the City, however, soil conditions are still required to be analyzed on a project-by-project basis. Grading plans and structural engineering plans will be reviewed and approved by the City. The project will be conditioned to comply with the current California Building Code (CBC) standards, and City requirements to reduce the impacts of potentially unstable soils; therefore, less than significant impacts are anticipated.

d) **Less than Significant Impact.** As mentioned previously, the GPU EIR discussion states that expansive clays or soils exhibiting shrink-swell characteristics do not underlie the City. Additionally, the results of Sladden Engineering's laboratory testing discovered that the materials underlying the site are considered "non-expansive." The CBC includes common engineering practices requiring special design and construction methods that reduce or eliminate potential expansive soil-related impacts. Grading plans and structural engineering plans will be reviewed and approved by the City. The project will be conditioned to comply with the current California Building Code (CBC) standards, and City requirements to reduce the impacts of potentially unstable soils; therefore, less than significant impacts are anticipated.

e) **No Impact.** The proposed project is surrounded by urbanized development within the City. The proposed project will be required to connect to sanitary sewer lines in the area and no septic systems will be permitted. No impact is expected.

f) **Less than Significant Impact with Mitigation.** According to the Riverside County General Plan, paleontological resources is evidence of past life forms and their biota, that is valued for the information they yield about the history of earth and its past ecological settings. Per Figure OS-8, Paleontological Sensitivity, in the Riverside County General Plan, the property is recognized for having low potential for Paleontological Sensitivity. Areas recognized for having "low" potential have a reduced likelihood of containing significant non-renewable paleontological resources, including vertebrate or significant invertebrate fossils. Moreover, the site is not recognized as a unique paleontological or a unique geologic feature. Therefore, it is unlikely that paleontological resources are onsite. Additionally, the area surrounding the project area has been disturbed due to development, which consists residential and golf course community. The site is currently vacant and undeveloped. Although the project has a low potential for containing significant paleontological resources, a qualified paleontologist shall be retained and present during the first days of ground disturbing activities. Once the paleontologist has had a chance to assess the sediments and paleontological potential of the project area, he/she may make a recommendation to reduce the monitoring effort, as appropriate, or continue with full time monitoring. This decision shall be communicated along with the rationalization to the City for their records. Less than significant impacts are expected following the recommended mitigation measure.

Mitigation Measures:

GEO-1: A qualified paleontologist shall be retained and present during the first days of ground disturbing activities. Once the paleontologist has had a chance to assess the sediments and paleontological potential of the project area, he/she may make a recommendation to reduce the monitoring effort, as appropriate, or continue with full time monitoring. This decision shall be communicated along with the rationalization to the City for their records.

8. GREENHOUSE GAS EMISSIONS -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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: *Final 2016 Air Quality Management Plan* (AQMP), by SCAQMD, March 2017; *Final 2003 Coachella Valley PM10 State Implementation Plan* (CVSIP), by SCAQMD, August 2003; *Analysis of the Coachella Valley PM10 Redesignation Request and Maintenance Plan*, by the California Air Resources Board, February 2010; California Emissions Estimator Model (CalEEMod), Version 2020.4.0. California Greenhouse Gas Emissions for 2000 to 2019, Trends of Emissions and Other Indicators, 2021 Edition, California Air Resources Board; Release No. 18-37 & 19-35, California Air Resources Board Press Release, July 2018 and August 2019.

Summary of Statewide Greenhouse Gas Regulations and Trends:

Greenhouse gases (GHG) are a group of gases that trap solar energy in the Earth's atmosphere, preventing it from becoming too cold and uninhabitable. Common greenhouse gases in the Earth's atmosphere include water vapor, carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), ozone, and chlorofluorocarbons to a lesser extent. Carbon dioxide is the main GHG thought to contribute to climate change. Carbon dioxide reflects solar radiation back to Earth, thereby trapping solar energy and heat within the lower atmosphere. Human activities (such as burning carbon-based fossil fuels) create water vapor and CO2 as byproducts, thereby impacting the levels of GHG in the atmosphere. Carbon dioxide equivalent (CO2e) is a metric used to compare emissions of various greenhouse gases. It is the mass of carbon dioxide that would produce the same estimated radiative forcing as a given mass of another greenhouse gas.

To address the long-term adverse impacts associated with global climate change, California's Global Warming Solutions Act of 2006 (AB 32) requires California Air Resource Board (CARB) to reduce statewide emissions of greenhouse gases to 1990 levels by 2020. In 2016, Governor Jerry Brown signed Senate Bill 32 (SB32) that requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. With the passage of the California Global Warming Solutions Act of 2006 (Assembly Bill 32) in California, environmental documents for projects pursuant to CEQA are required to analyze greenhouse gases and assess the potential significance and impacts of GHG emissions.

California's annual statewide GHG emission inventory is an important tool for determining historical emission trends and tracking California's progress in reducing GHGs. In concert with data collected through various California Global Warming Solutions Act (AB 32) programs, the GHG inventory has been considered critical in demonstrating the state's progress in achieving the statewide GHG target. The inventory provides estimates of anthropogenic GHG emissions within California. CARB is responsible for maintaining and updating California's GHG Inventory.

On July 11, 2018, CARB announced in a press release (No. 18-37) that greenhouse gas pollution in California fell below 1990 levels for the first time since emissions peaked in 2004, an achievement roughly equal to taking 12 million cars off the road or saving 6 billion gallons of gasoline a year. Moreover, according to the CARB report on California Greenhouse Gas Emissions for 2000 to 2017 (published in 2019), which tracks the trends of GHG emissions, California's GHG emissions have followed a declining trend between 2007 and 2017. In 2017, emissions from GHG emitting activities statewide were 424 million metric tons of CO2 equivalent (MMTCO2e), 5 MMTCO2e lower than 2016 levels and 7 MMTCO2e below the 2020 GHG Limit of 431 MMTCO2e. The largest reductions are attributed to the electricity sector, which continues to see decreases as a result of the state's climate policies. The transportation sector remains the largest source of GHG emissions in the state, but saw a 1 percent increase in emissions in 2017, the lowest growth rate over the previous 4 years.

On August 12, 2019, California Governor Gavin Newsom announced in a press release (No. 19-35) that GHG emissions in California continued to fall ahead of schedule in 2017 as the state's economy grew ahead of the national average, according to the California Air Resources Board's latest state inventory of climate-changing emissions. The data also shows that for the first time since California started to track GHG emissions, the state power grid used more energy from zero-GHG sources like solar and wind power than from electrical generation powered by fossil fuels. The press release also included the following highlights:

Electricity: Emissions from electricity generation made up about 15 percent of 2017 statewide greenhouse gas emissions. In 2017, those emissions fell nine percent from 2016, the largest decline of any economic sector. A large increase in zero-emission energy resources drove the reduction. Those clean sources powered 52 percent of all California's electricity consumed in 2017.

Transportation: Vehicle tailpipe emissions accounted for 37 percent of California's 2017 GHG emissions. Those emissions rose but showed signs of leveling off. The 2017 increase was 0.7 percent, down from two percent the preceding year. Most of the greenhouse gas emissions increase came from passenger vehicles.

Industry: Industrial emissions over multiple sectors showed a slight reduction or remained flat. California's industrial sectors generated 21 percent of state GHGs in 2017. Oil & gas refineries and hydrogen production were responsible for one-third of those emissions. The rest came mostly from oil & gas extraction, cement plants, glass manufacturers and large food processors.

The CARB report on California Greenhouse Gas Emissions for 2000 to 2019 (2021 Edition) indicates that in 2019, emissions from GHG emitting activities statewide were 418.1 million metric tons of carbon dioxide equivalent (MMTCO2e), 7.1 MMTCO2e lower than 2018 levels and almost 13 MMTCO2e below the 2020 GHG Limit of 431 MMTCO2e. The 2021 report also indicates that transportation emissions have continued to decline in 2019 as they had done in 2018, with even more substantial reductions due to a significant increase in renewable diesel (up 61 percent from 2018), making diesel fuel bio-components (biodiesel and renewable diesel) 27 percent of total on-road diesel sold in California. Total electric power emissions decreased by almost 7 percent in 2019, due to a continuing increase in renewable energy, including a 46 percent increase in available hydropower in 2019.

a) **Less than Significant Impact**. CalEEMod Version 2020.4.0 was used to quantify GHG emissions associated with the project involving up to 402 low-rise apartment units, private clubhouse/fitness facilities totaling 22,500 square feet, two private swimming pools, and parking facilities per the site plan. The Institute of Transportation Engineers (ITE) Land Use Code (220) and daily trip generation rate are consistent with the Traffic Analysis for this project. The 671 total parking stalls are divided into four categories: structure, garage, carport, and open spaces since they all have different construction implications. The associated household size input was 2.05 persons per household based on the most recent CA Department of Finance numbers (May 2022) available at the time of preparation. Construction-related GHG emissions were amortized over a 30-year period and added to the project's annual operational GHG emissions. The operational GHG emissions can be attributed to area sources, mobile sources, solid wastes and water supply, treatment and distribution of the proposed operations. The currently applicable GHG thresholds for local lead agency consideration are referenced from the SCAQMD Working Group Threshold supporting documentation, which establishes an interim tiered approach. Under this guidance, a screening threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO2e) per year is appliable to the project.

Table VIII-1
Total Project Greenhouse Gas Emissions

Emission Sources	Emissions (metric tons per year)
	Total MTCO2E
Annual Construction Emissions Amortized Over 30 Years	27.34
Area, Energy, Mobile Sources, Waste, and Water Usage	3,123.10
Total CO2E (All Sources)	3,150.44
SCAQMD Threshold for Industrial Projects	3,000
Threshold Exceeded?	**YES**

As shown in Table VIII-1, project implementation is expected to generate approximately 3,150.44 MTCO2e per year from conventional construction, area, energy, mobile sources, waste, and water usage sources. This quantity would surpass the applicable threshold by approximately 150.44 MTCO2e per year, which is equivalent to an exceedance of 5.01%.

In order to address the minor exceedance, the GHG analysis for this project explored various available factors programmed into the CalEEMod software to reduce GHG emissions. It is worth noting that these factors are not arbitrary or exclusive to CalEEMod, but are rather based on the California Air Pollution Control Officers Association (CAPCOA) Greenhouse Mitigation Measures, which is a technical resource to assess emission reductions. These factors are also not considered conventional mitigation since they are reasonable assumptions or regional Air District rules that can be factored into the residential project without the need for enforcement or monitoring. The explanation is provided below:

GHG Reduction Factors

A conservative rate of 10% of residents will take advantage of partial work from home.

In recent years, work from home or telework has become a more common practice, defined as a work flexibility arrangement between the employee and respective employer, under which the employee performs the duties and responsibilities from home or an approved location other than the office. For context and based on the California State Telework Guide, an estimated 21.7 percent of eligible state employees are partially teleworking. As a GHG-reducing strategy, this analysis assumes that a conservative rate of 10 percent (1 in 10 residents) will take advantage of partial work from home (1.5 days of the work week). While it is not possible to regulate or control the specific work from home rate for the proposed residential development, the factor used for this project is a reasonable measure given the growing availability of work flexibility arrangements across multiple work sectors.

A conservative rate of 50% of families will take advantage of the district's school bus program.

The project is located within the Desert Sands Unified School District (DSUD), which is said to provide bus transportation to more than 5,000 students. This factor assumes that 1 in 2 families will take advantage of DSUSD's bus transportation program.

The project will employ high efficiency light fixtures and appliances.

Recent improvements in technology and production have allowed light-emitting diode (LED) to become a standard form of light over the less efficient incandescent lighting. This factor reasonably assumes that LED or other high efficiency light fixtures and appliances will be incorporated into the project.

The project will use low VOC materials per SCAQMD Rule 1113.

Rule 1113 was adopted in September 1977 to tackle area source emissions, specifically paint and coatings and their contribution of volatile organic content (VOC). Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use in the South Coast AQMD must comply with the current VOC standards. Therefore, this measure takes into account compliance Rule 1113, which is a mandate (rule) in our SCAQMD jurisdiction.

The project will not have woodstoves or fireplaces per SCAQMD Rule 445

This strategy assumes that the proposed apartments will not have woodstoves or wood burning fireplaces, which is consistent with SCAQMD Rule 445 (Wood-Burning Devices), banning the installation of wood-burning devices into any new development.

Table VIII-2
Total Project Greenhouse Gas Emissions
With Reduction Measures

Emission Sources	**Emissions (metric tons per year)**
	Total MTCO2E
Annual Construction Emissions Amortized Over 30 Years	27.34
Area, Energy, Mobile Sources, Waste, and Water Usage	2,929.09
Total CO2E (All Sources)	2,956.43
SCAQMD Threshold for Industrial Projects	3,000
Threshold Exceeded?	**NO**

Table VIII-2 demonstrates that the GHG reduction factors will lead to a measurable decrease in project-wide GHG emissions from 3,156.86 MTCO2e per year to 2,956.43 MTCO2e per year, which is a net reduction of 194.01 MTCO2e per year. As such, the project-wide emission levels will be compliant with the SCAQMD threshold.

Having been evaluated against the regionally accepted thresholds, which are part of the State's regulations aimed at addressing climate change, the project is not expected to interfere with the plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases. Less than significant impacts are anticipated.

b) **Less than Significant Impact**. As previously mentioned in discussion a), under Assembly Bill 32 passed in 2006, California must reduce its emissions to 1990 levels (431 million metric tons) by 2020. Senate Bill 32, signed in 2016, requires the state to go even further than AB 32 and cut emissions 40 percent below 1990 levels by 2030—the most ambitious carbon goal in North America. California's primary programs for reducing greenhouse gases to 1990 levels by 2020 are the Renewables Portfolio Standard, the Advanced Clean Cars Program, the Low Carbon Fuel Standard and the Cap-and-Trade Program. Additional programs address a variety of greenhouse gas sources. These include the Short-Lived Climate Pollutants Strategy, the Sustainable Communities Strategy and the Sustainable Freight Action Plan. The 2030 Scoping Plan, adopted by CARB,

lays out how these initiatives work together to reduce greenhouse gases to achieve California's 2030 target of 260 million metric tons and also to reduce smog-causing pollutants. This target will require California to more than double the rate at which it has been cutting climate-changing gases. Future reductions will occur against a backdrop of natural sources of GHGs which are increasingly variable because of the climate change California is already witnessing. The SCAQMD adopted the interim GHG significance threshold for stationary/industrial sources on December 5, 2008 which applies to projects where the SCAQMD is the lead agency. Less than significant impacts are anticipated.

As announced in multiple press releases by the California Governor and demonstrated in the most recent CARB report on emissions trends, California statewide GHG emissions dropped below the 2020 GHG Limit in 2016 and have remained below the 2020 GHG Limit since then, generally dropping since 2004. In 2019, emissions from GHG emitting activities statewide were 418.1 million metric tons of carbon dioxide equivalent (MMTCO2e), 7.1 MMTCO2e lower than 2018 levels and almost 13 MMTCO2e below the 2020 GHG Limit of 431 MMTCO2e. The 2021 report also indicates that transportation emissions have continued to decline in 2019 as they had done in 2018, with even more substantial reductions due to a significant increase in renewable diesel (up 61 percent from 2018), making diesel fuel bio-components (biodiesel and renewable diesel) 27 percent of total on-road diesel sold in California. Total electric power emissions decreased by almost 7 percent in 2019, due to a continuing increase in renewable energy, including a 46 percent increase in available hydropower in 2019.

In summary, the residential project is expected to result in GHG emissions totaling 2,956.43 MTCO2e per year after accounting for GHG reduction measures. This emission level occurs below the established 3,000 MTCO2e significance threshold in compliance with AB 32, EO S-3-05. When accounting for the expected residential population of 824 residents (based on 2.05 persons per household for 402 total dwelling units), the estimated per capita of GHG emissions for the project is 3.59 MT/CO_2E, which is considerably below the most recent per capita calculation of 12.3 MT/CO_2E assessed for the City under the Palm Desert Greenhouse Gas Inventory (2013 Update). As a result, the project is not expected to conflict with any applicable plan, policy or regulation for the purpose of reducing GHG emissions. Less than significant impacts are anticipated.

Mitigation Measures: None required

9. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Source: Enforcement and Compliance Fault Zoning Act, California Department of Conservation; Enforcement and Compliance History Online, EPA, 2022; EnviroStor, Department of Toxic Substances Control, 2022; GeoTracker, State Water Resources Control Board, 2022; Palm Desert General Plan 2016.

a,b) **Less than Significant Impact:** The Code of Federal Regulations (CFR Title 40, Part 261) defines hazardous materials based on ignitability, reactivity, corrosivity, and/or toxicity properties. The State of California defines hazardous materials as substances that are toxic, ignitable or flammable, reactive and/or corrosive, which have the capacity of causing harm or a health hazard during normal exposure or an accidental release. As a result, the use and management of hazardous or potentially hazardous substances is regulated under existing federal, state and local laws. Hazardous wastes require special handling and disposal methods to reduce their potential to damage public health and the environment. Manufacturer's specifications also dictate the proper use, handling, and disposal methods for the specific substances.

