CITY OF CATHEDRAL CITY
68-700 Avenida Lalo Guerrero
Cathedral City, California 92234
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DRAFT ENVIRONMENTAL INITIAL STUDY

Project Title: The Wren Multiple-Family Development Project

Project No: Change of Zone 23-001
General Plan Amendment 23-001
Design Review 23-002

Lead Agency Name and Address: City of Cathedral City
68-700 Avenida Lalo Guerrero
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Project Location: The geographic area covered by the proposed Project includes approximately 10.48 gross acres also identified as Assessor's Parcel Number 670-110-043. The Project is located on the northeast corner of Date Palm Drive and the future west extension of Rosemount Road, generally located on the east side of Date Palm Drive, south of 30th Avenue and north of McCallum Way in Cathedral City, California in the County of Riverside.

Existing General Plan Designation: General Commercial (CG)
Proposed General Plan Designation: RM (Medium Density Residential)

Existing Zoning Designation: Planned Community Commercial (PCC)
Proposed Zoning Designation: Multiple-Family Residential

Table of Contents

I. AESTHETICS 18
II. AGRICULTURE AND FORESTRY RESOURCES 23
III. AIR QUALITY 25
IV. BIOLOGICAL RESOURCES 36
V. CULTURAL RESOURCES 41
VI. ENERGY 44
VII. GEOLOGY AND SOILS 48
VIII. GREENHOUSE GAS EMISSIONS 52
IX. HAZARDS AND HAZARDOUS MATERIALS 58
X. HYDROLOGY AND WATER QUALITY 62
XI. LAND USE AND PLANNING 70
XII. MINERAL RESOURCES 74
XIII. NOISE 75
XIV. POPULATION AND HOUSING 80
XV. PUBLIC SERVICES 82
XVI. RECREATION 85
XVII. TRANSPORTATION 87
XVIII. TRIBAL CULTURAL RESOURCES 94
XIX. UTILITIES AND SERVICE SYSTEMS 96
XX. WILDFIRE 101
XXI. MANDATORY FINDINGS OF SIGNIFICANCE 103

MITIGATION MONITORING AND REPORTING PROGRAM 106

TABLES

Table 1: Regional Significance – Unmitigated and Mitigated Construction Emissions (pounds/day). 31
Table 2: Regional Significance - Unmitigated Operational Emissions (lbs/day) 32
Table 3: Localized Significance – Construction 33
Table 4: Localized Significance – Unmitigated Operational Emissions 34
Table 5: Opening Year Unmitigated Project-Related Greenhouse Gas Emissions 53
Table 6: Project Consistency with Connect SoCal 2024 Goals 54
Table 7: City of Cathedral City CAP Applicable Measures Project Consistency 56
Table 8: Residential Land Use Goals, Policies and Programs 72
Table 9: Worst-case Predicted Operational Noise Level 77
Table 10: Change in Existing Noise Levels as a Result of the Project 78
Table 11: Project Student Generation Rate 84

EXHIBITS

Exhibit 1: Regional Map 13
Exhibit 2: Local Vicinity Map 14
Exhibit 3: Existing and Proposed Land Use 15
Exhibit 4: Site Plan 16
Exhibit 5: Landscape Plan 17

APPENDICES (Available at City for review)

Appendix A *Date Palm Apartments Air Quality, Greenhouse Gas, and Energy Impact Study*, prepared by MD Acoustics, August 30, 2024

Appendix B *Biological Resources Assessment, Jurisdictional Delineation and CVMSHP Consistency Analysis for the Date Palm Apartment Complex, City of Cathedral City,* prepared by Jennings Environmental, August 2023

Appendix C *Historical/Archaeological Resources Survey Report, Assessor's Parcel Nos. 670-110-043, -045, -048 to -053, -055, and -056,* prepared by CRM Tech, October 24, 2023

Appendix D-1 *Geotechnical Report for Living Care Assisted Living, APN 670-110-043,* prepared by LandMark Consultants, June 15, 2023

Appendix D-2 *Paleontological Resources Assessment Report, Assessor's Parcel Nos. 670-110-043, -045, -048 to -053, -055, and -056*, prepared by CRM Tech, October 24, 2023

Appendix E-1 *Preliminary Hydrology Study, for The Wren, APN 670-110-043,* prepared by Christiansen & Company, October 2023

Appendix E-2 *Project Specific Water Quality Management Pla*n, prepared by Christiansen & Company, October 11, 2023

Appendix F *Date Palm Apartments Noise Impact Study,* prepared by MD Acoustic, October 17, 2023

Appendix G-1 *The Wren Project Transportation Analysis,* prepared by Integrated Engineering Group, July 2024

Appendix G-2 *Vehicle Miles Traveled (VMT) Analysis, The Wren Residential Development, Cathedral City, CA,* prepared by General Technologies and Solutions, June 3, 2024

Appendix H Project Plans

Purpose of the Initial Study/Mitigated Negative Declaration:

The City has prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for "The Wren Multiple-Family Development Project," (Project) proposed to be a 204-apartment home complex situated on an approximately 11-acre parcel on the east side of Date Palm Drive, generally located between 30th Avenue and McCallum Way (Project Site).

The Project Site was included in a 2007 IS/MND for the "Uptown Village Specific Plan Amendment" (2007 IS/MND) which assessed the environmental impacts of changing the zoning of the Project Site and the adjacent southern approximately 9-acre parcel from R-1 (Single-Family Residential) to PCC (Planned Community Commercial). The 2007 IS/MND also identified that Rosemont Road, which dead ends in a residential neighborhood to the east, would be constructed and separate the Project Site from a 9-acre parcel directly to the south of the Project Site. The 2007 IS/MND identified that the Project Site would be developed with a combination of retail, including drive-through restaurants, and residential condominiums, while the southern 9-acre parcel would be developed with a combination of restaurant and retail uses. The 2007 IS/MND included the Project Site's conceptual commercial development for CEQA purposes. However, the City approvals for the Project Site included only the General Plan Amendment and Zone Change and excluded approving the concept plans for the Project Site, in accordance with the Uptown Village applicant's direction. Therefore, for the currently proposed Project the City determined that a new Initial Study was required to address the potential impacts of converting a vacant parcel, with a commercial land use and zoning, into a multi-family residential development. Uses allowed by City code in the PCC zone include retail, office, and hotels. The entire project identified in the Uptown Village Specific Plan Amendment was never constructed, and both Project Site and the southern 9-acre parcel have remained vacant.

The proposed Project is subject to the approval of the following entitlements:

- General Plan Amendment No. 23-001: To amend the General Plan Land Use designation from GC (General Commercial) to RMH (Medium High Density Residential).
- Change of Zone No. 23-001: To amend the zoning designation from PCC (Planned Community Commercial) to R3 (Multiple-Family Residential).
- Design Review 23-002: To develop a 204-apartment home complex within 12 buildings in accordance with the City's height limitations, a 6,000 square foot clubhouse with a swimming pool, and public road improvements.

The Project Site was identified in the 2007 IS/MND as 11 acres. Since that time, 0.52 acre was dedicated to public right-of-way for the development of Rosemount Road; therefore, the current parcel size is 10.48 acres, all of which is proposed for the Project development.

The Project, for which this IS/MND has been prepared, will result in a 204-apartment home complex in 12 separate buildings, common areas, and retention areas on the approximately 11-acre parcel. The Project will also construct full width improvements on Rosemount Road from the single-family residential subdivision on the east, to Date Palm Road on the west. The main entrance to the complex would be from Rosemount Road. A secondary access is planned at the complex's northeastern property boundary which will connect to an on-site drive to be constructed by the Project on Assessor Parcel No. (APN) 670-110-042 that would follow disturbed access roads around an existing retention basin, creating access to 30th Avenue on the north and Date Palm to the west. This off-site improvement will require an easement on that adjacent property, which will be secured and recorded on APN 670-110-042 by the Project proponent prior to development.

For purposes of this document, The Wren Multiple-Family Development Project is referred to as "the Project" or "the Proposed Project." Any reference to the 2007 Uptown Village Specific Plan Amendment, approved by the City in December 2007, will be referred to as UVSP for clarity.

This IS/MND evaluates the potential environmental impacts associated with implementation of the proposed Project. The IS/MND has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. The City of Cathedral City will serve as the lead agency for this project pursuant to CEQA. The City's General Plan, titled "City of Cathedral City 2040 General Plan and Active Transportation Plan, adopted 2021, prepared by Terra Nova, is incorporated by reference as "City's General Plan" and can be viewed at:
https://www.cathedralcity.gov/departments/planning/documents/general-plan

Determination:
On the basis of this IS/MND and the special studies attached in the Appendices and an evaluation of the City of Cathedral City's General Plan and the Environmental Impact Report prepared for the City's General Plan (SCH#2018081012), it has been determined that the Project will not have a significant impact on the environment, and a Mitigated Negative Declaration is proposed for adoption.

Project Location:
The proposed Project is located in the City of Cathedral City, Riverside County, California as shown in Exhibit 1: *Regional Map*. The geographic area covered by the Project Site includes 10.48 acres identified as Assessor Parcel Number 670-110-043.

The proposed Project is located approximately 1.62 miles south of Interstate 10 (I-10), 2.5 miles east of the Palm Springs International Airport, 2 miles east of City of Palm Springs and approximately 1 mile west of the City of Rancho Mirage.

The Project Site is generally located south of 30th Avenue, north of McCallum Way, east of Date Palm Drive and west of Alexander Drive. Specifically, the Project Site is located on the northeast corner of Date Palm Drive and the planned extension of Rosemount Road as shown in Exhibit 2: *Local Vicinity Map*.

Currently, the Project Site is undeveloped. Surrounding land uses include Date Palm Drive on the west, single-family residential on the east, Northgate Community Church on the north, and the future extension of Rosemount Road on the south.

General Plan and Zoning:
The Project Site has a land use designation of General Commercial (CG) on the City's General Plan Land Use Map. The Project Site has a zoning designation of Planned Community Commercial (PCC) on the City's Zoning Map. The PCC zone provides for "retail and service commercial uses which are of a relatively high intensity and are necessary to provide a wide range of shopping facilities and goods, professional and administrative offices and entertainment" (Chapter 9.30.010).

The Proposed Project consists of a 204-apartment home complex. The use is not allowed within either the CG General Plan land use designation or the PCC zone.

The Proposed Project is consistent with the General Plan Land Use Designation of RMH (Medium High Density) which allows for a range of attached housing, including apartments and condominiums with 11 to 20 dwelling units per acre.

The Proposed Project is consistent with the zoning definition for R3 (Multiple-Family Residential) which defines medium high density as ranging from 11 to 20 dwelling units per acre and high density as ranging from20 to 24 dwelling units per acre.(City Code Chapter 9.20.050). The Project provides for approximately 19.46 dwelling units per acre, which would be classified as a medium-high density development in the R-3 zone.

Therefore, the Project requires approval of a General Plan Amendment and Change of Zone to allow its development. Refer to Exhibit 3: *Existing Zoning and Proposed Land Use*.

Project Description:
The Applicant proposes to construct a 204-unit apartment complex with a 6,000 square foot (SF) clubhouse, swimming pool and other amenities, on 10.48 acres. The Project also includes the completion of public road improvements to extend Rosemount Road to Date Palm Drive and the extension of off-site driveways through the existing church to the north. The main entrance to the complex would be from Rosemount Road. A secondary access is planned at the complex's northeastern property boundary that would follow existing disturbed access roads around an existing retention basin, providing access to 30th Avenue to the north and Date Palm to the west.

Project development generally includes a 12-bulding complex containing 204 apartment homes that offer a variety of one- to three-bedroom floorplans, along with internal roadways, covered and open parking, sidewalks, landscaping and a storm water retention basin. The site also includes a centrally-located common recreation area with a pool, spa, BBQs, a "kiddy fountain"/splash pad and a 6,000 square foot (SF) clubhouse that contains a fitness center, game room with kitchen, a conference room, a common mailroom, and leasing office. The Project Site would be fully enclosed by a 6-foot-high block wall with gated ingress/egress on the north and south boundaries. *Appendix H: Project Plans* provides detailed plans of the Project and Exhibit 4: *Site Plan* provides a layout of the Project facilities.

General On-Site Development: Project Site grading is designed to balance, therefore, there would be no import or export of soil. The site would be graded to drain through the interior curb and gutters and surface ribbon drains into a 1.04 acre stormwater retention basin to be located along the eastern property boundary, which also provides an additional buffer to the single-family residential that exists to the east. Buildings would occupy approximately 3.34 acres while asphalt and concrete would make up 3.77 acres. Landscaping would be situated throughout the complex and would be approximately 2.33acres.

Density - The proposed 204 single-family dwelling units on 10.48 net acres would yield a density of 19.46 dwelling units per acre. This proposed density is consistent with the R3 (Multiple Family Residential) zone, and the General Plan Land Use designation of RMH (Medium High Density Residential) of 11-20 dwelling units per acre.