Construction of the proposed project is expected to involve the temporary management and use of oils, fuels and other potentially flammable substances. The nature and quantities of these products would be limited to what is necessary to carry out construction of the project. Some of these materials would be transported to the site periodically by vehicle and would be stored in designated controlled areas on a short-term basis. When handled properly by trained individuals and consistent with the manufacturer's instructions and industry standards, the risk involved with handling these materials is considerably reduced. The Contractor will be required to identify a staging area for storing materials and equipment, and will be required to implement best management practices to assure that impacts are minimized and that any minor spills are immediately and properly remediated.

To prevent a threat to the environment during construction, the management of potentially hazardous materials and other potential pollutant sources will be regulated through the implementation of control measures required in the Storm Water Pollution Prevention Plan (SWPPP) for the project. The SWPPP requires a list of potential pollutant sources and the identification of construction areas where additional control measures are necessary to prevent pollutants from being released on-site or into the surroundings. Best management practices are necessary for Material Delivery and Storage; Material Use; and Spill Prevention and Control. These measures outline the required physical improvements and procedures to prevent impacts of pollutants and hazardous materials to workers and the environment during construction. For example all construction materials, including paints, solvents, and petroleum products, must be stored in controlled areas and according to the manufacturer's specifications. In addition, perimeter controls (fencing with wind screen), linear sediment barriers (gravel bags, fiber rolls, or silt fencing), and access restrictions (gates) would help prevent temporary impacts to the public and environment. With such standard measures in place, less than significant impacts are anticipated during construction.

Activities in the proposed residential community are expected to involve the presence and transport of chemicals for household and facilities maintenance. These will occur in limited quantities and are not expected to represent a potentially significant impact. The proposed residential activities are not expected to involve the routine transport, use or disposal of hazardous materials in quantities or conditions that would pose a hazard to public health and safety or the environment. The project also does not include facilities with foreseeable risk of accident conditions involving the release of hazardous materials into the environment. Less than significant impacts are anticipated.

c) **Less than Significant Impact.** The proposed project is not located within one-quarter mile of an existing or proposed school. The nearest existing school is University of California Riverside-Palm Desert campus located approximately 0.90 miles east of the subject property. James Earl Carter Elementary is located approximately 1.40 miles south of the project site. The nature of the project is not anticipated to result in the release of hazardous emissions or hazardous materials, or waste. As stated in discussion a.), materials used during the construction and operation of the project will be stored and applied according to manufacturer's instructions to mitigate the potential for incidental release of hazardous materials or explosive reactions. Access routes for vehicles transporting construction-related materials may pass a school site briefly during transit to the project; however, brief passing of a school would not emit hazardous wastes that would affect the attendees at or around the school sites. Trucks routes will typically occur on Interstate 10 and Portola Avenue. Additionally, operation of residential neighborhoods will not result in the generation of hazardous emissions or the use of hazardous materials. Therefore, no impacts are expected.

d) **Less than Significant Impact.** Record searches on the project property were performed within multiple database platforms compiled pursuant to Government Code 65962.5 and its subsections. The resources consulted included GeoTracker, EnviroStor and the EPA Enforcement and Compliance History Online (ECHO).

GeoTracker is a database maintained by the State of California Water Resources Control Board that provides online access to environmental data. It serves as the management system for tracking regulatory data on sites that can potentially impact groundwater, particularly those requiring groundwater cleanup and permitted facilities, such as operating underground storage tanks and land disposal sites.

EnviroStor is a database maintained by the State of California Department of Toxic Substances Control (DTSC). The EnviroStor database identifies sites with known contamination or sites for which there may be reasons to investigate further. It includes the identification of formerly contaminated properties that have been released for reuse; properties where environmental deed restrictions have been recorded to prevent inappropriate land uses; and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Moreover, the ECHO database focuses on inspection, violation, and enforcement data for the Clean Air Act (CAA), Clean Water Act (CWA) and Resource Conservation and Recovery Act (RCRA) and also includes Safe Drinking Water Act (SDWA) and Toxics Release Inventory (TRI) data.

In March of 2022, a search was performed on all three database platforms. The search results did not identify any records or sites in connection with the subject property. The GeoTracker, EnviroStor, and ECHO database results did not identify any Leaking Underground Storage Tank (LUST) Cleanup Sites, Land Disposal Sites, Military Sites, DTSC Hazardous Waste Permits, DTSC Cleanup Sites, or Permitted Underground Storage Tanks on or around the project property.

GeoTracker listed two sites within a mile radius of the project. The closest registered site is Marriott's Desert Springs #2, located at 74855 Country Club Drive, approximately 0.72 miles southeast of the project. This site is listed as a Lust Cleanup Site; however, the status of the site is Completed – Case Closed as of May 1998. The second site is Avondale Country Club, located approximately 1.0 mile east of the project at 75800 Clubhouse Drive. This site is also listed as Completed – Case Closed as of July 1992. Due to the distances of the registered sites from the project property and their statuses of Completed – Case Closed, the project will not result in impacts to the project.

The ECHO database listed eleven sites within a mile radius of the project property. The registered facilities are listed below:

- Santa Rosa Country Club, located south and west of the project at 38105 Portola Avenue, is registered by the RCRA as an active SQG. No violations.
- Desert Willow Golf Resort, located approximately 0.10 miles west of the project at 38500 Portola Avenue, is registered by the RCRA as an active "other" facility. No violations.
- Westin Desert Willow Villas, located at 75 Willow Ridge and approximately 0.25 miles west of the project. This site is registered by the Clean Water Act (CWA) as a minor general permit covered facility for construction stormwater. The permit expired September 2014. There are no violations.
- Sovereign Health of California is located at 39800 Portola Avenue, approximately 0.37 miles south of the project. This site is registered by the RCRA as an active small quantity generator (SQG). No violations.
- Palm Desert Greens, located at 73750 Country Club Drive, approximately 0.68 miles southwest of the project site. This listed site is registered by the RCRA as an active other facility. No violations.
- Findlay Shirley is located at 73531 Desert Greens Drive, approximately 0.75 miles southwest of the project site.
- CSU San Bernardino is located at 37500 Cook Street, approximately 0.90 miles northeast of the project site. This site is registered by the RCRA as an active other. No violations.
- Ralphs Grocery CO #27 is located at 74884 Country Club Drive, approximately 1 mile southwest of the project. This site is registered by the RCRA as an active other. No violations.
- Rite Aid #5682 is located approximately 1 mile southeast of the project, at 74958 Country Club Drive. This site is listed as registered by the RCRA as an active large quantity generator (LQG). No violations.
- Palm Desert C&C Cleaners Inc. is located at 74924 Country Club Drive, approximately 1 miles southwest of the project site. This site is listed by the RCRA as an active other facility. No violations.
- Desert Falls Villas 1 HOA is located approximately 1 mile east of the project, at 540 Desert Falls Drive. This site is registered by the RCRA as an active "other" facility. No violations.

ECHO listed eleven sites within a mile of the project property, however, they are all listed within the database as not having an identified violation within the recorded three-year history. Therefore, the listed sites are not anticipated to impact the project.

Unlike the GeoTracker and ECHO databases, the EnviroStor database did not identify a facility within a mile radius of the project site.

After the search of the three databases, it can be concluded that the registered facilities are not anticipated to affect the project site due to their distance to the site and their status as "Completed-Case Closed" or no violations. Overall, no impacts are anticipated.

e) **No Impact.** The project is not located near an existing airport or airport land use plan or in the vicinity of a private airstrip. The nearest airport facility to the project is the Bermuda Dunes Airport, located approximately 5.25 miles to the southeast. The Palm Springs International Airport is approximately 7.50 miles northwest of the project site. As a result, the project is located outside each of the airports' influence and planning area. Flights approaching and departing the Palm Springs International Airport and Bermuda Dunes Airport may fly over the City and the project site with an intermittent frequency, however, it is not anticipated to result in a safety hazard or excessive noise for people residing or working in the project area. No impacts are expected.

f) **Less than Significant Impact.** The Safety Element of the City's 2016 General Plan Update (Chapter 8 *Safety*, page 109 through 130 is designed to address concerns regarding the City's capability to respond to potential natural or man-made disasters and establishes goals, policies and programs to ensure effective response. The proposed project will be developed adjacent to existing residential communities in an area of the City that is primarily zoned for residential use. The proposed project site design will be reviewed by the Palm Desert Fire Department for compliance with project-specific emergency access, water pressure and similar requirements as a routine aspect of the City of Palm Desert's design review process. During construction activities, the project will be required to prepare a traffic control plan to reduce conflicts with the surrounding land uses. Therefore, emergency access and evacuation of the site will not be impaired by project development. Less than significant impacts are anticipated.

g) **No Impacts**. The site is surrounded by developed land primarily consisting of residential and open space/golf uses and is not adjacent to or intermixed with wildlands. According to CALFIRE's Fire Hazard Severity Zones in State Responsible Areas Map, the project site is not located in a Moderate, High, or Very High Fire Hazard Severity Zone. In addition, CALFIRE's Very Fire Hazard Severity Zone (VHFHSZ) in Locally Responsible Areas (LRAs) Map indicates that the project is located in a Local, State/Federal non-VHFHSZ area. Therefore, impacts of exposing people or structures to a significant risk involving wildland fires are not expected.

Mitigation Measures: None required

10. HYDROLOGY AND WATER QUALITY -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
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 result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
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: Flood Insurance Rate Map # 06065C1615G, Federal Emergency Management Agency (FEMA), Effective August 28, 2008; Water Quality Control Plan for the Colorado River Basin Region, January 2019; 2020 Coachella Valley Regional Urban Water Management Plan, June 2021.

Summary of Regulatory Framework Relevant to Hydrology and Water Quality:

Hydrology refers to the occurrence, distribution, and movement of surface water, including water found in rivers and stormwater drainage systems. Stormwater particularly refers to the surface runoff and drainage resulting from rain events. Stormwater runoff and surface drainage patterns are determined by the soil conditions, topography, and associated gradients of the land. Surface water quality refers to selected physical, chemical, or biological characteristics found in stormwater in relation to existing standards. Groundwater is the water found underground in the voids in soil, sand, and rock. It is stored in and moves slowly through aquifers. Groundwater supplies are naturally replenished, or recharged, by precipitation that seeps into the land's surface and by replenishment efforts made by local water agencies.

The Clean Water Act (CWA) of 1972 was enacted to restore and maintain the chemical, physical, and biological integrity of the nation's waters by regulating the discharge of pollutants to waters of the U.S. from point sources. The National Pollutant Discharge Elimination System (NPDES) was enacted as a program under the CWA to regulate non-point source discharges from urban land runoff and other diffused sources that were also found to contribute to runoff pollution. Under CWA, the Environmental Protection Agency (EPA) delegated the NPDES program responsibility to various state, tribal, and territorial governments, enabling them to perform many of the permitting, administrative, and enforcement aspects of the program. California is a delegated NPDES state and has authority to administer the NPDES program within its limits.

The Porter-Cologne Water Quality Control Act (California Water Code section 13000 et seq.) is the principal law governing water quality regulation for surface waters in California, thus effectuating the delegated provisions of the federal CWA and its NPDES program. It has set forth a comprehensive program to protect water quality and the beneficial uses applicable to surface waters, wetlands, and ground water and to point and nonpoint sources of pollution. The Porter-Cologne Act establishes that, as a matter of policy, all the waters of the State shall be protected; all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and that the state must be prepared to exercise its full power and jurisdiction to protect the quality of water in the state from degradation. The Porter-Cologne Act established the State Water Resources Control Board (SWRCB) and nine California Regional Water Quality Control Boards (RWQCBs), including Region 7, Colorado River Basin Regional Water Quality Control Board, which has jurisdiction in the City of Palm Desert and project site.

Under this framework, the Colorado River Basin Water Quality Control Plan (Basin Plan) serves as the guiding document prepared, adopted, and maintained to identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. It is worth noting that as defined in Section 13374 of the California Water Code (CWC), the term "Waste Discharge Requirements" (WDRs) is equivalent of the term "permits" and is therefore attained through a regulatory compliance process. Compliance with WDRs is achieved through the appropriate permit registration process under the applicable National Pollutant Discharge Elimination System (NPDES) programs described in this section.

At the regional level, the project is located within the Whitewater River Watershed, which is an arid desert region encompassing approximately 1,645 square miles. Within this watershed, an area of approximately 367 square miles (22 percent) encompassing most of the existing development in the Coachella Valley region, is regulated under the established Whitewater River Region Municipal Separate Storm Sewer System Permit (MS4 Permit). The Riverside County Flood Control and Water Conservation District (RCFC&WCD), Mission Springs Water District, and the incorporated Coachella Valley cities, including Palm Desert have joint permittee responsibility for coordinating the regional MS4 Permit compliance programs and other activities aimed at reducing potential pollutants in urban runoff from land development construction, municipal, commercial, and industrial areas to the maximum extent possible. These public entities are generally in charge of stormwater management within their jurisdiction.

At the City level, hydrology and stormwater regulations are codified in Chapter 24.20 (Stormwater Management and Discharge Control) and Chapter 27.12.056 (Required On-Site Retention). Chapter 42.20 is intended to reduce pollutants in stormwater discharges to the maximum extent practicable, while Chapter 27.12.056 establishes on-site retention facilities for the controlling 100-year storm event.

a) **Less than Significant Impact.** The project site of approximately 18.3 acres is characterized by a vacant condition on relatively flat land with sparse vegetation coverage and a gentle elevation descent toward the southeast. Based on the most current published U.S. Geological Survey (USGS) Topographic Map, Myoma Quadrangle, 7.5-Minute Series, the project limits are absent of any mapped drainage flow lines, wash areas, or water bodies. Moreover, based on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel 06065C1615G, the project site occurs within a Zone X designation, corresponding to an area of minimal flood hazard, which by classification is not considered a Special Flood Hazard Area (SFHA) or a designated floodway.

   During construction and operation (life of the project), implementation of the proposed residential development will be required to comply with CWA, NPDES, state, and local regulations designed to prevent violations or impacts to surface water quality standards and waste discharge requirements pertinent to surface or ground water quality. The project does not seek any permitting actions that would vary from the establish requirements and associated compliance plans.

   During the period of construction, the project proponent must comply with the State's most current NPDES Construction General Permit (CGP), Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-

006-DWQ. Compliance with the CGP requires the preparation of a Notice of Intent (NOI) and a project-specific Storm Water Pollution Prevention Plan (SWPPP), designed to prevent potential adverse impacts to surface water quality, including erosion and siltation, during the period of construction. The NOI and SWPPP are submitted to the State Water Resources Control Board (SWRCB) for approval and permit coverage. The SWPPP a site-specific compliance plan required to identify a strategy of storm water Best Management Practices (BMPs) in accordance with Section XIV (SWPPP Requirements) of the CGP. Storm water BMPs refer to a schedule of activities, prohibitions, practices, maintenance procedures, and other management practices to avoid, eliminate, or reduce the pollution of the receiving waters, primarily focused on preventing erosion, siltation, illicit discharge, and contamination. The SWPPP will include such measures as erosion control, sediment control, storm drain inlet protection, proper waste management and pollution prevention. The SWPPP must be prepared concurrently with final engineering design and must meet all NPDES plan review elements with plan review by the City of Palm Desert. The City's review and approval process ensures that all responsible parties and compliance plan elements are properly demonstrated for compliance. Compliance of this plan during construction will be regulated and enforced as part of the local agency site inspection protocols.

In order to obtain a grading permit, the project proponent is required to submit and obtain approval for a Project-Specific Water Quality Management Plan (WQMP) in accordance with the current standards of the *Whitewater River Region Water Quality Management Plan for Urban Runoff*, the *Whitewater River Watershed MS4 Permit*, and the City of Palm Desert's on-site stormwater retention requirements (Palm Desert Municipal Code, Chapter 27.12.056). The WQMP is a compliance plan required to account for the stormwater facilities and management conditions to be followed by the site operator during the life of the project (post-construction). Plan approval involves recording an agreement of the WQMP against the property to ensure that the City is allowed access and enforcement on this matter.

The current site plan identifies multiple designated locations for stormwater retention, incorporated into the landscape design. During the course of final engineering, additional retention locations may be identified to adequately distribute the retention quantities in relation to the site plan. The method of stormwater retention may occur as surface basins and/or underground structures, both of which have a precedent of being approved to the City. The combined retention facility capacity for the project must abide by Chapter 27.12.056 of the Palm Desert Municipal Code, which mandates retention sizing to account for the stormwater volume resulting from the controlling 100-year, 24-hour duration storm event. The project's engineering plans and WQMP will be subject to City review and approval

In summary, during construction and operation, project implementation will require plan-based compliance with CWA, NPDES, and local regulations to prevent impacts to water quality standards and the beneficial uses assigned to local receiving waters. In summary, during construction and operation, project implementation will require compliance with CWA, NPDES, and local regulations to prevent impacts to water quality standards and the beneficial uses assigned to local receiving waters. Following City engineering review and approval, the stormwater capture and management strategy for on- and off-site runoff will avoid waste discharge violations through the implementation of properly sized retention facilities. Less than significant impacts are expected.

b) **Less than Significant Impact.** The project site and entire City of Palm Desert are located within the domestic water service area of Coachella Valley Water District (CVWD), which covers approximately 1,000 square miles, serving approximately 110,000 homes and businesses. The Coachella Valley Groundwater Basin is the primary groundwater source for the project region's domestic water purveyors, including CVWD. Based on the California Department of Water Resources (DWR), the Coachella Valley Groundwater Basin has an approximate storage capacity of 39.2 million acre-feet (AF) of water within the upper 1,000 feet and is divided into four subbasins: Indio, Mission Creek, Desert Hot Springs, and San Gorgonio. The project site is specifically underlain by the Indio Subbasin, which is also known as the Whitewater River Subbasin. DWR has estimated that the Indio Subbasin contains approximately 29.8 million AF of water in the first 1,000 feet below the ground surface, representing approximately 76 percent of the total groundwater in the Coachella Valley Groundwater Basin. Local groundwater management is currently taking place under the framework of the 2020 Coachella

Valley Regional Urban Water Management Plan (2020 RUWMP), the preparation of which involved the collaboration of the six urban water suppliers in the Coachella Valley, including CVWD. The 2020 RUWMP describes the region's water supplies and anticipated demands through 2045, along with each agency's programs to encourage efficient water use.

In 2002, CVWD developed the 2002 Coachella Valley Groundwater Management Plan in collaboration with other local stakeholders with a focus on reducing overdraft, preventing groundwater level decline, protecting groundwater quality, and preventing land subsidence. In 2010, the 2010 Coachella Valley Groundwater Management Plan Update was prepared to document the accomplishments in reducing overdraft and address changed conditions since 2002.

In 2014, the California Legislature signed a three-bill legislative package into law, collectively known as the Sustainable Groundwater Management Act (SGMA), allowing local agencies to manage groundwater resources in a sustainable manner. SGMA required that a Groundwater Sustainability Plan (GSP) or Alternative Plan to a GSP (Alternative Plan) be adopted for basins and subbasins designated by the DWR as medium- and high-priority basins. Basin prioritization is based on a variety of factors such as population, number of wells, and other information determined to be relevant by DWR. The Indio Subbasin was designated as a medium-priority subbasin by DWR.

CVWD, Coachella Water Authority (CWA), Desert Water Agency (DWA), and Indio Water Authority (IWA) collectively represent the Indio Subbasin Groundwater Sustainability Agencies (GSAs). In January 2017, the GSAs submitted to DWR the 2010 Coachella Valley Water Management Plan (2010 CVWMP), accompanied by an Indio Subbasin Bridge Document, as a SGMA-compliant Alternative Plan. On July 17, 2019, DWR approved the Alternative Plan with a requirement to submit an Alternative Plan Update by January 1, 2022 and every five years thereafter. Based on the Indio Subbasin SGMA documentation, the combined strategies have resulted in significant groundwater storage increases across the subbasin, thus allowing the region to comply with the framework for sustainable management.

In 2019, the six urban water suppliers in the Coachella Valley, including CVWD, agreed to collaborate on the preparation of the 2020 RUWMP with regional and individual agency content. In June of 2021 CVWD's Water Shortage Contingency Plan (WSCP) was prepared to outline each agency's actions that could be taken during a water shortage to reduce demands. According to the WSCP, drought conditions are not expected to affect CVWD's Colorado River water supply due to the agency's high priority allocation. Colorado River water is not a direct source of urban water supply; it is used for groundwater replenishment and non-potable uses. If a reduction in Colorado River water supply occurred, CVWD would initially reduce deliveries to groundwater replenishment projects. Drought conditions in the Sierra Nevada would have an effect on the SWP water allocation; thus reducing the SWP Exchange water received by CVWD and DWA. This water is used for replenishment of the groundwater basin and is not a direct source of urban water supply. Consequently, water use restrictions due to drought involving the SWP water supply would likely be implemented only as a result of a prolonged drought. During dry periods when less imported water is available, groundwater production is expected to exceed the amount of recharge, and the volume in storage will be reduced. However, these reductions can be reversed in years when additional imported water is available. The Coachella Valley Groundwater Basin is deemed to be a large basin which provides a buffer during dry periods, thus allowing the agencies to develop long-term plans and programs to manage regional water supplies.

CVWD collaborates with the operation and maintenance of three replenishment facilities serving the Indio Subbasin: Whitewater River Groundwater Replenishment Facility, the Thomas E. Levy Groundwater Replenishment Facility, and the Palm Desert Groundwater Replenishment Facility. Artificial replenishment, or recharge, is recognized by the water districts as one of the most effective methods available for preserving local groundwater supplies, reversing aquifer overdraft and meeting demand by domestic consumers. According to the CVWD web site on Groundwater Replenishment and Imported Water, local agencies have percolated over 650 billion gallons of water back into the aquifer. In the central part of the Coachella Valley, groundwater

recharge is provided by the recently constructed first phase of the Palm Desert Groundwater Replenishment Facility, operated by CVWD. According to the CVWD web site, this facility is expected to add up to 25,000 acre-feet of Colorado River water annually into the aquifer. Combined with water conservation and efficiency requirements, individual development projects can contribute to groundwater sustainability by implementing the required stormwater runo59etentiontion and infiltration facilities.

The proposed development is deemed consistent with the City's General Plan land use designation. The established groundwater replenishment facilities described above for the Indio Subbasin are not located near the project. Therefore, from the aspect of land use and location, project implementation is not deemed to be in conflict with any existing or planned groundwater recharge facility or associated infrastructure.

The proposed residential uses and associated improvements are expected to incorporate water conservation measures, including the use of low-flow plumbing fixtures, drought-tolerant (native) outdoor landscaping, and water-efficient irrigation systems. As a standard condition for service connections, the project operators will be expected to furnish the appropriate rate payment to CVWD based on the meter size, ongoing flow charges, agency fees, and groundwater recharge fees.

Furthermore, the project will incorporate on-site retention facilities to ensure that stormwater runoff is adequately intercepted, conveyed, and retained on-site instead of being discharged off-site as urban runoff. As a function of the WQMP, operation of the development will include the required non-structural and structural pollution source control measures that work toward the protection of groundwater quality during the life of the project and under the project owner's responsibility. Non-structural source control measures consist of site operations, activities, and/or programs to be finalized in the WQMP and implemented by the project operator to educate site managers, employees, and residents to prevent potential pollutants from being produced, coming into contact with the storm drain system, and impacting groundwater. Structural source control measures consist of physical facility design standards to prevent direct contact between potential pollutants and stormwater runoff. The storm drain and basin system will be maintained during the life of the project per a required WQMP agreement to be entered between the project proponent and the City. The proposed facilities are therefore not expected to violate or interfere with the groundwater quality. Regarding ground water quality, less than significant impacts are anticipated.

c)i) **Less than Significant Impact.** The undeveloped project site involves a relatively flat terrain that is absent of any mapped naturally occurring drainage or flood-prone patterns. The surrounding land is a combination of residential neighborhoods, golf courses, and roadways. Therefore, development of the site would not result in any alteration or obstruction of any river, stream, or other naturally occurring drainage pattern. Based on the USGS Web Soil Survey, the site soils consist of Myoma fine sand corresponding to Hydrologic Soil Group A, which is characterized for having low runoff potential and high infiltration rates. Therefore, the site soils are not deemed to be prone to existing erosion or siltation.

As a standard practice, erosion and siltation will be prevented during construction and operation through the required compliance plans. During construction, the required Stormwater Pollution Prevention Plan (SWPPP) will include best management practices to prevent erosion and siltation from bring generated by the site clearing, grading, and construction activities through the use of various measures, such as perimeter containment, proper soil stabilization, and source controls per the California Stormwater Quality Association (CASQA) standards. Upon construction completion, all construction related soil disturbance shall be properly restored to a stabilized condition consisting of permanent project improvements (buildings, hardscape, pavement, and landscaping).

During the life of the project, the ongoing maintenance and operation of facilities will ensure that all permanently improved ground surfaces are adequately maintained. All project-related runoff will be conveyed along engineered sheet flow or defined conveyances leading to the designated retention facilities per the final engineering plans. In doing so, the project will improve the existing drainage, erosion, and siltation condition

associated with the undeveloped site condition. Less than significant impacts are anticipated regarding substantial erosion or siltation, on- or off-site.

ii) **Less than Significant Impact.** Based on FEMA FIRM Panel Number 06065C1615G, effective August 28, 2008, the project site occurs within a Zone X designation, corresponding to an area of minimal flood hazard, which is not considered a Special Flood Hazard Area (SFHA) or a designated floodway. As a standard condition, the project is required to include the adequate improvements and site design features to handle the relevant hydrologic conditions in a way that prevents inundation to the proposed structures and facilities.

The project will introduce impervious surfaces (buildings, hardscape, asphalt, etc.) to a vacant property, but will also include the appropriate storm drain system (catch basins, lines, outlets, and retention facilities) to adequately intercept, convey and retain the controlling storm event stormwater volume from the site. Following City engineering review, the proposed development is not expected to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Less than significant impacts are anticipated.

iii) **Less than Significant Impact.** The City of Palm Desert is a Permittee of the Whitewater River Watershed Municipal Separate Storm Sewer System (MS4) permit area. Within the City limits, MS4 facilities include a system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains) designed for collecting and conveying stormwater. Storm drain facilities can be public or private. Examples of public facilities include pipes, gutters, channels, and basins occurring on the public right-of-way and/or maintained by a public agency. Private facilities are distinguished by being maintained separately by a private entity. The undeveloped project site is absent of any publicly operated storm drain facilities. On the adjacent public streets, being Frank Sinatra Drive to the north and Portola Avenue to the east, off-site storm drain facilities primarily consist of curb/gutter conveyances and public catch basins.

The traditional land development process generally results in the conversion of pervious ground surface (pre-development condition) into a setting with a higher impervious cover, occurring through the introduction of buildings, streets, and hardscape (post-development condition). This conversion generally leads to an increase in post-construction runoff volumes and rates compared to the pre-development condition.

As a standard requirement under Chapter 27.12.056 of the Palm Desert Municipal Code (*Required on-site retention*), the project must include retention facilities sized to contain stormwater volume resulting from the controlling 100-year, 24-hour duration storm event. The project's engineering plans and retention levels will be subject to standard City review and approval. Therefore, by comply with the local retention requirements, the project will be prohibited from resulting in a condition of producing urban runoff capable of exceeding the MS4 capacity. Less than significant impacts are anticipated.

iv) **Less than Significant Impact.** The project site is located outside of any designated SFHA, floodway, or drainage flow line as determined by FEMA and USGS maps. Therefore, the project will not impede or redirect any discernable drainage course, floodplain, or flood prone area. As a standard condition, the proposed development will include a storm drain system and associated retention facilities to meet the City's engineering requirements and to provide adequate protection to the new facilities. The associated grading and hydrology plans will be subject to standard City review and approval. In doing so, the project will not be capable or permitted to impede or redirect flood flows, resulting in less than significant impacts.

d) **Less than Significant Impact**. The project is not located near any coastal areas or any large body of water and therefore is not prone to tsunami hazards or seiche risks. The project site is not located in a floodplain or special flood hazard area. As a standard requirement, the project incorporates on-site retention facilities to handle project-related runoff volume up to the controlling 100-year storm event. Being residential in nature, the project will not involve the storage or handling of any significant quantities of hazardous substances or petroleum

products that would in turn be vulnerable to release due to flooding. With these required improvements subject to City review and approval, less than significant impacts are anticipated pertaining to flood hazard.

e) **Less than Significant Impact.** The project proponent is required to implement a project-specific Water Quality Management Plan (WQMP) to comply with the most current standards of the Whitewater River Region MS4 Permit and with the City's on-site retention standards. The final form of the WQMP will be consistent with final engineering documents to incorporate the grading, hydrology, and other improvement plans to demonstrate how the site design, source controls, and operation and maintenance program will achieve compliance. The combined retention capacity for the project will meet the stormwater volume resulting from the controlling 100-year storm event. Moreover, the project's storm water retention facilities will ensure that only stormwater runoff is recharged into the ground via infiltration. Therefore, project implementation is not expected to conflict with the regional groundwater management strategies or with the Indio Subbasin Sustainable Groundwater Management Plan. Less than significant impacts are expected.

Mitigation Measures: None Required

11. LAND USE AND PLANNING - Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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?	☐	☐	☒	☐

Source: Palm Desert General Plan; Palm Desert Municipal Code; State of California Government Code 65915.

a) **No Impact**. The project proposes the development of a residential community consisting of one, 3-story apartment building with 109 dwelling units, eleven, 3-story apartment buildings with 24 dwelling units in each building, and one, 3-story building with 21 dwelling units. The project would include a total of 394 residential units. The project also proposes a 22,500-square-foot clubhouse, fitness center, community pool, recreational courts, dog park, and open space areas, in addition to paved drive aisles and pathways, landscaping, and approximately 671 total parking stalls. Vehicular access will occur at the project's northern and eastern boundary, at two points at Frank Sinatra Drive and one point on Portola Avenue, respectively.

The project is located on approximately 18.3 acres of vacant land south of Frank Sinatra Drive and west of Portola Avenue in the City of Palm Desert. The land uses surrounding the project site includes single family residential homes to the north (separated from the project site by Frank Sinatra Drive), Desert Willow Golf Resort and the Retreat at Desert Willow Condominiums to the east (separated from the project by Portola Avenue), and a maintenance building with parking lot located to the south. Immediately west of the project site includes a vacant property, which has been disturbed from grading associated with a previously planned residential community. The western property is separated from the project site by an electricity easement. This property is owned by a separate landowner. Additionally, a vacant and undeveloped parcel of land is located northeast of the project; however, this property is separated from the project by the Frank Sinatra Drive and Portola Avenue intersection. The project site and surrounding area is located within the City's Planned Residential (PR) zoning district.

The existing areas north and east of the project are developed and operate separately from each other. The vacant parcels west and northeast of the project site are owned by different landowners. Therefore, the development of the proposed project would not physically divide an established community. No impact.

b) **Less than Significant Impact**. The proposed project involves the construction and operation of 394 residential dwelling units and associated amenities and infrastructure within the City's Town Center Neighborhood (established in the General Plan). The Town Center Neighborhood is intended to provide moderate to higher intensity neighborhood development that features a variety of housing choices, walkable streets, and mixed uses. The General Plan designation of Town Center Neighborhood allows 7 to 40 dwelling units per acre (du/ac) (page 30 of the 2016 General Plan). The Zoning Designation is Planned Residential with 22.0 du/ac (Ordinance 1324 Amended August 2017).

As previously stated, the project will consist of 394 dwelling units and residential amenities on 18.3 acres, therefore, the proposed density of the project is 21.5 dwelling units per acre (du/ac). Thus, the project is consistent with the land use designation. Furthermore, the project is compatible with Land Use Policies in the City's General Plan, under Chapter 3 Land Use and Community Character Element (pages 41 through 50). The project's consistency with the General Plan Policies is listed below.

<u>Policies</u>

Land Use & Community Character Element:

- ***Policy 1.1 Scale of Development.*** *Require new development along the city's corridors use design techniques to moderate height and use and ensure compatible fit with surrounding development.*

The project proposes 394 residential dwelling units with twelve, 3-story buildings. The residential buildings will be oriented adjacent to Portola Avenue and Frank Sinatra Drive, separated from the roadways by block walls, landscaping and a pedestrian sidewalk. According to the Palm Desert Municipal Code (PDMC), building heights within Planned Residential zones are allowed to be 40 feet or three-stories. The project is compliant with this development standard established by the City. The buildings will be set back from the street and separated by a pedestrian sidewalk, block walls, and landscaping. See the Aesthetics Section of this document for further discussion of project visual character.

- ***Policy 1.3 Traffic Generation.*** *Balance medium and high intensity/density development with pedestrian-oriented and bicycle friendly design features so as to maximize trip and VMT reduction.*

- ***Policy 1.6 Community Amenities.*** *Balance the impacts of new development, density, and urbanization through the provision of a high-level neighborhood and community amenities and design features.*

- ***Policy 3.1 Complete Neighborhoods****. Through the development entitlement process, ensure that all new Neighborhoods (areas with a "Neighborhood" General Plan designation) are complete and well-structured such that the physical layout and land use mix promote walking to services, biking and transit use, are family friendly and address the needs of multiple ages and physical abilities.*

- ***Policy 3.2 Conventional Neighborhood Design****. Discourage the construction of new residential neighborhoods that are characterized by cul-de-sacs, soundwalls, long block lengths, single building and housing types and lack of access to goods and services.*

- ***Policy 3.4 Balanced Neighborhoods.*** *Within the allowed densities and housing types, promote a range of housing and price levels within each neighborhood in order to accommodate diverse ages and incomes. For development larger than five acres, require that a diversity of housing types be provided and that these housing types be mixed rather than segregated by unit type.*

- ***Policy 3.14 Access to daily activities.*** *Require development patterns such that the majority of residents are within one-half mile walking distance to a variety of neighborhood goods and services, such as supermarkets, restaurants, churches, cafes, dry cleaners, laundromats, farmers markets, banks, hair care, pharmacies and similar uses.*

- ***Policy 3.15 Access to parks and open spaces.*** *Require the design of new neighborhoods and, where feasible, retrofit existing neighborhoods, so that 60 percent of dwelling units are within a ¼ mile walking distance of a usable open space such as a tot-lot, neighborhood park, community park or plaza/green.*

Project Consistency

The project will provide residential units in the City of Palm Desert. The project proposes the development of pedestrian sidewalks and pathways throughout the site, and along Frank Sinatra Drive and Portola Avenue. Currently, sidewalks do not exist along the project's frontage. Bike lanes occur along Frank Sinatra Drive and Portola Avenue. Additionally, the project proposes amenities available to the residents within the project boundaries. The amenities include a clubhouse, pool, recreational courts, fitness center, putting green, and fire pits, in addition to paved drive aisles and pathways, and landscaping. The implementation of the onsite amenities will reduce VMTs since residents have access to clubhouse and fitness facilities. Vehicular access points will occur at one point on Frank Sinatra Drive, and two points on Portola Avenue. The Frank Sinatra

Drive access will have one right-out access (exit only), while Portola Avenue will have one right-out access (exit only) and one right-in/right-out/left-in access along Portola Avenue. The proposed recreational amenities will be accessed by the residents of the project.