Dwelling Unit Size. City Code Chapter 9.20.140 – *Dwelling unit size*, identifies the minimum size for multi-family units as 750 square feet for one-bedroom units, 900 SF for two-bedroom units, and 1,100 SF for three-bedroom units.

The Project proposes a mix of units and floorplans that include the following: 48 one-bedroom/one bathroom that range in size from 750 to 929 SF; 132 two-bedroom/two-bathroom that range from 1,050SF to 1,139 SF; and 24 three-bedroom/two-bathroom that range from 1,280 SF to 1,400 SF. Therefore, the Project is in compliance with the City Code governing dwelling unit size.

Building Height - The maximum height of structures permitted in the R3 zoning designation is 35 feet, except where the building is within 30 feet of property zoned RE, R1 or R2, in which case the maximum height is 16 feet. (City Code Chapter 9.20.080). The Planning Commission may permit an increase in the height up to 26 feet if it is found that such increase will not adversely affect adjacent properties. The Planning Commission review of an increase above 16 feet shall be made through a design review application.

The Project proposes a mix of two-story and three-story buildings within the complex. On the east and south sides of the complex, six two-story buildings with a maximum height of approximately 28 feet are situated approximately 79 to 89 feet away from the R-1 zoning which lies on the eastern boundary (refer to Appendix H, Sheet A-02, "Type A"). These buildings are not within 30 feet of the R1 lands to the east and are therefore consistent under the provisions of Chapter 9.20.080.

Another six buildings are designed as a combination of two and three stories to add architectural relief and reduce building massing (refer to Appendix H, Sheet A-12). These combination buildings have maximum height of approximately 35 feet and would be situated primarily along the west, north and center of the complex, west of the pool (refer to Appendix H, Sheet A-02, "Type B."). These buildings are not adjacent to R1 land, and are consistent with the City's height requirements.

Setbacks - Chapter 9.20.070 identifies that all structures shall have a 15-foot minimum setback from public or private streets. The Project is designed with the buildings within the complex set back approximately 83 feet on the east where a block wall will separate the complex from the adjacent single-family residential, 18 feet from a proposed block wall on the west along Date Palm Drive, approximately 30 feet from a shared access road on the northern boundary, and approximately 38 feet on the south from the buildings to the curb at Rosemount Road.

The buildings within the complex are generally spaced 25 feet apart, separated by the interior roadways and parking areas. The Project Site is flat, therefore, there are no hillside or slope setback requirements.

Architectural Design – The Project is designed so that the three-story buildings are situated along the north and western boundaries to shield the complex from the strong northwest winds while creating a contemporary urban edge at Date Palm Drive. The smaller two-story buildings are primarily situated along the south and east, separated from the adjacent residential by a 6-foot-high block wall and a generous greenspace buffer that also functions as the Project's stormwater retention.

The primary color scheme is off-white and gray stucco with blue accent panels, walnut accent siding, black metal awnings and railing, and bronze finish aluminum trim around the windows.

Parking. Parking is defined in City Code Chapter 9.20.090 as requiring 1.5 car parking spaces per unit, for a total of 306 spaces required. The Project provides a total of 319 spaces (or 1.56 per unit), of which 192 are garage stalls and 127 are surface stalls (100 stalls are covered by a solar-roof carport, and 27 stalls are open). The lower units would have direct access to the garages. Some of the garages are designed with tandem parking for two vehicles, and others are designed for single-vehicle parking surface. Therefore, the Project is compliant regarding parking per the Code.

Site Access - The Project would be served by one main point of ingress/egress and one secondary ingress/egress, both of which would be gated.

The main ingress/egress to the Project would be Rosemount Road, which would be constructed as part of the Project between from the residential subdivision to the east, to Date Palm to the west (refer to Off-Site Improvements below). The complex's entry would be via a 24-foot-wide entry driveway and a 20-foot-wide exit driveway separated by a landscaped median.

The ingress driveway at Rosemount Road is designed to accommodate a three-car queuing distance between the security card reader and the Rosemount Road right-of-way so vehicles do not stack onto Rosemount Road. Additionally, a 24-foot-wide opening between the security card reader and the gate is included for guests or visitors to exit the property.

The secondary ingress/egress is proposed on the northern boundary via a 25-foot-wide all access driveway that would connect to the Northgate Church property adjacent to the northern Project Site where the Proposed Project residents can access either Date Palm Drive or 30th Avenue for ingress and egress to the Proposed Project.

Emergency vehicle access would be provided via either entrance/exit, and emergency vehicle access locks will be provided per City standard at each of the gated entrances.

On-Site Vehicular Circulation - Interior drive aisles vary between approximately 25 feet wide and 18 feet wide, and all interior roads provide two-way travel throughout the complex.

On-Site Pedestrian Circulation – ADA-compliant sidewalks will be installed inside the complex in various areas to facilitate access to the units and amenity areas. Posted speed limit signs will allow for safe pedestrian circulation.

On-Site Recreational Amenities and Open Space– City Code Chapter 9.20.120 *Open Space* requires R3 projects to provide usable open space at a minimum of 300 SF for each dwelling unit. This space may be provided as private outdoor living areas, balconies, decks or common recreational leisure area. Except in the case of balconies, such areas shall be landscaped and screened from the street and adjacent property. Based on 204 dwelling units, the Project would be required to provide approximately 61,200 SF of usable open space; the Project provides approximately 93,180 SF of usable open space consistent with the City's requirement. The open space areas are landscaped and screened from the street and adjoining property.

Landscape/Hardscape: City Code Chapter 9.20.130 – *Landscaping* identifies that the Project would require an approved landscaping and irrigation system to be installed, subject to the standards of Chapter 8.57, in all areas of the lot not covered by impervious materials at the time of construction of the main buildings. City parkways shall be included in the landscaping.

The Project proposes to retain the existing 6-foot-high block wall on the east and install new, decorative masonry block walls on the north, south and western boundaries. The new block walls would be designed consistent with the architecture of the complex. Hardscape areas include accents of river rock, decomposed granite, and gray boulders that line the interior roadways and sidewalks.

The landscape concept provides a comprehensive, layered landscape palette with thematic trees, including Shoestring Acacia, Hybrid Fan Palm and Mediterranean Fan Palm that blend with the proposed architecture (Exhibit 5 – *Landscape Plan*). Shrubs including but not limited to Barbados Aloe, Rio Bravo Langman's Sage, Sierra Bouquet Barometerbush, La Jolla Bougainvillea, Spreading Sunshine Lantana, Yellow Bells, Iceberg Rose, and Prostrate Natal Plum are proposed. The landscaping plan will be required to comply with City and CVWD water conservation requirements.