Mobility Element:

- ***Policy 3.4 Access to Development.*** *Require that all new development projects or redevelopment projects provide connections from the site to the external pedestrian network.*

Project Consistency

The project proposes the development of pedestrian sidewalks and pathways throughout the site, and along Frank Sinatra Drive and Portola Avenue. Currently, sidewalks do not exist along the project's frontage. Bike lanes occur along Frank Sinatra Drive and Portola Avenue.

The project complies with the intent and purpose identified for the "Town Center Neighborhood" land use designation by providing multi-family residential buildings organized along walkable streetscapes. Overall, less than significant impacts are expected.

Mitigation Measures: None required

12. MINERAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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?	☐	☐	☐	☒

Source: Palm Desert General Plan; Mineral Resources Land Classification Map.

a,b) **No Impact.** In accordance with the Surface Mining and Reclamation Act (SMARA), mineral land classification maps and reports have been developed to assist in the protection and development of mineral resources. As shown in the Mineral Land Classification Map for the project area, the project site is located in Mineral Zone MRZ-3, which indicates an area containing mineral deposits however the significance of these deposits cannot be evaluated from available data. There are currently no mining/extraction sites within the City. The nature of the project does not involve the extraction of mineral deposits. Construction of the proposed buildings would rely on existing local and regional aggregate resources from permitted facilities. The project is not expected to result in a considerable extraction and/or loss of known mineral resources that are considered important to the Coachella Valley Region or residents of California. No impacts are expected related to the loss of availability of known mineral resources.

Mitigation Measures: None required

13. NOISE -- Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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?	☐	☐	☒	☐

Source: Palm Desert General Plan; Palm Desert Municipal Code.

a) **Less than Significant Impact**. Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels [dB]), frequency or pitch (measured in Hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). Sound intensity is primarily measured in decibels through an A-weighted measure (dBA) to correct for the relative frequency response of the human ear. Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as a doubled traffic volume, would increase the noise levels by 3 dBA; halving of the energy would result in a 3 dBA decrease. Changes of 1 to 3 dBA are detectable under quiet, controlled conditions and changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernable to most people in an exterior environment, whereas a 10 dBA change is perceived as a doubling (or halving) of the sound. Ambient sound generally ranges from 30 dBA (very quiet) to 100 dBA (very loud).

Noise is simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level (decibel). Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL) is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day and averaged over 24 hours. The time of day corrections require the addition of 5 decibels to dBA Leq sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA Leq sound levels at night between 10:00 p.m. to 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when sound appears louder. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The City of Palm Desert relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources.

Noise transmission is affected by a variety of factors such as temperature, wind speed, wind direction, and the type of ground surface. Sound intensity reduced by surfaces, walls, vegetation or other material is called attenuation. Soft ground surfaces tend to reduce sound levels better than hard surfaces. A drop-off rate of 4.5 dBA per doubling of distance is typical across soft ground. In comparison, hard ground, such as concrete, stone, and hard packed earth reduce sound by 3.0 dBA per doubling distance. Effective noise barriers, such as walls or berms, can help reduce noise levels by 10-15 decibels. These types of barriers can provide relief from traffic

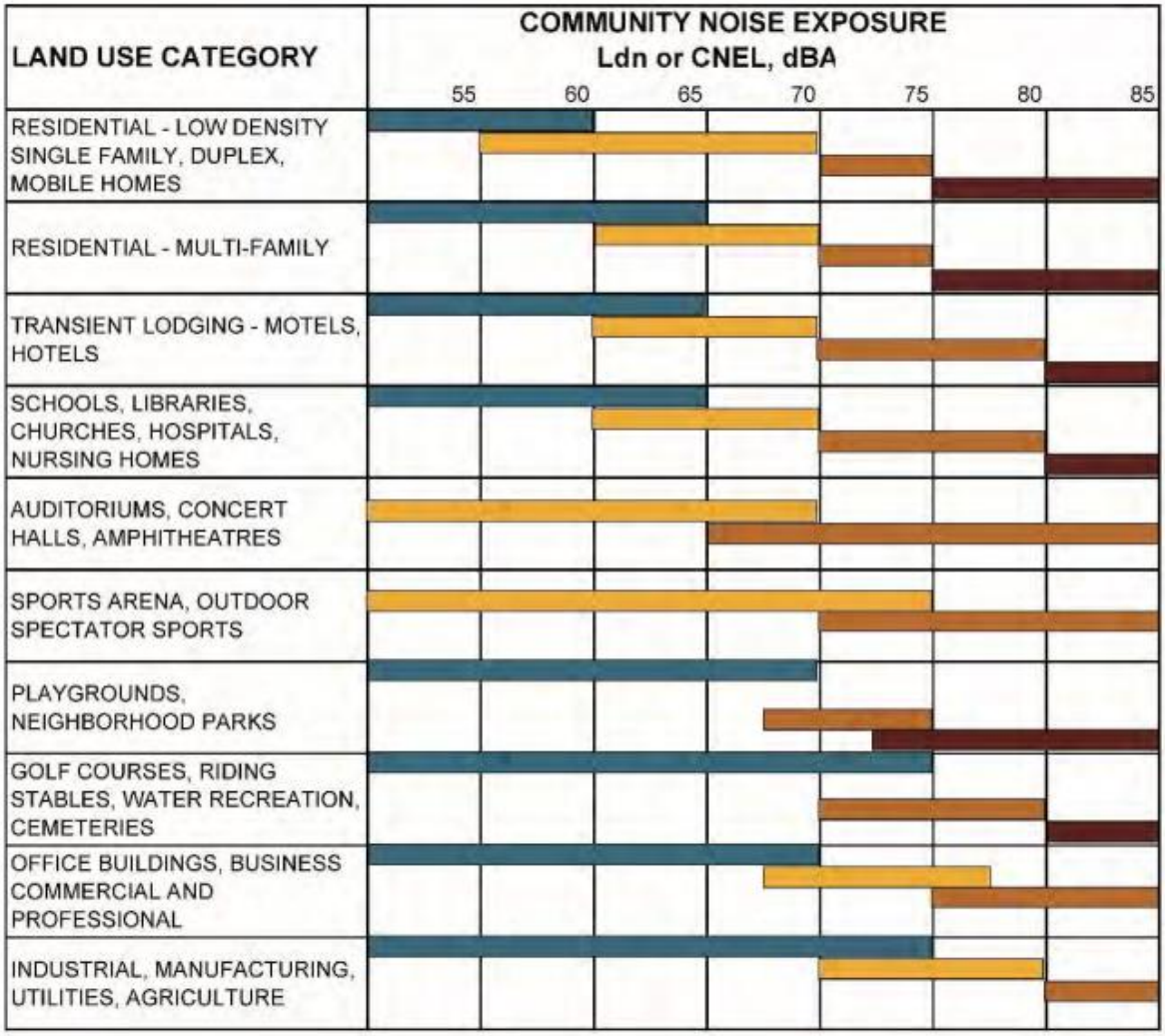
noise. Vegetation, on the other hand, is less effective for reducing noise levels. In general, walls need to be high enough and long enough to block the view of a road to function as a noise barrier.

To limit population exposure to physically and/or psychologically damaging and intrusive noise levels, the federal government, the State of California, county governments, and most municipalities in California have established standards and ordinances to control noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains constant with time. Air and rail traffic and commercial and industrial activities are also major sources of noise in some areas. Federal, State, and local agencies regulate different aspects of environmental noise, where federal and State agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

Development of the proposed project would result in a residential community with up to 402 maximum (394) residential dwelling units in 13 buildings, a clubhouse, fitness center, recreational courts, pools, and open space areas. The project occupies approximately 18.3 acres of land south of Frank Sinatra Drive and west of Portola Avenue. Existing residential communities are located north and east of the project, separated by the existing rights-of-way. Due to the vacant character of the project site, construction and operation of the proposed project would lead to increased noise levels in the area.

The City of Palm Desert has the authority to establish land use noise standards and corresponding restrictions under the City's Noise Ordinance (Chapter 9.24 in the Municipal Code). A range of noise standards apply to different receiving land uses based on sensitivity and compatibility. Table 7.1, Noise Compatibility Matrix, in the Palm Desert General Plan Noise Element. The proposed residential project corresponds to the category of "Residential – Multi-Family", based on the land use designation. For this category, the recommended "normally acceptable" noise limit is 65 dBA for multi-family dwellings. Noise levels up to 70 dBA are considered "conditionally acceptable" for residential, and other sensitive receiver land uses. This is depicted in Table 7.1 from the General Plan:

Table 7.1 Noise Compatibility Matrix



NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

Guidelines for the Preparation and Content of Noise Elements of the General Plan, California Office of Planning and Research, 2003.

In addition to the compliance of Table 7.1, the project will also comply with Chapter 9.24, Noise Control, of the Palm Desert Municipal Code (PDMC). Per the MC, residential zones are allowed the following ten-minute average sound level limits as it relates to a fixed noise source:

Table XIII-1 Sound Level Limits

Zone	Time	Applicable Ten-Minute Average Decibel Limit (A-Weighted)
Residential	7 a.m. to 10 p.m.	55
	10 p.m. to 7 a.m.	45

As discussed previously, the project property is located on vacant land surrounded by a mix of developed residential properties and undeveloped vacant land. The project and the surrounding area are designated in the Planned Residential (PR) zoning district, which provides flexibility in residential development, by encouraging creative and imaginative design, and the development of parcels of land as coordinated projects involving a mixture of residential densities, mixed housing types, and community facilities.

Construction

Construction of the project site is expected to generate short-term noise increases compared to the existing levels. A temporary incremental increase in noise levels along local roadways is expected to occur during the transport of workers and equipment to and from the site. Noise increases will also be generated by the actual on-site construction activities. Equipment used during the construction phases would generate both steady state and episodic noise that would be heard both on and off the project site. The residential homes north and east of the project may be affected by construction noise generated from the project.

Noise levels generated during various construction phases are presented in Table XIII-2, *Typical Maximum Noise Levels for Construction Phases*. Equipment estimates used for the analysis for grading and building construction noise levels was provided by the U.S. Department of Transportation and are representative of worst-case conditions, since it is unlikely that all the equipment contained on-site would operate simultaneously.

Table XIII-2 Typical Maximum Noise Levels for Construction Phases

	Appropriate Leq dBA without Noise Attenuation			
Construction Phase	25 Feet	50 Feet	100 Feet	200 Feet
Clearing	90	84	78	72
Excavation	94	88	82	78
Foundation/Conditioning	94	88	82	78
Laying Subbase/Paving	85	79	73	67

Source: U.S. Department of Transportation, Construction Noise Handbook, Chapter 9.0, August 2006.

During construction, the project shall follow common industry standards that will help limit noise level increases. For example, all construction equipment, fixed or mobile, should be equipped with properly operating and maintained mufflers and the engines should be equipped with shrouds. Approved haul routes shall be used to minimize exposure of sensitive receptors to potential adverse levels from hauling operations. All construction equipment shall be in proper working order and maintained to reduce backfires. Grading activities would involve the use of standard earth moving equipment, which would be stored on the site during construction to minimize disruption of the surrounding land uses. Above-grade construction activities would involve the use of standard construction equipment, such as hoist, mixer trucks, concrete pumps, laser screeds and other related equipment.

Construction traffic and equipment is also anticipated to generate noise along access routes to the proposed development. The larger pieces of heavy equipment would be moved onto the development only one time for each construction activity (i.e., site prep, grading, etc.). Daily transportation of construction workers and the

hauling of materials both on and off the project site are expected to cause increases in noise levels along surrounding roadways.

As a standard requirement, the project is expected to abide by the Municipal Code regulations on construction hours, which limit activities to the less sensitive times of the day. From October 1st through April 30th, construction activities are only permitted between 7:00 a.m. and 5:30 p.m. Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturday. From May 1st through September 30th, construction activities are only permitted between 5:30 a.m. to 7:00 p.m., and Saturday 8:00 a.m. to 7:00 p.m. Construction is not permitted on Sundays and national holidays. Construction of the project will abide by the construction hours established in the Palm Desert Municipal Code. Additionally, the project will utilize construction equipment compliant with industry standards.

Less than significant impacts are anticipated during project construction.

Operation

The vacant project property is located south of Frank Sinatra Drive and west of Portola Avenue. The surrounding area is characterized by a mix of existing residential properties approximately 110 feet to the north, and 130 feet to the west, a maintenance building and associated parking lot immediately south, and vacant, undeveloped land immediately west. The existing residential communities north and east of the project site are completely separated from the project site by the existing rights-of-way and block walls. The existing block wall features act in reducing noise levels generated by the surrounding roadways and the proposed project to the existing residential neighborhoods.

According to the Noise Element in the Palm Desert General Plan, the predominant noise source in the City is motor vehicles. The City's roadway system includes a range of facilities including regional freeways, major highways and other arterials, and collector and local streets. Frank Sinatra Drive and Portola Avenue are considered major roadways within the City that will reach noise contours up to 70 dBA in the future, per Figure 7.1, *Future Noise Contours*, of the Palm Desert General Plan. Traffic from the surrounding roadways may impact the project site due to its adjacency to the roadways, however, design features, such as block walls and landscape barriers will lower the noise levels generated from street traffic.

The project, as stated throughout this environmental document, is proposing a residential community on approximately 18.3 acres of vacant land. The project will be subject to follow the noise-related prohibitions established in Chapter 9.24, and specifically Section 9.24.050, of the PDMC, which states that the following activities are declared to be deemed disturbing, excessive, or offensive noises:

A. Horns, Signaling Devices, Muffler Systems, Car Alarms, etc. Unnecessary use or operation of horns, signaling devices, uncontrolled muffler noises, car alarms on vehicles of all types, including motorcycles, and other equipment.

    1. The operation of any such sound production or reproduction device, radio receiving set, musical instrument, drum, phonograph, television set, machine, loud speaker and sound amplifier or similar machine or device in such a manner as to be plainly audible at a distance of fifty feet or more from the building, structure or vehicle in which located, or from the source point.

    2. The operation of any sound amplifier, which is part of, or connected to, any radio, stereo receiver, compact disc player, cassette tape player, or other similar device when operated in such a manner as to be plainly audible at a distance of fifty feet from the source point or when operated in such a manner as to cause a person to be aware of vibration at a distance of fifty feet or more from the source point.

B. Uses Restricted. The use, operation, or permitting to be played, used or operated, any sound production or reproduction device, radio receiving set, musical instrument, drums, phonograph, television set, loudspeakers and sound amplifiers or other machine or device for the producing or reproducing of sound in such a manner as to disturb the peace, quiet, and comfort of any reasonable person of normal sensitiveness.

C. Prima Facie Violations. Any of the following shall constitute evidence of a prima facie violation of this section:

1. The operation of any such sound production or reproduction device, radio receiving set, musical instrument, drum, phonograph, television set, machine, loud speaker and sound amplifier or similar machine or device in such a manner as to be plainly audible at a distance of fifty feet from the building, structure or vehicle in which located, or from the source point.

2. The operation of any sound amplifier, which is part of, or connected to, any radio, stereo receiver, compact disc player, cassette tape player, or other similar device when operated in such a manner as to be plainly audible at a distance of fifty feet from the source point or when operated in such a manner as to cause a person to be aware of vibration at a distance of fifty feet from the source point.

Noise sources associated with the proposed development are expected to include opening and closing of vehicle doors in driveways, people talking, car alarms, trash pick-ups, and operating HVAC equipment. A grass lawn mower at 3 feet has a typical noise level of 95 dBA, and a noise level of 70 dBA at 100 feet. However, these activities typically occur for short periods of time and during the daytime hours. In addition to the enforceable noise controls established in the PDMC, to minimize noise conflicts between properties, the existing and proposed solid barriers (such as walls) are expected to reduce noise levels.

While the project would result in an increase in noise levels compared to the existing undeveloped condition, the nature and intensity of operations that would occur in the proposed structures are not expected to result in the generation of noise levels that would surpass the community noise and land use compatibility standards. Additionally, the project is expected to result in an increase in traffic-related noise levels on the local roadways since the project proposes a maximum of 402 (actual count is 394) residential units. Vehicles within the residential neighborhood will not exceed 25 miles per hour, unless otherwise posted (per the California Department of Motor Vehicles). For example, a vehicle traveling 30 mph, generates 62 dBA at 50 feet. This is acceptable in a multi-family residential area. The project will not result in a significant increase in traffic noise.

Vehicle use of Frank Sinatra Dive (north of the project property) and Portola Avenue (east of the project property) generates traffic noise. Impacts of noise generated from these roadways to the project would be reduced via noise reduction design features such as block walls and landscaping. The project proposes setbacks, walls, and building materials used for the residential homes in order to reduce noise generated offsite. Typical of residential communities, the perimeter walls will consist of concrete masonry block. In addition to the setbacks and block walls proposed between the residential lots and the roadways, the residential structures will be designed with noise reducing materials per building standards (California Building Code Section 1206). Noise reducing materials include well-fitted windows, weather-stripped doors, airtight walls, industry standard roofs, and proper ventilation. The use of these noise reducing materials, as standard state regulations, will ensure noise experienced indoors is reduced to less than significant levels.

Noise generated by the project site is anticipated to be similar to the existing residential land uses that currently define the surrounding area and less than significant impacts are expected.

b) **Less than Significant Impact**. Groundborne vibration also referred to as earthborne vibration, can be described as perceptible rumbling, movement, shaking or rattling of structures and items within a structure. Groundborne vibration can generate a heightened disturbance in residential areas. These vibrations can disturb residential

structures and household items while creating difficulty for residential activities such as reading or other tasks. Although groundborne vibration is sometimes perceptible in an outdoor environment, it does not result in the degree of disturbance that is experienced inside a building. Vibration is quantified by various methods. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean squared (RMS). The RMS amplitude is the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. RMS is commonly measured by Decibel notation (VdB), which serves reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (i.e., residents, the elderly and sick), and vibration-sensitive equipment and/or activities.

Table XIII-3, *Groundborne Vibration and Noise from Typical Construction Equipment*, below indicates the PPV and VdB of construction equipment at various distances.

Table XIII-3
Groundborne Vibration and Noise from Typical Construction Equipment

Equipment	Peak Particle Velocity (in/sec) [A]			Velocity Decibels (VdB) [B]		
	25 feet	50 feet	100 feet	25 feet	50 feet	100 feet
Small bulldozer	0.003	0.001	0.001	58	49	40
Jackhammer	0.035	0.016	0.008	79	70	61
Rock Breaker	0.059	0.028	0.013	83	74	65
Loaded truck	0.076	0.035	0.017	86	77	68
Auger Drill Rig	0.089	0.042	0.019	87	78	69
Large bulldozer	0.089	0.042	0.019	87	78	69
Vibratory Roller	0.210	0.098	0.046	94	85	76
Impact Pile Driver (upper range)	1.518	0.708	0.330	112	103	94
Impact Pile Driver (typical)	0.644	0.300	0.140	104	95	86
Sonic Pile Driver (upper range)	0.734	0.42	0.160	105	96	87
Sonic Pile Driver (typical)	0.170	0.079	0.037	93	84	75

Sources: Caltrans 2013b and FTA 2018

(A) Estimated PPV calculated as: PPV(D)=PPV(ref)*(25/D)^1.1 where PPV(D)= Estimated PPV at distance; PPVref= Reference PPV at 25 ft; D= Distance from equipment to receiver; and n= ground attenuation rate (1.1 for dense compacted hard soils).

(B) Estimated Lv calculated as: Lv(D)=Lv(25 feet)-30Log(D/25) where Lv(D)= estimated velocity level in decibels at distance, Lv(25 feet)= RMS velocity amplitude at 25 ft; and D= distance from equipment to receiver.

Note: No pile drivers, bulldozers, rock breakers, or auger drill rigs would be utilized during construction of the project.

As shown in Table XIII-3, specific vibration levels associated with typical construction equipment are highly dependent on the type of equipment used. Vibration levels dissipate rapidly with distance, such that even maximum impact pile driving activities would result in vibration levels below Caltrans' recommended 0.5 PPV threshold for transient vibration-induced damage in historic, older buildings at a distance of 100 feet. All other activities would be below Caltrans' threshold for transient vibration-induced damage in historic, older buildings at a distance of 25 feet. Historic, older buildings are not located adjacent or in the vicinity of the project property. Standard construction equipment (e.g., bulldozers, trucks, jackhammers) generally does not cause vibration that could cause structural or cosmetic damage but may be felt by nearby receptors. However, the use of bulldozers, rock breakers, auger drill rigs, or pile drivers will not occur onsite.

The project is surrounded by a combination of vacant and developed land. Residential uses are located north and east of the project, separated by Frank Sinatra Drive and Portola Avenue, respectively. Construction of the project will involve the temporary operation of vehicles and equipment that could result in localized, short term vibration increases during the permitted hours of construction established by the City. All construction equipment staging will be located within the temporary construction limits, while vehicular and equipment access to the construction site would be restricted to only the approved entry points that minimize disturbance to local traffic. Short-term increases in vibration and sound during construction are not expected to result in significant impact.

After construction, the nature of the proposed residential property would not typically involve activities expected to generate excessive vibration or groundborne noise. All activities within the project will be required to adhere to the City's Noise Ordinance. Less than significant impacts are anticipated.

c) **No Impact.** Based on the Riverside County Airport Land Use Commission web site's list of Current Compatibility Plans Riverside County, the project is not located in the vicinity of an airport land use plan or private airstrip, or located within the 65 dBA CNEL contours of any public or private airports. No impacts are anticipated related to these issues.

Mitigation Measures: None required

14. POPULATION AND HOUSING – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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: Palm Desert General Plan; SCAG Local Profile 2018, Housing Type by Units: 2018. California Department of Finance, Population and Housing Estimates for Cities, Counties, and the State 1990-2000 and 2011-2022.

a) **No Impact**. As previously discussed throughout this document, the proposed project involves the construction and operation of a residential community on approximately 18.3 acres south of Frank Sinatra Drive and west of Portola Avenue. The project will consist of one, 3-story apartment building with 109 dwelling units, eleven, 3-story buildings with 24 dwelling units in each, and one, 3-story building with 21 dwelling units. The project would include a total of 394 residential units. The project also proposes a 22,500-square-foot clubhouse and fitness center, community pool, and open space areas, in addition to paved drive aisles and pathways, landscaping, and approximately 671 parking stalls. Vehicular access will occur along the project's northern and eastern boundaries, at one point from Frank Sinatra Drive and two points on Portola Avenue, respectively.

The project site and surrounding area is located within the City's Town Center Neighborhood. The Town Center Neighborhood is intended to provide moderate to higher intensity neighborhood development that features a variety of housing choices, walkable streets, and mixed uses. The General Plan designation of Town Center Neighborhood allows 7 to 40 dwelling units per acre (du/ac) (page 30 of the 2016 General Plan). The Zoning Designation is Planned Residential with 22.0 du/ac (Ordinance 1324 Amended August 2017). As previously stated, the project will consist of 394 dwelling units and residential amenities on 18.3 acres, therefore, the proposed density of the project is 21.5 dwelling units per acre (du/ac). Thus, the project is consistent with the land use designation. Furthermore, the project is compatible with Land Use Policies in the City's General Plan, under Chapter 3 Land Use and Community Character Element (pages 41 through 50). Utilization of the maximum density could result in a project with approximately 732 Dwelling Units. The project is proposing 338 dwelling units below the allowable maximum, reducing the total City increase attributed to buildout.

The Zoning Designation for the project is Planned Residential (PR). The purpose of PR districts is to provide for flexibility in residential development, by encouraging creative and imaginative design, and the development of parcels of land as coordinated projects involving a mixture of residential densities (4 to 40 du/ac), mixed housing types, and community facilities. The PR designation is consistent with the General Plan Town Center Neighborhood.

The City's 2016 General Plan EIR analyzed future growth under Chapter 4.13 *Population, Employment, and Housing* pages 4.13-1 through 4.13-10. Table 4.13-2 (page 4.13-3) forecasts a population of 61,691 by year 2040. In 2022, the City had a population of 50,889 with an average household size of 2.05 persons (Department of Finance, Population and Housing Estimates). As a result of project build-out (394 dwelling units), the proposed development could add 808 new residents into the City, for an approximate population of 51,697 which is an increase of 1.6 percent and still below the 2040 population forecast of 61,691. Although the project would contribute growth within the City of Palm Desert, significant growth to population, housing, and employment is already anticipated in the City's General Plan.

Furthermore, the project site is within an area that is served by existing infrastructure, public services and utilities. As a result, development of the project would not cause potentially growth inducing effects by extending utilities into an undeveloped area.

Therefore, approval and development of this project is not expected to significantly increase population growth in the City. Less than significant impacts are expected.

b) **No Impact.** The entire property is currently vacant land designated by the City General Plan as Town Center Neighborhood and zoned for Planned Residential Developments (PR) and would not displace any existing housing or require replacement housing. No impacts are anticipated.

Mitigation Measures: None required

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

Sources: Palm Desert General Plan; Palm Desert General Plan Environmental Impact Report; Desert Sands Unified School District website.

a) **Fire**

Less than Significant Impact. Cal Fire/Riverside County Fire Department (RCFD), under contract with the City of Palm Desert, provides 24-hour fire protection and emergency medical services to the City. Additionally, the City of Palm Desert, Rancho Mirage and Indian Wells are entered jointly into the Cove Communities Service District. Through this District agreement, each city benefits from fire and emergency services provided by the other two cities as needed. Furthermore, the Riverside County Fire Department operates under a Regional Fire Protection Program, which allows all of its fire stations to provide support as needed regardless of jurisdictional boundaries.

RCFD maintains three fire stations within the City of Palm Desert. Fire Station 33 is located at 44400 Town Center Way, and covers the central portion of the City, and is approximately 3.0 miles from the proposed project site. Fire Station 67 is located at 73200 Mesa View Drive and covers the south portion of the City and is approximately 5.0 miles from the project site. Fire Station 71 is located at 73995 Country Club Drive and provides service to north Palm Desert. This station is approximately 0.65 miles from the project site and currently provides fire services to the area.

Development of the project may would result in an increase in demand for fire services, however based on the project site's proximity to Fire Station 71, and the existing infrastructure in place, the proposed project could be adequately served by fire protection services within the 5-minute response time and no new or expanded facilities would be required. Additionally, the project complies with the 2016 General Plan EIR, *Safety Element Policy* 7.2 and Policy 7.8, in that the project will be reviewed by City and RCFD officials to ensure adequate fire service and safety as a result of project implementation.

The project would be required to implement all applicable fire safety requirements, to include, installation of fire hydrants, and sprinkler systems. Additionally, the project would be required to comply with the Fire Facilities Impact Fee in place at the time of construction. Fire Facility Impact Fees are calculated per residential unit and the increase in units means an increase in fees to provide the needed service. Payment of these fees helps offset impacts by providing sufficient revenue for necessary improvements to ensure acceptable fire

facilities, response times, equipment and personnel are maintained. Less than significant impacts are anticipated with project implementation.

Police

Less than significant Impact. Law enforcement services are provided to the City of Palm Desert through a contractual agreement with Riverside County Sheriff's Department. The Sheriff's department provides 24-hour municipal police services associated with a City police department. The Sheriff's station is located at 73-705 Gerald Ford Drive and is approximately 1.0 mile from the project site. Per the Palm Desert Police Department website, the City's contract consists of 80 sworn deputy sheriff's position, 36 of the 80 positions are dedicated to the patrol division. The remaining deputies are dedicated to various assignments such as Traffic, Special Enforcement, School Resources, and other special assignments. The 2016 General Plan EIR analyzes the forecasted population increase and indicates police service needs would continue to be met by the City and Palm Desert PD if additional patrol hours are deemed necessary (Chapter 4.14 *Public Services and Utilities* page.

Project development may increase the need for police services. However, this demand is not expected to hinder the City's ability to provide police services or create demands that would require the construction of a new police station or new facilities. The proposed Project would be developed in an urban area and is surrounded by existing development which is already served by the Palm Desert PD. Additionally, the project complies with the 2016 General Plan EIR, Safety Element Policy 7.2 and Policy 7.8 and will be reviewed by City and police staff to ensure adequate service is maintained as a result of project implementation. The project would also be required to comply with Development Impact Fees in place at the time of construction. These fees on new development allow the City to continue to finance public facilities which goes towards the funding of various public services including police. It also assists in offsetting impacts by providing sufficient revenue for necessary emergency service improvements to ensure acceptable response times, equipment and personnel are maintained. Therefore, development of the proposed project will result in less than significant impacts to police services.

Schools

Less than Significant Impact. Public education services are provided to the City of Palm Desert by two school Districts; Desert Sands Unified School District (DSUSD) and Palm Springs Unified School District (PSUSD). DSUSD serves most of the developed portion of the City, including the areas south of Frank Sinatra Drive and East of Washington Street, while the PSUSD serves the northwestern portion of the City. The proposed project is located within the DSUSD; James Earl Carter Elementary is the closest school to the proposed project and is approximately 1.45 miles south. Palm Desert Charter Middle School is approximately 2.15 miles south of the project and Palm Desert High School is approximately 2.30 miles south of the project.

The project proposes the development of 394 residential units. Per the Department of Finance 2022 Population and Housing Estimates, the average person per household (PPH) in Palm Desert is 2.05 persons. The project has the potential to generate 142 new students based on the District's Student Generation Rate (See Table XVI-1).

Table XVI-1 DSUSD District Wide Student Generation Rate

School Type	Dwelling Units	Generation Rate*	Students Generated
Elementary School	394	0.1543	61
Middle School	394	0.0867	34
High School	394	0.1203	47
Total New Students			**142**
***Source: 2020 DSUSD Fee Justification Study for New Residential and Commercial/Industrial Development, February 27, 2020**			

Per the DSUSD 2020 Fee Justification Report, the District has an excess capacity at the elementary school level. Middle schools in the district are over capacity by 50 students and Palm Desert High is over capacity by 67 students. An additional 142 students would not necessitate the construction of new school facilities. Education funding comes from a combination of federal, state, and local sources. Assembly Bill 2926 and Senate Bill 50 (SB 50) allow school districts to collect "development fees" for all new construction for residential/commercial and industrial use. At the time of writing, is $4.08/sq.ft. to residential and $0.66/ sq.ft for commercial. Monies collected are used for construction and reconstruction of school facilities. Moreover, school age children may also attend several private schools located in the Coachella Valley. The project will comply with DSUSD development fees and less than significant impacts to local schools are expected.

Parks

Less than Significant Impact. The City of Palm Desert offers a wide range of park and recreation facilities with various amenities. The City operates and maintains over 200 acres of parkland with more than 12 parks, 2 community centers, an aquatic center, and over 25 miles of multi-purpose trails. The proposed project would also provide additional recreational amenities such as, a 15,000-square-foot clubhouse, a 4,500-square-foot fitness center, community pool, and open space areas. Moreover, the 2016 General Plan EIR analyzes the existing parkland and finds that the current parkland in the City is adequate and currently exceeds the amount of parkland required by the QUIMBY Act and new additional residents would not significantly impact park facilities (Chapter 4.14 *Public Services and Utilities, Impacts and Mitigation Measures* 4.14.4-1, page 4.14-21 and 4.14-22). The project will be required to comply with the City's Development Impact Fees which includes a Park & Recreation fee Therefore, less than significant impacts to parks are expected.

Other public facilities

No Impact. No increase in demand for government services or other public facilities is expected beyond those discussed in this section.

Mitigation Measures: None required

16. RECREATION –	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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: Palm Desert General Plan, Palm Desert General Plan Environmental Impact Report.

a,b) **Less than Significant Impact**. The City of Palm Desert offers a wide variety of recreational opportunities including golf courses, bikeways, and parkland. The City is also located near thousands of acres of National Park and National Monument lands, U.S. Forest Service wilderness lands, as well as state, regional and tribal parks, with miles of hiking, biking and equestrian trails. The 18.3-acre property is located on vacant land south of Frank Sinatra Drive and west of Portola Avenue.

The project proposes additional onsite recreational amenities such as a clubhouse, fitness center, recreation pool, yoga lawn, putting green, grilling/fire pit areas, dog park, and recreational courts/games. It is likely that the residents of the project will use existing neighborhood parks, regional parks, or other recreational facilities in the City. The future residents generated by the project may lead to an incremental increase in the physical deterioration of the City public recreational facilities. However, the project will comply with the City's parkland in lieu fee (Quimby) and other development impact fees. Less than significant impacts are expected with project implementation.

b) **No Impact**. The construction of the proposed residential neighborhood lies within the Town Center Neighborhood land use designation and will not involve the development of a City recreational facility. No construction or expansion of other recreational facilities is required for project implementation; therefore, no impacts are anticipated.

Mitigation Measures: None required

17. TRANSPORTATION – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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: *Portola/Frank Sinatra Residential Traffic Analysis* (TA) prepared by Urban Crossroads, March 2022; *Residential VMT Screening Assessment,* prepared by Urban Crossroads (March 2022)

a) **Less than Significant with Mitigation.** The project proposes the development of a residential community consisting of 394 units. The project is located on approximately 18.3 acres of vacant land south of Frank Sinatra Drive and west of Portola Avenue in the City of Palm Desert. The project proposes 13, three-story residential buildings, a clubhouse, fitness center, community pools, and open space areas, in addition to paved drive aisles and pathways, landscaping, and 671 parking stalls. Vehicular access to the site will occur from two points along Portola Avenue (east) and one point at Frank Sinatra Drive (north).