Stormwater Management. The natural drainage pattern of the site is from the northwest corner to the southeast corner. Post construction stormwater management for the apartment community preserves the existing overall drainage pattern. Drainage is directed as sheet flow to collect to gutters, catch basins and underground drainage pipes that would direct the flows into a 1.04 acre stormwater retention basin located along the eastern boundary, in accordance with the Project Specific Hydrology Study (Appendix E-1). The stormwater system has been designed to retain 100 percent of the 100-year, 3-hour storm event within the property boundary per the City of Cathedral City stormwater ordinance.

Off-Site Improvements. The off-site improvements in the public right of way include the completion of Rosemount Road from its eastern terminus in the single-family residential subdivision to Date Palm Drive as a two-lane roadway with two, 20-foot drive lanes, and curb and gutter and sidewalks on both sides, designed to City standards. Additional off-site improvements include extending main water, sewer and natural gas in the Rosemount Road right-of-way along with main laterals to feed the complex. Electricity to the site is also expected to be provided through underground conduits within the Rosemount Road right-of-way.

The secondary ingress/egress would be constructed on private property within the Northgate Church property (APN 670-110-042) as new interior drive aisles on the church property that would connect to other existing interior drive aisles that lead to existing driveways. These drive aisles would be constructed by the Proposed Project, and be completed prior to Project occupancy, along the existing dirt access roads around an existing retention basin that serves the church grounds (refer to Figure 2). One of the new drive aisles would connect to the church's existing interior drive aisle and driveway at 30th Avenue to the north, and the second would connect to an existing interior drive aisle with the driveway that connects to Date Palm Drive. Once the new drive aisles are constructed, they will become part of the church's interior drive aisle systems.

Utilities and Service Providers. The following agencies and companies will provide service to the Project Site:

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

Environmental Setting and Surrounding Land Uses

The Project Site is currently undeveloped. The subject site sits on generally flat terrain that gently slopes to the southeast. Land uses nearby and adjacent to the site include:

	Existing Condition	General Plan Land Use Designation	Zoning Designation
Project Site	Vacant	Existing: General Commercial Proposed: Medum High Density	Existing: Planned Community Commercial Proposed: Multiple-Family Residential
North	Northgate Community Church and existing drive aisle network that provides access to Date Palm Drive to the west and to 30th Avenue to the north of church	RL-Low Density Residential (2-4.5 du/ac)	R-1 (Single Family Residential)
South	Rosemount Road (unimproved); vacant lands south of Rosemount Road	GC – General Commercial	PCC (Planned Community Commercial)
West	Date Palm Drive; vacant lands west of Date Palm Drive	Date Palm Drive; CN-Neighborhood Commercial west of Date Palm Drive	PCC (Planned Community Commercial)
East	Single-family homes	RL-Low Density Residential (2-4.5 du/ac)	R-1 (Single Family Residential)

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

- Riverside County Health Department.
- Regional Water Quality Control Board.
- Coachella Valley Water District.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

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

Andrew Firestine
Director of Community and Economic Development
City of Cathedral City