The project site is currently vacant and undeveloped. The project's northern boundary is delineated by Frank Sinatra Drive. The eastern boundary is delineated by Portola Avenue, and the western boundary is delineated by a combination of transmission and distribution power poles and a Southern California Edison dirt-road easement, as well as two maintenance buildings and associated parking lot at the southwest corner of the project. A residential neighborhood is located north of the project; Desert Willow Golf Resort is located east of the project; and vacant land is located west of the project.

The apartment project will include eleven, 3-story buildings with 24 dwelling units each, one, 3-story building with 21 dwelling units, and one, 3-story building with 109 dwelling units.

The *Portola/Frank Sinatra Residential Traffic Analysis* (TA) was prepared by Urban Crossroads, March 2022. The purpose of the TA was to evaluate the potential circulation system deficiencies that could result from development of the proposed project. The TA also recommended improvements to achieve acceptable circulation system operational conditions.

TA Analysis Methodology

The TA was prepared based in accordance with the County of Riversides *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled*, (December 2020) which is the guidance that the City of Palm Desert follows for Traffic Assessments. A traffic scoping package was prepared for review and approval by City staff. The package provides an outline of the Project study area, trip generation, trip distribution and analysis methodology. The Agreement approved by the City is included in Appendix 1.1 of the TA.

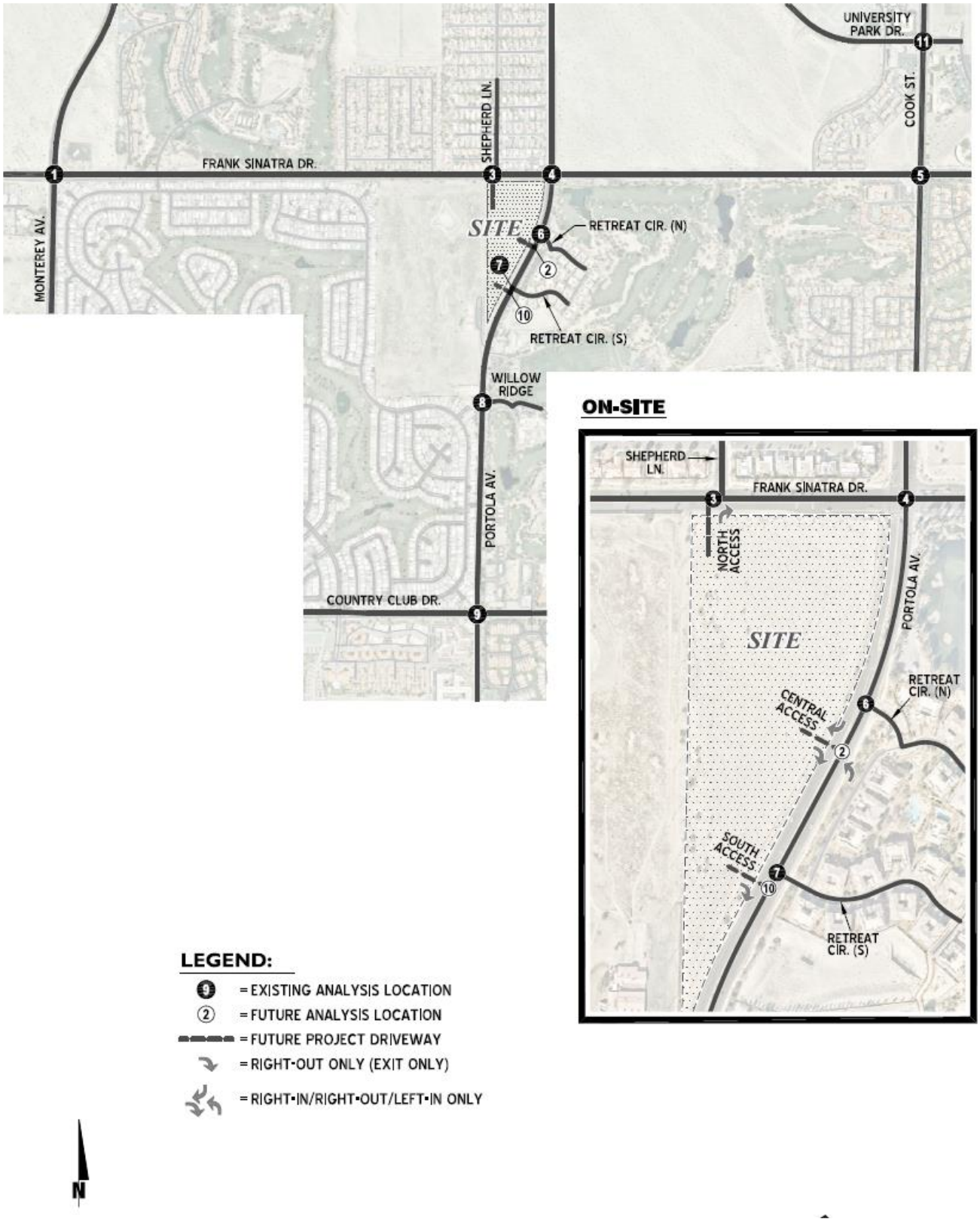
The TA is considered a conservative analysis as the project was analyzed with 402 dwelling units rather than the proposed 394 units. The project was anticipated to be completed by 2024. For purposes of the report, potential impacts to traffic and circulation were evaluated for each of the following conditions:

- Existing (2022) Conditions
- Existing plus Ambient Growth plus Project (EAP) (2024) Conditions
    - Existing 2022 volumes

  - Ambient growth traffic (4.04%)
  - Project Traffic
- Existing plus Ambient Growth plus Project Plus Cumulative (EAPC)(2024) Conditions
  - Existing 2022 volumes
  - Ambient growth traffic (4.04%)
  - Cumulative Development traffic
  - Project Traffic

Study area intersections were evaluated using the *Highway Capacity Manual* (HCM) 6th Edition analysis methodology. The study area was defined in coordination with the City. The study area includes any intersection of Collector or higher classification streets at which the proposed project would have the potential to add 50 or more peak hour trips. **Exhibit XVII-1** illustrates the study area and intersection analysis locations.

Exhibit XVII-1: Traffic Analysis Study Area



The "50 peak hour trip" criteria generally represents the minimum number of trips at which a typical intersection would have the potential to be substantially impacted by a given development proposal. This rule of thumb is a widely used tool for estimating a potential area of impact. The 11 study area intersections identified for the TA are listed in **Table XVII-1.**

Table XVII-1: Intersection Analysis Locations

ID	Intersection Location	ID	Intersection Location
1	Monterey Avenue/Frank Sinatra Drive	**7**	Portola Avenue/Retreat Circle (S)
2	Portola Avenue/Central Access	**8**	Portola Avenue/Willow Ridge
3	Shepherd Lane – North Access/Frank Sinatra Drive	**9**	Portola Avenue/Country Club Drive
4	Portola Avenue/Frank Sinatra Drive	**10**	Portola Avenue/South Access
5	Cook Street/Frank Sinatra Drive	**11**	Cook Street/University Park Drive
6	Portola Avenue/Retreat Circle (N)		

Level of Service

Traffic operations of roadway facilities are described using the term Level of Service (LOS.) LOS is a measure of transportation system performance based upon the ratio of traffic volume relative to the capacity of the roadway or intersection. The volume-to-capacity ratio (V/C) indicates the overall performance of the roadway segment or intersection and corresponds to a rating of A through F identifying its level of capacity utilization and relative level of congestion. LOS A represents free-flow traffic with little or no delay whereas LOS F represents a breakdown of traffic flow and a high incidence of delay. The HCM methodology expresses LOS at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control.

Signalized Intersections

The City of Palm Desert requires signalized intersection operations analysis based on the methodology described in the HCM 6th Edition. Intersection LOS operations are based on an intersections average control delay. Study area intersections have been evaluated using the Synchro (Version 11) analysis software package. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network. **Table XVII -2** illustrates the signalized intersection description of LOS.

Table XVII -2
Signalized Intersection Level of Service Description

Level of Service	Average Control Delay (Seconds) V/C ≤ 1.0
A	0 to 10.00
B	10.01 to 20.00
C	20.01 to 35.00
D	35.01 to 55.00
E	55.01 to 80.00
F	80.01 and up

Source: HCM 6th Edition

Unsignalized Intersections

The City of Palm Desert requires the operations of unsignalized intersections to be evaluated using the methodology described in the HCM 6th Edition. The LOS rating is based on the weighted average control delay expressed in seconds per vehicle. **Table XVII-3** illustrates the unsignalized intersection description of LOS.

Table XVII-3
Unsignalized Intersection Level of Service Description

Level of Service	Average Control Delay (Seconds) V/C ≤ 1.0
A	0 to 10.00
B	10.01 to 15.00
C	15.01 to 25.00
D	25.01 to 35.00
E	35.01 to 50.00
F	>50.00

Source: HCM 6th Edition

Traffic Signal Warrant Analysis Methodology

"Signal Warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitively justify or ascertain the potential need for the installation of a traffic signal at an otherwise unsignalized intersection. The TA used the signal warrant criteria in the latest edition of *Caltrans California Manual on Uniform Traffic Control Devices* (CA MUTCD) for all study area intersections.

Traffic signal warrant analyses were performed for the unsignalized study area intersection of Portola Avenue/Willow Ridge (#8). The remaining unsignalized existing and future intersections are not evaluated since they are not full access intersections.

A signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. Warrants do not necessarily correlate with LOS.

Minimum LOS and Deficiency Criteria

Per Goal 2, Policy 1, Program 1.A of the City of Palm Desert General Plan, the City shall make a good faith effort to achieve LOS C for peak hour intersection operations. LOS D shall be acceptable in instances when physical constraints, land us compatibility or other urban design considerations make achieving LOS impractical. The TA indicates that a deficiency occurs at a study are intersection if the pre-project condition is at or better than LOS D and the addition of project trips causes the peak hour LOS of the study area intersection to operate at unacceptable LOS (i.e., LOS E or F.) For intersections currently operating at an unacceptable LOS, a deficiency would occur if the project contributes 50 or more peak hour trips to pre-project traffic conditions.

Congestion Management Plan

The Riverside County Congestion Management Program (CMP) is a State-mandated program administered by the Riverside County Transportation Commission (RCTC) that provides a mechanism for coordinating regional land use and development decisions in conjunction with the California Environmental Quality Act (CEQA.) CMP facilities in Palm Desert consist of Highway 111, Highway 74 and Monterey Avenue.

The Transportation Uniform Mitigation Fees (TUMF) program identifies network backbone and local roadways that are needed to accommodate growth. The regional program was put into place to ensure that developments pay their fair share, and that funding is in place for the construction of facilities needed to maintain an acceptable level of service for the transportation system. The TUMF is a regional mitigation fee program and is imposed and implemented in every jurisdiction in Western Riverside County.

According to the Coachella Valley Association of Governments Transportation Uniform Mitigation Fee (TUMF) Handbook, effective July 1, 2012, the following are provisions from the TUMF Ordinance and provided as background information:

- The provisions of this Ordinance shall apply only to new development yet to receive final discretionary approval and or issuance of a building permit or other development right and to any reconstruction or new use of existing buildings that results in a change of use and generates additional vehicular trips.

- No tract map, parcel map, conditional use permit, land use permit or other entitlement shall be approved unless payment of the mitigation fee is a condition of approval for any such entitlement. The mitigation fee shall be paid to the applicable jurisdiction.

- No building or similar permit, certificate of occupancy or business license reflecting a change of use shall be issued unless the applicant has paid the mitigation fee. Mitigation fees shall be imposed and collected by the applicable jurisdiction and shall be transmitted to CVAG to be placed in the Coachella Valley Transportation Mitigation Trust Fund. All interest or other earnings of the Fund shall be credited to the Fund.

ANALYSIS FINDINGS

Existing (2022) Conditions

General Plan Roadways
The northern boundary of the project is Frank Sinatra Drive. The eastern boundary of the project is Portola Avenue. Both roadways are designated as Balanced Arterials. Balanced Arterials are described as having 4 lanes undivided with bicycle lanes. Both roadways are currently existing in their full buildout conditions.

Transit Service
The study area is currently served by Sunline Transit with bus services along Cook Street via route 5 and route 10. The closest bus stop to the project is located approximately 1 mile east at the northeast corner of Cook Street and Frank Sinatra Drive. Transit service is reviewed and updated by Sunline periodically to address ridership, budget and community Demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

Pedestrian and Bicycle Facilities
Sidewalks also exist throughout the study area roadways. Currently sidewalks are located on the north side of Frank Sinatra Drive and on the east side of Portola Avenue.

Existing on-street bike lanes are generally located throughout the study area. Both roadways include on-street bike lanes on each side of the street.

Existing Traffic Volumes
The intersection LOS analysis was based on the traffic volumes observed during the peak hour conditions using traffic count data collected in March 2022. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The weekday AM and PM peak hour count data were representative of typical peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions such as construction activity that would prevent or limit roadway access and detour routes.

The intersection operations analysis results are summarized in **Table XVII-4** which indicates that the study area intersections are currently operating at acceptable LOS D or better during the peak hours.

Table XVII-4 Intersection Analysis for Existing (2022) Conditions

#	Intersection	Traffic Control *(Note 3)*	Intersection Approach Lanes *(Note 1)*				Delay (Secs) *(Note 2)*		Level of Service *(Note 2)*	
			Northbound	Southbound	Eastbound	Westbound	AM	PM	AM	PM
			L/T/R	L/T/R	L/T/R	L/T/R				
1	Monterey Avenue/Frank Sinatra Drive	TS	2/3/0	2/3/1	2/2/1	2/2/1	20.0	22.2	C	C
2	Portola Avenue/Central Access		Intersection Does Not Exist							
3	Shepherd Ln–N. Access/Frank Sinatra Dr.	CSS	0/0/0	0/0/1	1/2/0	0/2/d	12.0	10.4	B	B
4	Portola Avenue/Frank Sinatra Drive	TS	1/3/d	1/3/0	1/2/1	1/2/1	24.5	23.1	C	C
5	Cook Street/Frank Sinatra Drive	TS	2/2/0	2/3/1	2/2/1	2/2/1	12.3	25.4	B	C
6	Portola Avenue/Retreat Circle (N)	CSS	0/3/1	1/2/0	0/0/0	0/0/1	11.5	11.8	B	B
7	Portola Avenue/Retreat Circle (S)	CSS	0/3/0	0/2/0	0/0/0	0/0/1	11.4	11.7	B	B
8	Portola Avenue/Willow Ridge	CSS	0/2/1	1*/2/0	0/0/0	1/0/d	16.3	16.7	C	C
9	Portola Avenue/Country Club Drive	TS	1/2/1	1/2/d	1/2/1	1/2/1	40.7	38.2	D	D
10	Portola Avenue/South Access		Intersection Does Not Exist							
11	Cook Street/University Park Drive	TS	1/3/1>>	2/3/1	1/1/1	1/1/1	5.8	5.7	A	A

1. *When a right turn is designated, the land can either be striped or unstriped. To function as a right turn lane there must be sufficient for right turning vehicles to travel outside the through lanes.*

   L = *Left;* T = *Through;* R = *Right;* > >= *Free Right Turn Lane;* d = *Defacto Right Turn Lane;*

   **=Turn lane accommodated within two-way left turn lane*

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. Delay and level of service is calculated using Synchro 11 software*
3. *TS = Traffic Signal; CSS = Controlled*

Existing Condition Traffic Signal Warrants

For existing (2022) traffic conditions, the unsignalized intersection of Portola Avenue/Willow Ridge is not anticipated to warrant a traffic signal.

Projected Future Traffic

Project Trip Generation

Trip generation rates are based on data collected by the Institute of Transportation Engineers (ITE) for Multifamily Housing-Low Rise (ITE Land Use Code 2020) land use in their published *Trip Generation Manual* 11th Edition, 2021. Table XVII-5 and XVII-6 illustrate the Project Trip Rates and Project Trip Generation Results respectively.

Table XVII -5 Project Trip Generation Rates

Trip Generation Rates *(note 1)*									
Land Use	ITE LU Code	Quantity	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Multifamily Housing (Low-Rise)	220	402 DU	0.10	0.30	0.40	0.32	0.19	0.51	6.74

Table XVII -6 Project Trip Generation Summary

Trip Generation Rates *(note 1)*									
Land Use	ITE LU Code	Quantity	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Multifamily Housing (Low-Rise)	220	402 DU	40	121	161	129	76	205	2,709

1. *Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual.*

2. *DU = Dwelling Unit*

EAP (2024) Conditions

The following improvements will be in place prior to occupancy:

Portola Avenue & Central Access (#2) – Install a stop control on the eastbound approach, provide crosswalk for north/south pedestrians on the project side of Portola Avenue and construct the intersection with the following geometrics:

- Provide a median opening along Portola Avenue at this location to accommodate a 200 ft. northbound left turn lane for the project access
- Provide one southbound right turn lane (90 ft)
- Provide on eastbound right lane.

The recommended 200 ft northbound left turn pocket and 90 ft southbound right turn pocket adequately accommodates peak hour volumes for the project.

North Access and Frank Sinatra Drive (#3) – Construct the project access as a right-out only access with crosswalk for east/west pedestrians on the project side of Frank Sinatra Drive. Cross-street stop control on the northbound approach provides acce3ptable peak hour service levels.

Portola Avenue & South Access (#10) – Construct the project access as a right-out only access with crosswalk for north/south pedestrians on the project side of Portola Avenue. Cross-street stop control on the eastbound approach provides acceptable peak hour service levels.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project site.

Sight distance at the project access points should be reviewed with respect to standard Caltrans and City of Palm Desert sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

Table XVII-7 indicates that all project intersections will operate at LOD D or better under EAP 2024 Conditions.

Table XVII-7 Intersection Analysis for EAP (2024) Conditions

#	Intersection	Traffic Control *(Note 3)*	Intersection Approach Lanes *(Note 1)*				Delay (Secs) *(Note 2)*		Level of Service *(Note 2)*	
			Northbound	Southbound	Eastbound	Westbound	AM	PM	AM	PM
			L/T/R	L/T/R	L/T/R	L/T/R				
1	Monterey Avenue/Frank Sinatra Drive	TS	2/3/0	2/3/1	2/2/1	2/2/1	20.9	24.0	C	C
2	Portola Avenue/Central Access	**CSS**	**1**/3/0	0/2/**1**	0/0/**1**	0/0/0	10.7	10.0	B	B
3	Shepherd Ln–N. Access/Frank Sinatra Dr.	CSS	0/0/**1**	0/0/1	1/2/0	0/2/d	12.5	11.5	B	B
4	Portola Avenue/Frank Sinatra Drive	TS	1/3/d	1/3/0	1/2/1	1/2/1	28.8	25.8	C	C
5	Cook Street/Frank Sinatra Drive	TS	2/2/0	2/3/1	2/2/1	2/2/1	16.4	30.0	B	C
6	Portola Avenue/Retreat Circle (N)	CSS	0/3/1	1/2/0	0/0/0	0/0/1	11.7	12.0	B	B
7	Portola Avenue/Retreat Circle (S)	CSS	0/3/0	0/2/0	0/0/0	0/0/1	11.6	12.2	B	B
8	Portola Avenue/Willow Ridge	CSS	0/2/1	1*/2/0	0/0/0	1/0/d	17.3	18.4	C	C
9	Portola Avenue/Country Club Drive	TS	1/2/1	1/2/d	1/2/1	1/2/1	41.3	39.2	D	D
10	Portola Avenue/South Access	**CSS**	0/3/0	0/2/0	0/0/1	0/0/0	10.6	10.0	B	B

11	Cook Street/University Park Drive	TS	1/3/1>>	2/3/1	1/1/1	1/1/1	5.9	5.8	A	A

4. When a right turn is designated, the land can either be striped or unstriped. To function as a right turn lane there must be sufficient for right turning vehicles to travel outside the through lanes.

L = *Left;* T = *Through;* R = *Right;* > >= *Free Right Turn Lane;* d = *Defacto Right Turn Lane;*

=Turn lane accommodated within two-way left turn lane (TWLTL);* ***1**=improvement*

5. 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. Delay and level of service is calculated using Synchro 11 software

6. TS = Traffic Signal; CSS = Cross-Street Stop

Traffic Signal Warrants

For EAP (2024) traffic conditions, the unsignalized intersection of Portola Avenue/Willow Ridge is not anticipated to warrant a traffic signal.

EAPC (2024) Conditions

A cumulative project list was developed for the purpose of this analysis. If applicable, the traffic generated by individual cumulative projects was manually added to the Opening Year Cumulative forecasts to ensure that traffic generated by the listed cumulative development projects in **Table XVII-9** are reflected as part of the background traffic.

Table XVII-8 indicates that all project intersections will operate at LOD D or better under EAPC 2024 Conditions.

Table XVII-8 Intersection Analysis for EAPC (2024) Conditions

#	Intersection	Traffic Control *(Note 3)*	Intersection Approach Lanes *(Note 1)*				Delay (Secs) *(Note 2)*		Level of Service *(Note 2)*	
			Northbound	Southbound	Eastbound	Westbound	AM	PM	AM	PM
			L/T/R	L/T/R	L/T/R	L/T/R				
1	Monterey Avenue/Frank Sinatra Drive	TS	2/3/0	2/3/1	2/2/1	2/2/1	24.1	40.4	C	D
2	Portola Avenue/Central Access	**CSS**	**1**/3/0	0/2/**1**	0/0/**1**	0/0/0	11.5	10.8	B	B
3	Shepherd Ln–N. Access/Frank Sinatra Dr.	CSS	0/0/**1**	0/0/1	1/2/0	0/2/d	13.6	12.7	B	B
4	Portola Avenue/Frank Sinatra Drive	TS	1/3/d	1/3/0	1/2/1	1/2/1	30.8	29.4	C	C
5	Cook Street/Frank Sinatra Drive	TS	2/2/0	2/3/1	2/2/1	2/2/1	19.5	41.0	B	D
6	Portola Avenue/Retreat Circle (N)	CSS	0/3/1	1/2/0	0/0/0	0/0/1	12.7	14.6	B	B
7	Portola Avenue/Retreat Circle (S)	CSS	0/3/0	0/2/0	0/0/0	0/0/1	12.2	13.6	B	B
8	Portola Avenue/Willow Ridge	CSS	0/2/1	1*/2/0	0/0/0	1/0/d	20.1	24.6	C	C
9	Portola Avenue/Country Club Drive	TS	1/2/1	1/2/d	1/2/1	1/2/1	45.4	44.4	D	D
10	Portola Avenue/South Access	**CSS**	0/3/0	0/2/0	0/0/**1**	0/0/0	11.4	10.8	B	B
11	Cook Street/University Park Drive	TS	1/3/1>>	2/3/1	1/1/1	1/1/1	16.4	11.0	B	B

7. When a right turn is designated, the land can either be striped or unstriped. To function as a right turn lane there must be sufficient for right turning vehicles to travel outside the through lanes.

L = *Left;* T = *Through;* R = *Right;* > >= *Free Right Turn Lane;* d = *Defacto Right Turn Lane;*

=Turn lane accommodated within two-way left turn lane (TWLTL);* ***1**=improvement*

8. 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. Delay and level of service is calculated using Synchro 11 software

9. TS = Traffic Signal; CSS = Cross-Street Stop

Pedestrian and Bicycle Facilities

Shared sidewalks will be constructed along the Project frontage, consistent with General Plan Roadway Cross-sections. At each project access, a crosswalk should be provided perpendicular to the driveway (along the major street). The sidewalk and crosswalk features provided in conjunction with development of this project will connect residents to the Portola Avenue/Frank Sinatra Drive intersections where safe street crossings are accommodating with the existing traffic signal and crosswalks.

The transit services which are closest to the site are currently provided along Cook Street and residents may chose to utilize the existing sidewalk along Frank Sinatra Drive east of Portola Avenue to access these services.

Existing on-street bike lanes are generally located throughout the study area. Both roadways include on-street bike lanes on each side of the street. Adjacent bike lanes may be temporarily impacted during project construction. All existing bike lanes will be returned to their existing condition following construction activities. Less than significant impacts are anticipated.

Traffic Signal Warrants

For EAPC (2024) traffic conditions, the unsignalized intersection of Portola Avenue/Willow Ridge is not anticipated to warrant a traffic signal.

Congestion Management Plan

The proposed project is not anticipated to directly impact CMP facilities; however, it has the possibility of indirectly impacting these facilities. Potential impacts associated with the project are expected to be offset by fees, such as TUMF, required as Standard Conditions.

The applicant will participate in the funding or construction of off-site improvements through the payment of TUMF and City of Palm Desert Development Impact Fees (DIF), or a fair share contribution as directed by the City. These fees, required as standard conditions, assist in alleviating cumulative impacts.

Following the implementation of Standard Conditions and the payment of DIF and TUMF, the project is expected to have less than significant impacts relative to an applicable plan, ordinance or policy establishing measures of effectiveness for the circulation system.

Mitigation Measures: None

Table XVII-9 Cumulative Projects

ID	Project Name	Land Use[1]	Quantity	Units[2]
CITY OF PALM DESERT				
PD8	Fairfield Inn & Suites Marriott Hotel	Hotel	108	RM
PD10	Millennium Palm Desert	SFDR	166	DU
		Multi-Family	612	DU
		Commercial	551.0	TSF
		Hotel	250	RM
PD11	Scotelle Office Building	Office	10.732	TSF
PD12	University Park	SFDR	773	DU
		Multi-Family	336	DU
PD13	Villa Portofino	Congregate Care	161	DU
		Assisted Living	150	Beds
		SFDR	288	DU
		Multi-Family	182	DU
PD14	Dolce	SFDR	159	DU
PD15	Spanish Walk	Multi-Family	150	DU
PD17	Falling Waters	SFDR	159	DU
PD18	The Sands Apartments	Apartments	142	DU
PD21	Ponderosa II	SFDR	111	DU
		Multi-Family	114	DU
PD25	Monterey Specific Plan	Multi-Family	384	DU
		Commercial	120.0	TSF
PD27	Wolff Cottages	Senior Adult Living	167.0	DU
PD28	Vitalia/Refuge Palm Desert Residential	SFDR	211	DU
		Rental Homes	165	DU
		Paired Housing	128	DU
		Apartments	270	DU
PD29	Monterey Crossings	Commercial	120.0	TSF
PD30	Santa Barbara Apartment	Multi-Family	48	DU
PD31	Desert Surf	Resort Hotel	350	RM
		Surf Lagoon	1350	Guests
		Shopping Center	4.0	TSF
		High-Turnover (Sit-Down) Restaurant	11.250	TSF
PD34	The Retreat at Desert Willow	Condominiums	112	DU
PD36	Laboratory/Office Space Building	Laboratory/Office Space	20.5	TSF
CITY OF RANCHO MIRAGE				
RM5	PDP 13003/FDP 13004	SFDR	32	DU
RM17	TTM 36623/PDP 14003	SFDR	17	DU
RM28	TTM 32308 (Los Ranchos)	SFDR	7	DU
RM39	TPM 34233	SFDR	4	DU
RM40	TPM 34741	SFDR	4	DU
RM44	TPM 36683	SFDR	1	DU
RM45	TPM 36849	SFDR	3	DU
RM47	Monterey Medical Center	Medical Office	75.164	TSF
RM48	Pulte Homes / Del Webb	Assisted Living	84	Beds
RM49	Section 31 Specific Plan	Hotel	400	RM
		Retail	175.0	TSF
		Multi-Family (Mid Rise)	832	DU
		Single Family	1100	DU

[1] SFDR = Single Family Detached Residential

[2] DU = Dwelling Units; TSF = Thousand Square Feet; RM = Rooms

F:\UXRjobs_14600-15000\14677\02_LOS\Excel\[14677 - Report.xlsx]CM List

b) **Less than Significant Impact.** Urban Crossroads prepared a project specific *Residential VMT Screening Assessment* (March 2002). Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December of 2018) (Technical Advisory).

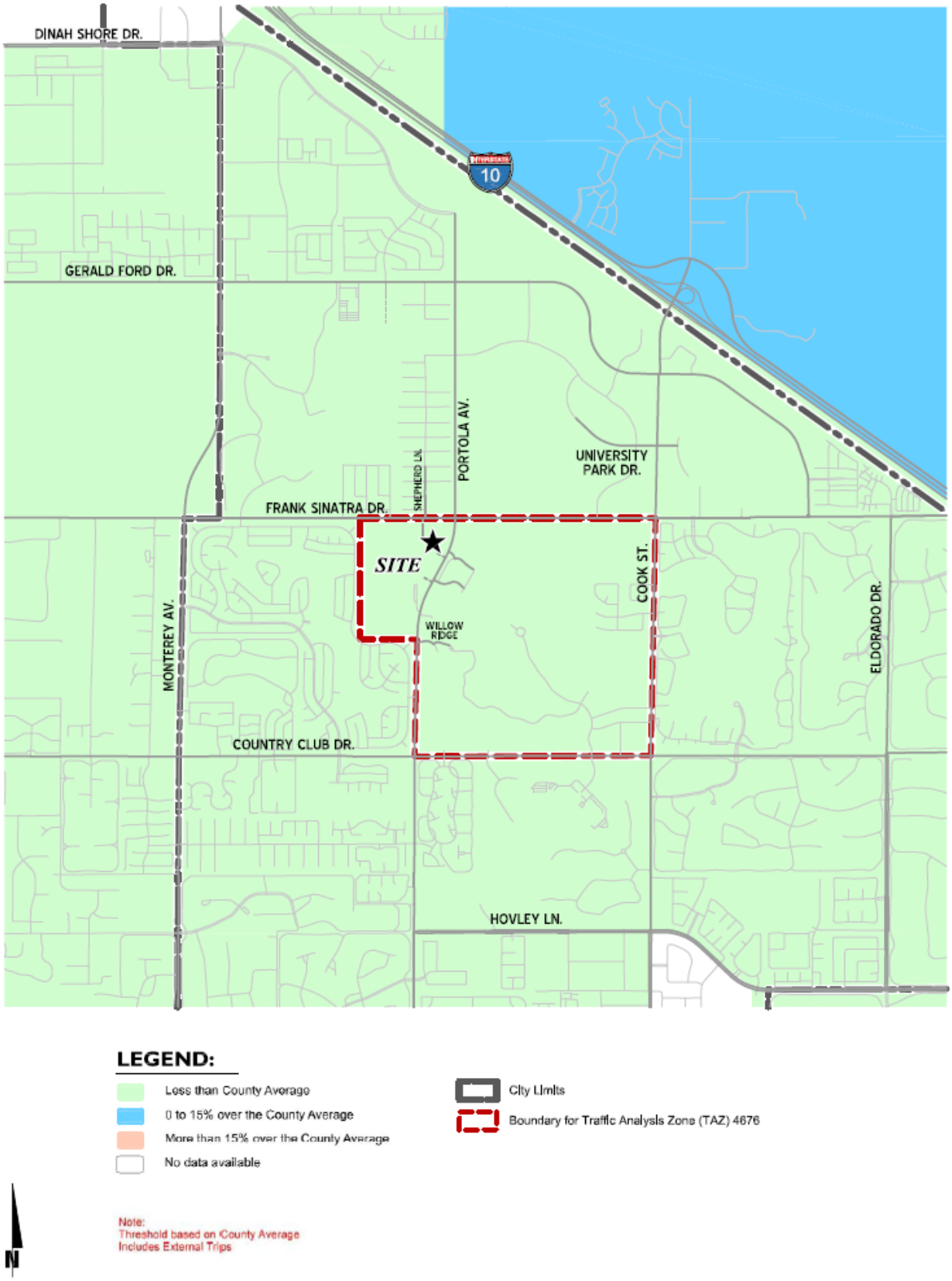
The City of Palm Desert utilizes the *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled*, County of Riverside Transportation Department, December 2020, which sets forth screening criteria under which Projects are not required to submit detailed VMT analysis. This guidance for determination of non-significant VMT impact is primarily intended to avoid unnecessary analysis and findings that would be inconsistent with the intent of SB 743. VMT screening criteria for development projects include the following:

- **Small Projects** with low trip generation per existing CEQA exemptions or resulting in a 3,000 metric tons of Carbon Dioxide Equivalent per year screening level threshold. Specific examples include Multi Family (low rise) Housing projects less than or equal to 147 Dwelling Units. The small project screening threshold is not met.
- **Projects Near High-Quality Transit** within ½ mile of an existing major transit stop and main a service interval frequency of 15 minutes or less during the morning and afternoon peak commute periods. The area is served by Sunline Transit Agency, but bus service is outside of the immediate project vicinity. The high-quality transit screening is not met.
- **Affordable Housing** with a high percentage of affordable units as determined by the Planning and Engineering departments. The affordable housing screening is not met.
- **Map-Based Screening** eliminates the need for complex analyses by allowing existing VMT data to serve as a basis for screening smaller residential developments. This screening is performed per the County Guidelines. A project is presumed to have a less than significant impact is the area of development is under the threshold as shown on the screening map. This screening eliminates the need for complex analyses by allowing existing VMT data to serve as a basis for the screening of smaller residential projects.

Map-based screening is performed using the map titled: RIVTAM Model (2012) Daily Residential Home Based VMT per Capita Comparison to Riverside County Average. The map utilizes the sub-regional Riverside Transportation Analysis Model (RIVTAM) to measure current VMT performance within individual Transportation Analysis Zones (TAZ's) and compares them to the applicable impact threshold (e.g., VMT per employee for office or industrial land uses and VMT per capita for residential land uses). The County Guidelines define VMT per Capita as the sum of VMT for personal motorized trips made by all residents of a development project, divided by the total number of residents of the project.