10/8/24
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

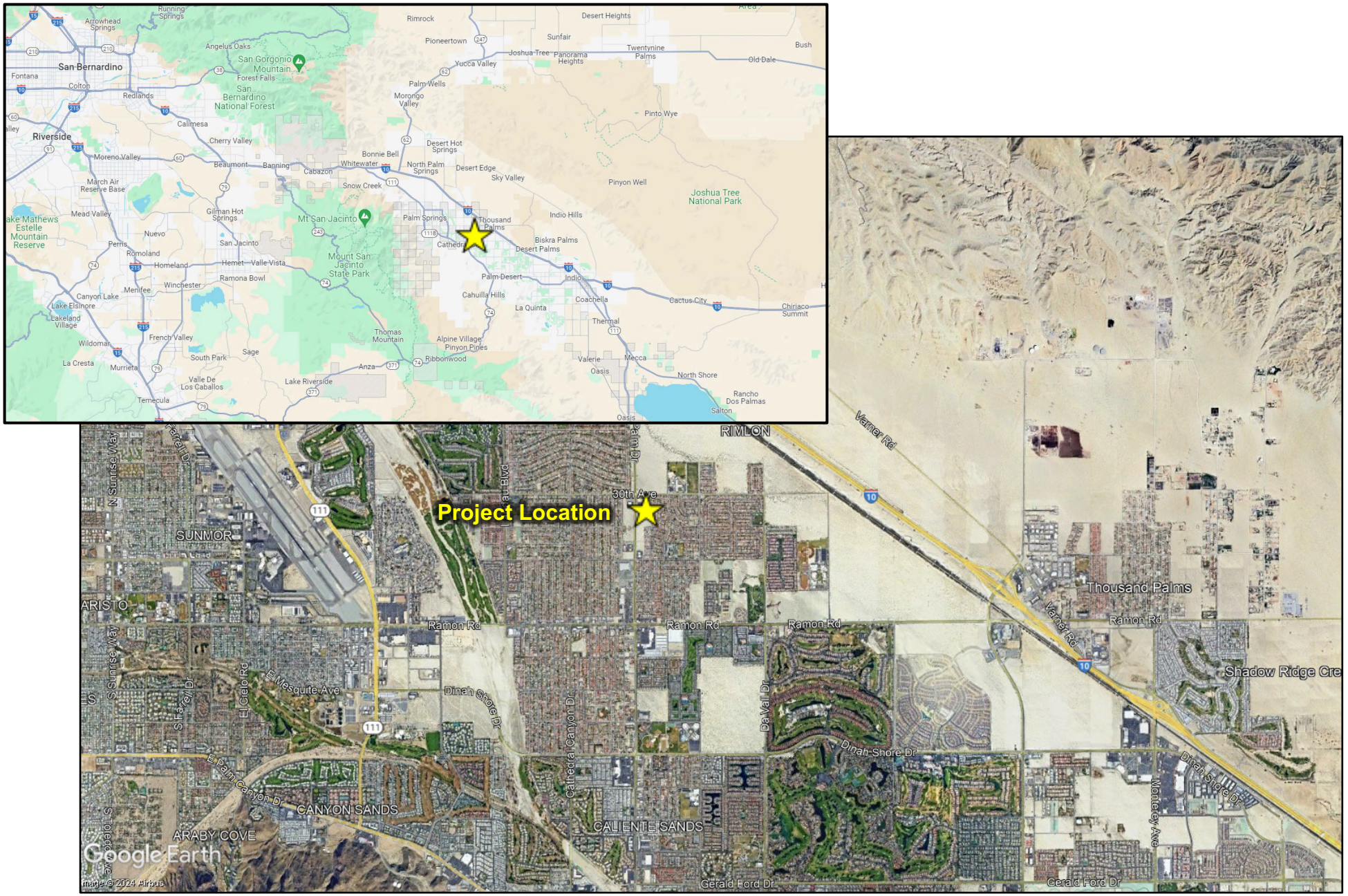
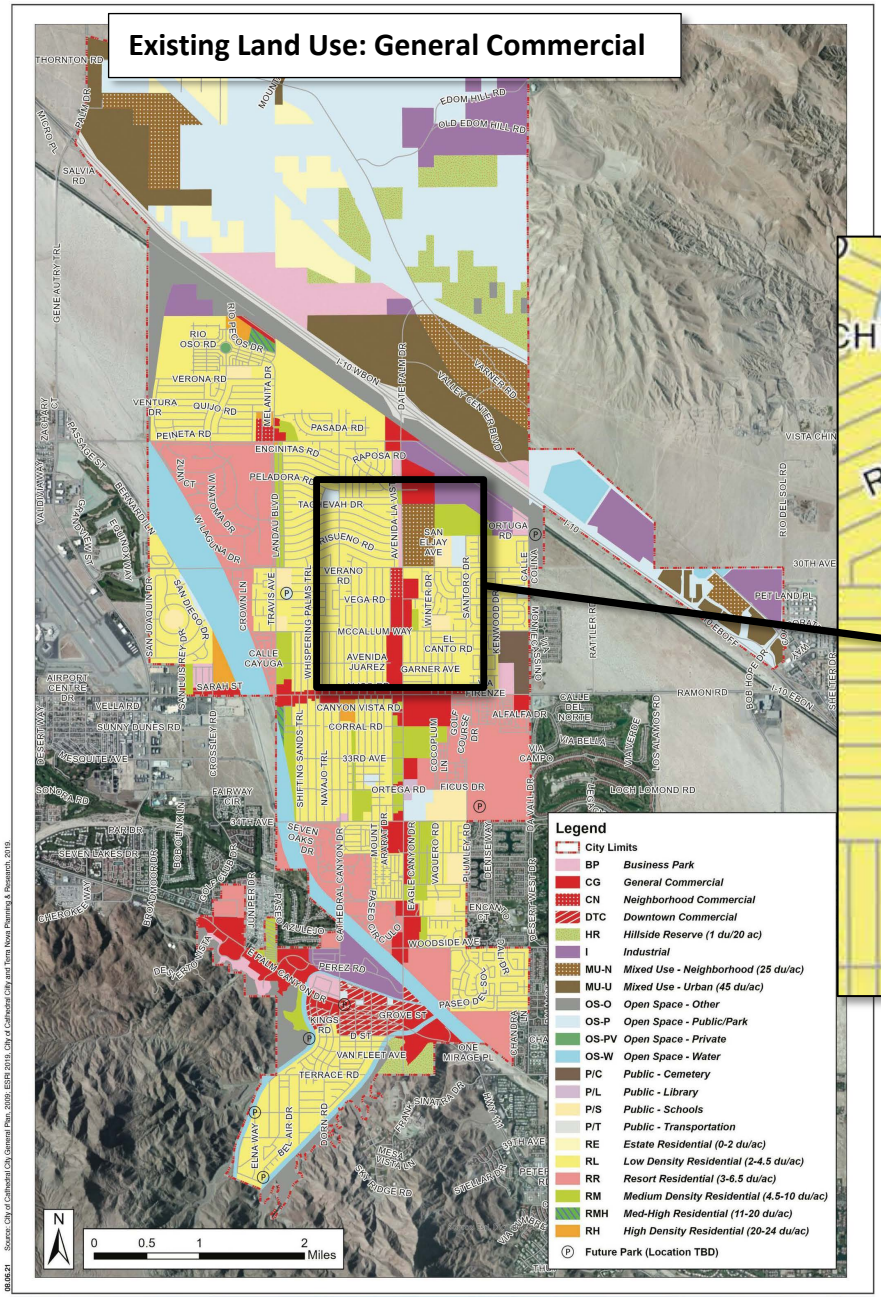
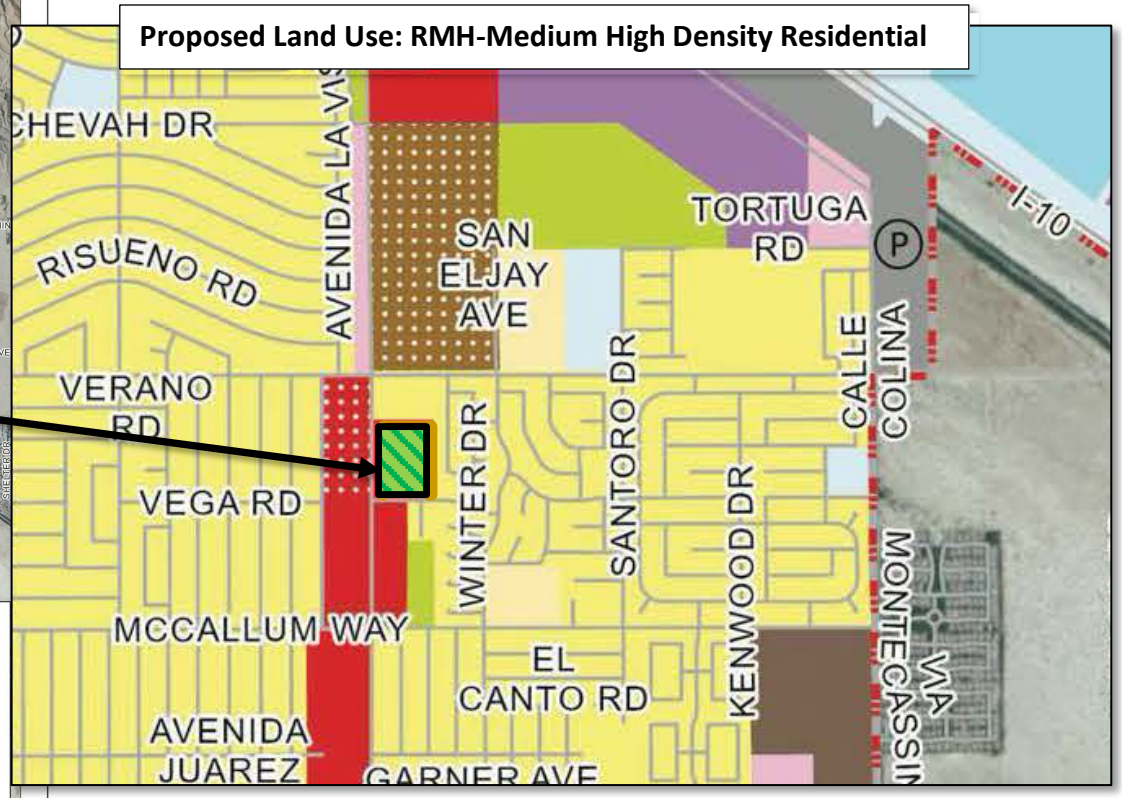


Exhibit 1: Regional Map



Exhibit 2: Local Vicinity Map





*Amend General Plan Land Use from General Commercial (CG) to Medium High Density Residential (RMH)

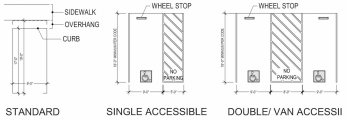
Exhibit 3: Existing and Proposed Land Use



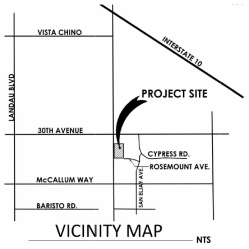
1 PROPERTY LINE
2 BUILDING SETBACK
3 6' TALL CONCRETE BLOCK WALL, SHEET L-2
4 BLOCK WALL , 5' RECESS WITH LANDSCAPE, SHEET L-2
5 PUBLIC SIDEWALK
6 PRIVATE WALKWAY
7 POOL DECK, SHEET L-4
8 POOL EQUIPMENT AND BATHROOMS, SHEET A-21
9 KIDS AREA, SHEET L-1
10 OUTDOOR GYM, SHEET A-19
11 CENTRAL MAIL ROOM AND DESIGNATED DELIVERY STALL
12 TRASH ENCLOSURES, SHEET A-22
13 MAINTENANCE BUILDING, SHEET A-21
14 SOLAR CARPORTS, SHEET A-21
15 RETENTION BASIN, SEE CIVIL
16A MAIN ENTRY GATE, SHEET L-2
16B SECONDARY ENTRY GATE, SEE LANDSCAPE
17 POOL FENCE, SEE LANDSCAPE
18 LOADING ZONES (PER CCMC CH 9.20.100)
19 SHADE STRUCTURES

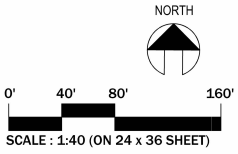
APPROXIMATE AREA COUNTED TOWARDS USEABLE OPE
CARPORTS
1 STORY BUILDINGS
2 STORY BUILDINGS
3 STORY BUILDINGS
ACCESSIBLE PATH OF TRAVEL
EMERGENCY VEHICLE ACCESS
HOSE PULL

PARKING STALL DETAILS (NTS) :



STANDARD SINGLE ACCESSIBLE DOUBLE/ VAN ACCESSII





PROJECT: **THE WREN**
ROSEMOUNT AVE., CATHEDRAL CITY, APN 670-110-043
HPA PROJECT# 2023158 PLANNING # 23-001

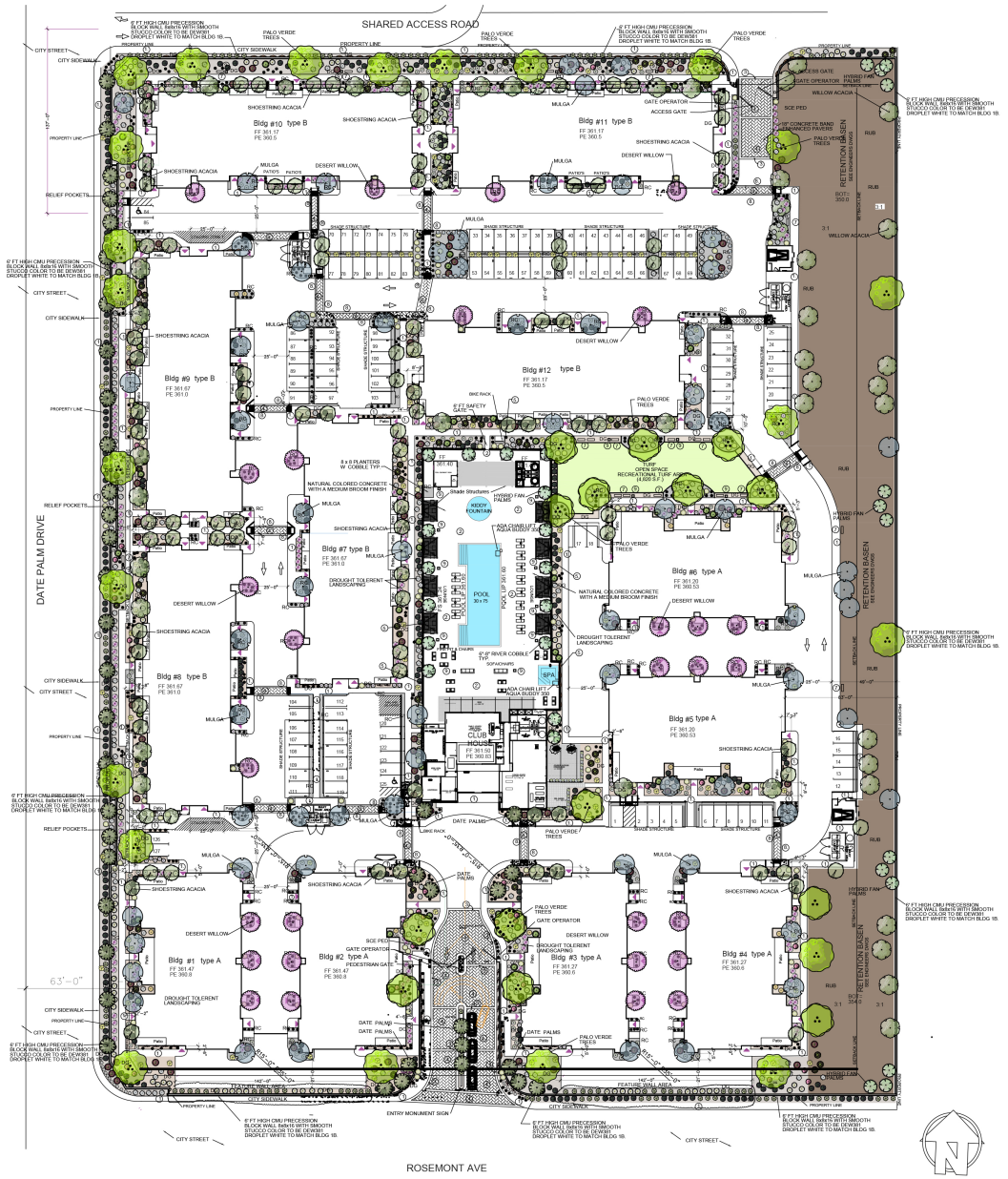
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OWNER: STEFAN VOGEL, stefan@buildbys2.com, 626.277.6782
COACHELLA VALLEY COMMUNITY DEVELOPMENT GROUP
36101 BOB HOPE DRIVE, SUITE E5, RANCHO MIRAGE, CA 92270