Exhibit XVII -2 shows the project area on the County's VMT map combined with an overlay of the RIVTAM TAZs. The Project is located within RIVTAM TAZ 4676, which experiences less than the County average VMT / Capita. For projects that are found to reside in a low VMT generating TAZ, the analyst is also required to verify that the underlying land use assumptions contained in the low VMT generating TAZ are consistent with the proposed development project. Urban Crossroads reviewed the land use assumptions contained within the Project TAZ (TAZ 4676), which were found to be consistent with the project's residential land use. The project is therefore eligible to be screened out based on map- based screening criteria. The map-based screening threshold is met. Less than significant impacts are anticipated related to VMT.

Exhibit XVII -2 Project Area Daily Residential Home Based VMT Per Capita Comparison to Riverside County Average



c) **Less than Significant Impact**. A queuing analysis was performed for the EAPC (2024) Conditions to assess the adequacy of turn bay lengths to accommodate vehicle queues at the project entries. Turn pocket lengths for project access intersections with exclusive turn lanes were estimated based on the updated peak hour volumes.

For each of the turn lanes evaluated, the maximum of the AM or PM peak hour 95th percentile queue is anticipated to be less than the storage length provided. The recommended turn bay lengths are anticipated to provide adequate storage for the 95th percentile queue.

The project will not create a substantial increase in hazards due to a design feature. The project's access points will be located with adequate sight distances, and project-generated traffic will be consistent with existing traffic in the area. The internal circulation system would provide adequate fire department. Sharp curves are avoided by design guidelines.

A Traffic Control Plan may be required as a condition of approval to be implemented throughout all construction activities. This plan will work to reduce potential impacts that may arise due to conflicts with construction traffic. Impacts will be less than significant. The project's access points will be located with adequate sight distances, and project-generated traffic will be consistent with existing traffic in the area.

The project is not anticipated to increase hazards due to geometric design feature or incompatible uses. Following implementation of the recommendations within the TA, as well as the review and approval process at the City of Palm Desert, impacts are less than significant without mitigation.

d) **Less than Significant Impact**. Access to the planning area is via Vehicular Oriented Arterials, Enhanced Secondary Roadways and Balanced Arterials. Design guidelines further ensure that emergency access will be created and reserved for the proposed project. Gated driveways will utilize a Knox-Box Rapid Entry System or similar device to facilitate emergency access by fire fighters and other emergency first responders.

Both the Fire department and Police department will review project plans to ensure safety measures are addressed, including design details of the access points. The proposed project will not result in inadequate emergency access. The project is required to comply with the General Plan and the City's design guidelines. Review and approval by the City Engineer, Fire Department and Police Department will ensure less than significant impacts.

18. TRIBAL CULTURAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project cause a substantial Adverse change in the significance of a Tribal cultural resource, defined in Public Resource Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i)Listed or eligible for listing in the California Register of Historical Resources, or in a local Register of historical resources as defined in Public Resource 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: Historical/Archaeological Resources Report, CRM Tech; City of Palm Desert General Plan.

a) **Less than Significant Impact**. As previously discussed in the Cultural Resources Section, CRM Tech conducted a project and site-specific study on historical and archaeological resources. The assessment included a records search, Native American scoping, historical background research and an intensive-level field survey.

The field survey produced negative results from both the historic and pre-historic period. Records searched indicate that no additional cultural resource studies occurred within the project area between 2015 and 2018, although a linear survey was reported to the EIC along the segment of Frank Sinatra Drive adjacent to the northern project boundary. The data further indicate that no additional historical/archaeological resources have been identified within the project area or within a half-mile radius. Site 33-005080 (CA-RIV-5080), a prehistoric—i.e., Native American—ceramic scatter recorded approximately a quarter mile to the east, remains the only known cultural resource within the half-mile scope of the records search. Since the resource is not located in the immediate vicinity of the project area, it does not require further consideration during this study. Therefore, less than significant impacts are expected.

b) **Less than Significant Impact.** Public Resource Code 21074 identifies "Tribal Cultural Resources" as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe" and that are either included or determined to be eligible for inclusion on the national, state, or local register of historic resources, or that are determined by the lead agency, in its discretion, to be significant when taking into consideration the significance of the resource to a California Native American Tribe. To ensure that all significant Tribal Resources are identified and fully considered, the City of Palm Desert initiated a 30-day government to government Tribal consultation period with local Tribes. Requests for consultation were not received within the required 30-day response period. Based on the analysis above, and the project and site-specific study on historical and archaeological resources conducted by CRM Tech, less than significant impacts to a tribal cultural resource are expected.

Mitigation Measure: None

19. UTILITIES AND SERVICE SYSTEMS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonable foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by 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?	☐	☐	☒	☐

a) **Less than Significant Impact.** Domestic water for the proposed project would be provided to the project by connecting into the existing water main and sewer main located along Frank Sinatra Drive. Water and sewer would be brought to the site through a series of water service lines and sewer laterals. Electric power, telecommunication and natural gas connections are also located within proximity of the project's boundary. The project is designed with an on-site stormwater retention system that during the life of the project will comply with the City's drainage requirements by preventing site discharge and transport of untreated runoff. The proposed storm drain system included facilities which have been preliminarily sized to provide enough storage for the 100-year controlling storm event. Therefore, no new construction or new water, wastewater, electric power, natural gas or telecommunications facilities will need to be constructed or relocated. Therefore, less than significant impacts are expected.

b) **Less than Significant Impact.** Groundwater is the primary source of domestic water supply in the Coachella Valley. CVWD is the largest provider of potable water in the Coachella Valley and currently provides potable water to the City of Palm Desert. CVWD's domestic water system has 64 pressure zones and consists of approximately 97 groundwater production wells, 2,000 miles of pipe, and 133 million gallons of storage in 65 enclosed reservoirs. CVWD's 2020 Regional Urban Water Management Plan (RUWMP) has been developed to assist the agency in reliably meeting current and future water demands in a cost-effective manner. The comprehensive Water Management Plan guides efforts to eliminate overdraft, prevent groundwater level decline, protect water quality, and prevent land subsidence.

Per CVWD's 2020 RUWMP, the district had a 2020 target water use demand of 473 gpcd. The District's 2015 actual per capita daily water use of 383 gpcd is currently 19 percent below the 2020 target of 473 gpcd. CVWD has currently achieved its 2020 water use target but continues to implement demand management measures to reduce per capita water use. Per the 2020 RUWMP, CVWD anticipates that future single family residences are

expected to use less water than existing properties due to the mandated use of high efficiency plumbing fixtures under the CalGreen building standards and reduced landscape water use mandated by CVWD's Landscape Ordinance.

The proposed project would connect into the existing infrastructure on Frank Sinatra Drive through on-site improvements of 4" water lines and will comply with the existing water management program in place. The addition of residential units will result in an increase to water supplies. It is estimated that a project of this size could use 46,327 gallons per day (gpd) or 51.89 AFY.

CVWD's 2020 RUWMP projected demands are shown in Table 4-8. The demand projections in Table 4-8 are for future municipal demands within CVWD's jurisdictional boundary. Some of these areas are currently served by private domestic wells and are not yet connected to the CVWD system. CVWD plans to consolidate and provide service to these areas, but the timing will depend on the availability of grant funding. For planning purposes, all municipal demands within the jurisdictional boundary are included beginning in 2025. The estimated 51.89 AFY is below the total projected water use of 123,461 AFY projected for 2025. Additionally, new development is accounted for in CVWD's projected water use.

Table 4-8. DWR 4-2R Projected Retail Demands for Water (AFY)

Use Type	Additional Description	Projected Water Use				
		2025	2030	2035	2040	2045
Single Family		60,142	63,824	67,331	69,816	71,695
Multi-Family		6,873	7,245	7,742	8,267	9,045
CII		7,060	7,244	7,438	7,709	7,985
Landscape		34,193	36,205	38,226	39,865	41,516
Other		1,457	1,563	1,670	1,755	1,840
Losses		13,736	14,501	15,222	15,670	16,085
Total		123,461	130,582	137,629	143,082	148,166

Note: Projections based on demand projections in draft Alternative Plan Updates for Indio Subbasin and Mission Creek Subbasin. The projected demand increase from 2020 to 2025 reflects planned expansion of the service area to include areas not current connected to the CVWD system. The timing of this expansion will depend on the availability of grant funding.

The 2020 RUWMP finds that within the CVWD service area, multi-family demand includes customers with more than one dwelling unit such duplexes, triplexes, apartments, other multiple dwelling properties, and mobile home and recreational vehicle parks served by a master meter. Many of these connections serve properties that are used seasonally. Future multi-family residences are expected to use less water than existing properties due to the mandated use of high efficiency plumbing fixtures under the CalGreen building standards and reduced landscape water use mandated by CVWD's Landscape Ordinance.

The City's Municipal Code has several ordinances in place to ensure water supply and efficiency measures are in place. Additionally, Section 24.04.010 of Palm Desert's Municipal Code codifies CVWD's water-efficient landscape ordinance (in compliance with the Department of Water Resources Model Water Efficient Landscape Ordinance). This ordinance requires landscape design that incorporates climate appropriate plant material and efficient irrigation for all new and rehabilitated landscaping projects. Compliance with these ordinances will ensure that future development reduces water demand to meet target demands.

The infrastructure and design components for the project will be consistent with CVWD requirements and water management plan. The project will also be reviewed by CVWD and City staff to assure compliance with all current and applicable requirements. The proposed development will be expected to implement water conservation measures to reduce impacts to public water supplies. Additionally, water installation and connection fees in place at the time of development will be collected by CVWD. Therefore, no new

infrastructure will be required as a result of project implementation and less than significant impacts are expected.

c) **Less than Significant Impact.** CVWD's wastewater reclamation system collects and treats approximately 17 million gallons per day (MGD) from approximately 95,000 user accounts. The system consists of approximately 1,100 miles of collection piping and five wastewater reclamation plants (WRPs). Some areas within the CVWD service area remain on septic systems. Additionally, CVWD treats nearly 6.3 billion gallons of wastewater a year. The District operates six (6) water reclamation plants and maintains more than 1,000 miles of sewer pipeline and more than thirty (30) lift stations that transport wastewater to the nearest treatment facility. CVWD maintains 5 sewer lift stations within the City's boundaries. Wastewater from the City is conveyed to CVWD's Cook Street Water Reclamation Plant No.10 (WRP-10), which treats an average of 10 mgd and has a capacity of 18 mgd.

The proposed project would connect into the existing sewer main on Frank Sinatra Drive and provide waste water services to the site through a series of private sewer laterals. The estimated sewer demand project for the project is 32,430 gpd or 0.03 mgd (million gallons per day). This increase would be treated by WRP-10 and is within the treatment capacity of this plant.

The project will undergo review by CVWD and City staff to ensure wastewater capacity and compliance with the current wastewater treatment requirements. Additionally, sewer and water installation and connection fees in place at the time of development will be collected by CVWD. No new or expanded treatment facilities are expected as a result of project implementation, or is the project expected to exceed wastewater capacity. Less than significant impacts are expected.

d, e) **Less than Significant Impact**. Solid waste disposal and recycling services for the City of Palm Desert is provided by Burrtec. Solid waste and recycling collected from the proposed project will be hauled to the Edom Hill Transfer Station. Waste from this transfer station is then sent to a permitted landfill or recycling facility outside of the Coachella Valley. These include Badlands Disposal Site, El Sobrante Sanitary Landfill and Lamb Canyon Disposal Site. Cal-Recycle data indicates the Bandlands Disposal site has 7,800,000 cubic yards of remaining capacity, the El Sobrante Landfill has a remaining capacity of 3,884,470 tons of solid waste, and Lamb Canyon Disposal has a remaining solid waste capacity of 19,242,950 cubic yards. Using the residential solid waste generation factor of 0.41 tons per dwelling unit from the Riverside County EIR No. 521, the project could generate up 162.36 tons of solid waste. This generation overstates the project's actual waste efforts because it does not factor in the required solid waste reduction efforts required by the state.

As part of its long-range planning and management activities, the Riverside County Waste Management Department (RCWMD) ensures that Riverside County has a minimum of 15 years of capacity, at any time, for future landfill disposal. The 15-year projection of disposal capacity is prepared each year by as part of the annual reporting requirements for the Countywide Integrated Waste Management Plan. The most recent 15-year projection by the RCWMD indicates that no additional capacity is needed to dispose of countywide waste through 2024, with a remaining disposal capacity of 28,561,626 tons in the year 2024 (County of Riverside 2015b).

In addition, all future development would be required to comply with the mandatory commercial and multi-family recycling requirements of Assembly Bill 341.

The project will comply with all applicable solid waste statutes, policies and guidelines. Therefore, less than significant impacts are expected relative to solid waste and applicable regulations.

Mitigation Measures: None required

20. **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 Incorporation	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 resources, 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?	☐	☐	☒	☐

Source: Palm Desert General Plan, 2016; Palm Desert General Plan EIR, 2016; CAL FIRE High Fire Severity Zone Maps.

a-d)**Less than Significant Impact**. The project site currently resides in a primarily developed area within the City of Palm Desert. The project site is currently characterized by vacant and undeveloped land with scattered, low-lying desert vegetation. The project's northern boundary is delineated by Frank Sinatra Drive. The eastern boundary is delineated by Portola Avenue, and the western boundary is delineated by combination transmission and distribution power poles and a Southern California Edison dirt-road easement, as well as two maintenance buildings and associated parking lot at the southwest corner of the project. A residential neighborhood is located north of the project; Desert Willow Golf Resort is located east of the project; and vacant land is located west of the project. The approximately 18.3-acre project is proposing a residential community consisting of 394 units and recreational amenities.

According to CAL FIRE's Fire Hazard Severity Zones (FHSZ) in State Responsibility Areas (SRA) Map, the project site is not located in an SRA or located in an area classified as very high fire hazard severity zone. Per CAL FIRE's map, the project property is located in a (incorporated) Local Responsibility Area (LRA). The project is not located in or near state responsibility areas or lands classified as very high, high or moderate fire hazard severity zones, therefore, no impacts are anticipated.

Wildfire risk is related to a number of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents), and topography (degree of slope). Steep slopes contribute to fire hazards by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. According to the Riverside County General Plan, wildfire susceptibility is moderate to low in the valley and desert regions on the western and eastern sides of the Salton Sea. Methods in which developments address wildland fires hazards includes establishing setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, use of low fuel landscaping, and use of fire-resistant building techniques.

As previously stated, the project property is located in a developed area of the City. Thick vegetation, which acts as wildfire fuel, does not occur in areas adjacent to the project. Additionally, the project is not located adjacent to steep slopes. The closest slope to the project is occurs approximately 3.0 miles southwest of the project, at the Santa Rosa Mountains. However, the Santa Rosa Mountains do not provide an environment conducive to wildfires because of the sparce vegetation that occurs on the slopes. Therefore, a wildfire is not expected to occur in the City and at the project site. The project site will be developed to the most current

California building standards and fire code. As a result, the project site is not expected to expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

The project will connect to existing water and sewer infrastructure located within the Frank Sinatra Drive and Portal Avenue. The proposed infrastructure would allow for a decrease of fire risk during operation of the project. The development of this infrastructure will not exacerbate fire risk or result in short- or long-term impacts to the environment. The project site will be connecting to an existing network of streets. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project is not expected to require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others affect the potential for landslides. One of the most common causes of landslides is construction activity that is associated with road building. The site is located on flat ground and, as previously stated, the closest slope to the project is located approximately 3.00 miles southwest; therefore, risks associated with slope instability are not significant. As a result, the project is not expected to expose people or structures to significant risks including downslope or downstream flooding or landslides, due to runoff, post-fire slope instability, or drainage changes. Overall, less than significant impacts are anticipated.

Mitigation Measures: None Required.

21. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
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 Impact.** As concluded in the Biological and Cultural Resources sections of this document, the proposed project would result in no impacts or less than significant impacts to these resources. The project is compatible with the City of Palm Desert General Plan and Zoning and its surroundings. The project will not significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Based upon the information and mitigation measures provided within this Initial Study, approval and implementation of the project is not expected to substantially alter or degrade the quality of the environment, including biological, cultural or historical resources. Less than significant impacts are expected.

b) **Less than Significant Impact.** The proposed project and its location are found to be adequate and consistent with existing federal, state and local policies and is consistent with the City of Palm Desert General Plan and surrounding land use. Approval and implementation of the proposed project will result in less than significant impacts related to cumulatively considerable impacts.

c) **Less than Significant Impact.** The proposed project will not result in impacts related to environmental effects that will cause substantial adverse effects on human beings. The project has been designed to comply with established design guideline and current building standards. The City's review process will ensure that applicable guidelines are being followed. Mitigation measures and project design features incorporated into the project will reduce impacts to less than significant.

Mitigation Measures: None Required

REFERENCES

City of Palm Desert General Plan, 2016

City of Palm Desert Draft Technical Background Report, August 2015

LADOT Transportation Impact Study Guidelines" December 2016

City of Palm Desert General Plan Update & University Neighborhood Specific Plan
Draft Environmental Impact Report (DEIR), August 2016

CVWD Development Design Manual, 2017

CVWD 2015 Urban Water Management Plan

Department of Finance, Population and Housing Estimates, 2022

Focused Traffic Analysis, prepared by Urban Crossroads, January 2022

Geotechnical Investigation Proposed Apartment Complex, Sladden Engineering, May 2022

VMT Screening Assessment, prepared by Urban Crossroads, January 2022