SITE PLAN **A.02**

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Exhibit 4: Site Plan



PLANT_SCHEDULE						
SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	QTY	REMARKS
TREES						
	ACA	Acacia aneura / Mulga	24" box	Low	68	
	ACS	Acacia salicina / Willow Acacia	24" box	Low	43	
	ACAS	Acacia stenophylla / Shoestring Acacia	24" box	Low	102	
	CD	Cercidium x 'Desert Museum' / Desert Museum Palo Verde	24" box	Low	23	
	CDM	Cercidium x 'Desert Museum' / Desert Museum Palo Verde	36" Box	Low	15	
	CHI	Chilopsis linearis 'Burgundy' / Burgundy Desert Willow	24" box	Low	29	
PALM TREES						
	CH	Chamaerops humilis / Mediterranean Fan Palm	15 gal.	Mod	55	
	PD	Phoenix dactylifera 'Medjool' / Medjool Date Palm	20` Ht.	Mod	40	
	WR	Washingtonia x filibusta / Hybrid Fan Palm	12` Ht.	Mod	30	
SHRUBS						
	BL	Bougainvillea x 'La Jolla' / La Jolla Bougainvillea	5 gal.	Mod	88	
	CGP	Carissa macrocarpa 'Prostrata' / Prostrate Natal Plum	5 gal.	Mod	211	
	LAN	Lantana x 'Monine' / Spreading Sunshine® Lantana	5 gal.	Mod	145	
	TES	Tecoma stans / Yellow Bells	5 gal.	Mod	119	
DROUGHT TOLERANT						
	AGA	Agave americana protoamericana / American Century Plant	15 gal.	Low	204	
	AG	Agave geminiflora / Twin Flowered Agave	5 gal.	Low	27	
	AP	Agave parryi huachucensis / Artichoke Parry's Agave	5 gal.	Low	44	
	AB	Aloe barbadensis / Barbados Aloe	1 gal.	Low	376	
	CAE	Caesalpinea mexicana / Mexican Bird of Paradise	5 gal.	Low	68	
	CAS	Cassia artemisioides / Feathery Cassia	5 gal.	Low	112	
	DW	Dasylirion wheeleri / Grey Desert Spoon	5 gal.	Low	118	
	ER	Euphorbia rigida / Yellow Spurge	5 gal.	Low	83	
	FM	Furcraea macdougalii / MacDougall's Century Plant	5 gal.	Low	149	
	HP	Hesperaloe parviflora / Red Yucca	1 gal.	Low	508	
	LEF	Leucophyllum langmaniae 'Rio Bravo' / Rio Bravo Langman's Sage	5 gal.	Low	414	
	LES	Leucophyllum pruinosum 'Sierra Bouquet' / Sierra Bouquet Barometerbush	5 gal.	Low	263	
	PM	Pachycereus marginatus / Mexican Fence Post Cactus	15 gal.	Low	19	
	RUS	Russelia equisetiformis / Firecracker Plant	5 gal.	Mod	55	
	YUE	Yucca elata / Soapbree Yucca	24" Box	Low	13	
GRASSES						
	MER	Muhlenbergia capillaris 'Lenca' / Regal Mist® Pink Muhly Grass	5 gal.	Mod	18	
	PSC	Pennisetum setaceum 'Dwarf Rubrum' / Dwarf Purple Fountain Grass	5 gal.	Mod	96	
VINE/ESPALIER						
	BK	Bougainvillea x 'Barbara Karst' / Barbara Karst Bougainvillea	5 gal.	Mod	90	
	CI	Calliandra haematocephala / Pink Powderpuff	5 gal.	Mod	90	
DG		1/4" Minus Decomposed Granite 3" in depth apache brown incolor				
RC		4"-8" Sierra River Cobble				
RUB		Baja Cresta Rubble (Retention Basin)				
		Bermuda Sod with steel header board				
		Acker Stone Holland I Paver Antique Pewter in color				

IRRIGATION NOTES:

All Plant material will be Drip irrigated and Final Landscape Plans will be in compliance with the City of Cathedral City water efficiency ordinance,along with Coachella Valley Water District and The State of California.

LANDSCAPE AREA (SHRUBS/ GROUND COVER)	116,348 S.F.
RECREATIONAL TURF (TURF)	4,820 S.F.
TOTAL LANDSCAPE AREA'S	121,168 S.F.

28,499 SQ. FT. OF PARKING AREA
x 5%
1422 S.F. REQUIRED

THERE IS 4520 S.F. OF LANDSCAPE AREA AROUND THE PARKING

THERE IS 127 PARKING STALES / 15 = 8 15 GAL TREES NEEDED. THERE ARE 50-24" BOX TREES AND 2-36" BOX TREES AROUND THESE SPACES.

PLANTING NOTES:

All MECHANICAL, ELECTRICAL AND IRRIGATION EQUIPMENT SHALL BE SCREEN FROM SITE WITH PLANT MATERIAL.

All TURF AREA WILL BE SEPERATED WITH A 6 x 6" CONCRETE HEADER

▲ ENTRY TO UNIT/BLDG

KEY NOTES:

1. 3" THICK NATURAL COLOR CONCRETE W/ MEDIUM BROOM FINISH. 5' WIDE TYP.
2. 3" THICK NATURAL COLOR CONCRETE W/ 6x6 10/10 WWM CENTER IN SLAB , MEDIUM BROOM FINISH
3. 5" THICK x 18" WIDE CONCRETE BANDING W/ #5 REBAR IN CENTER IN SLAB. CONCRETE TO HAVE MEDIUM BROOM FINISH, NATURAL COLOR
4. ACKER-STONE 4" x 7" HOLLAND 1 PAVER CATINA BLEND INSTALLED PER MANUFACTURE SPECIFICATIONS
5. 6' HIGH WROUGHT IRON FENCE PICKETS 3 " OC, BLACK IN COLOR
6. ULINE WAVE BIKE RACK, H-2544 5-LOOP 68" x 2" x 39"
7. EMPIRE PRECAST LARINE 64 BENCH, BN-1-64 T-L20 SANDSTONE FINISH ECC
8. 5" THICK x 12" WIDE CONCRETE BANDING W/ #5 REBAR IN CENTER IN SLAB. CONCRETE TO HAVE MEDIUM BROOM FINISH, NATURAL COLOR
9. EMPIRE PRECAST MESA WASTE BINWB-3-T-L20 SANDSTONE FINISH ELC

ENTRY GATES

*PROVIDE KNOX BOX PER FIRE DEPARTMENT REGULATIONS
*PROVIDE CALL BOX AS PART OF SHOP DRAWINGS TO BE SPECIFIED BY ELECTRICAL CONTRACTOR. SUBMIT SHOP DRAWINGS FOR GATE OPERATING EQUIP. INCLUDE PRESSURE, PLATES, REMOTE CONTROLS, AND CALL BOX.
*GATE AND FENCE MATERIAL TO BE GALVANIZED STEEL. GATE CONTRACTOR TO SUBMIT SHOP DRAWINGS TO LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION FOR APPROVAL.
*PARKING, ROAD LAYOUT, AND DRIVEWAYS BY OTHERS.
*ACCESSIBILITY COMPLIANCE BY OTHERS.
*LANDSCAPE ARCHITECT MUST FIELD REVIEW WALKWAY LOCATIONS PRIOR TO CONCRETE BEING POURED.
*ALL GRADING AND DRAINAGE DESIGN, INCLUDING ALL FLATWORK, BY CIVIL ENG.

-40 0 40 80 120

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REVISIONS	BY
06/12/24 SITE	JS

LICENSED LANDSCAPE ARCHITECT — No. 4419 — Signature — Expiration Date — STATE OF CALIFORNIA

JSA Landscape Architects
• Landscape Architecture • Site Planning
PENA COURTNEY, LAM
Cathedral City, CA 92234
(760) 902-4619
JAMES A. SIRIOS, ASLA
Landscape Architect

OVERALL SITE

WREN APARTMENTS
DATE PALM DR.
CATHERDRAL CITY
CALIFORNIA

DRAWN BY: DR
CHECKED BY: JS
DATE: 03/13/24
SCALE: 1" = 40'-0"
JOB NO.

L-1

OF SHEETS

Exhibit 5: Landscape Plan

I. AESTHETICS **Except as provided in Public Resources Code Section 21099, would the project:**	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect on a scenic vista?			✓	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	

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

Environmental Setting

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

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

The Project Site occurs in a mixed-use urban environment, in the central portion of the City. The current urban environment includes single family homes, commercial and retail businesses, a church to the north and major roadways. The Project Site is currently vacant and undeveloped. The Project is proposed to consist of 204 apartment homes. The Proposed Project will be completed a single construction phase.

The site is not located along a State-designated scenic roadway or highway[1]; however, the Project Site is located along Date Palm Drive, which is a locally identified scenic image corridor (General Plan Exhibit

[1] California Department of Transportation (Caltrans), California State Scenic Highways. https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed June 8, 2024.

CM-4). Development along a scenic image corridor requires special setbacks and landscaping to limit impacts to existing viewsheds and visual character along the corridor.

Discussion of Impacts

a) Less Than Significant Impact. A scenic vista is generally identified as a public vantage viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Common examples may include a public vantage point that provides expansive views of undeveloped hillsides, ridgelines, and open space areas that provide a unifying visual backdrop to a developed area.

The Project Site is currently vacant. Date Palm Drive borders the site on the west, existing residential communities occur immediately east and vacant lands occur to the south. The surrounding area is developing with commercial and residential uses, consistent with the City's General Plan.

The City's scenic vistas, as described in the General Plan, include the San Jacinto and Santa Rosa mountain ranges to the west, and to a lesser extent the San Gorgonio and Little San Bernardino ranges to the northwest and north, respectively. There are no significant scenic vistas to the east in the City.

The Project site occurs on the east side of Date Palm Drive, and has clear and unobstructed views of the San Jacinto range to the west, and Edom Hill and the Little San Bernardino mountains to the north and northeast. Development of the Project will not impact views to the west for travelers on Date Palm, as the Project occurs on the east side of the street. Views to the north will remain, but views of Edom Hill to the northeast will be impacted for the length of the Project site, since 3 story buildings are proposed along the frontage. This view blockage, however, will be temporary for travelers on Date Palm.

As described above, Date Palm Drive is designated an Image Corridor in the General Plan. The Project proposes to fully improve Date Palm Drive along its property frontage, and consistent with City standards, will include a 16 foot parkway, including an 8 foot sidewalk and 8 foot landscaped area. The landscaping plans for the Project (Appendix H) include substantial plantings in this parkway, including palms which are consistently planted along Date Palm Drive and will provide a consistency to the corridor. Shrubs and groundcovers will also be planted to provide a comprehensive appearance to the Project frontage, and reduce impacts to the Image Corridor to less than significant levels.

Views for travelers on Alexander Drive, east of the site in the existing single family subdivision, are also to the west and north. Westerly views are currently obstructed by the existing homes, but scenic vistas of the top of the San Jacinto range remain. Construction of the Project will result in further obstruction of westerly views, but it is expected that the top of the range will remain visible for travelers on Alexander Drive, because of the distance between the roadway and the Project, the view corridors offered through the Project by driveways and limited building mass, and the lower 2 story buildings proposed along the eastern portion of the Project. Therefore, although views to the west will be obstructed by the Project, they already are impacted for travelers on Alexander Drive, and the impact of the Project will be less than significant. Views to the north on Alexander Drive are currently partially blocked by houses, and the construction of the Project will not affect those views, as the Project will occur to the west, outside the northerly sightline on the street.

Views for travelers on 30th Avenue are to the west and north. Northerly views will not be impacted by the Project, as it occurs south of 30th Avenue. Views to the west will also not be impacted, because the Project will be outside the westerly sightline. Views to the southwest, of the Santa Rosa range, will be partially obstructed by the 3 story buildings along Date Palm, but due to distance, the mid-range and tops of the range will remain visible, similar to the condition currently created by the church building. These impacts will be short-term for travelers on the roadway, and will not be substantially increased by the Project. Therefore, impacts associated with scenic vistas on 30th Avenue will be less than significant.

Therefore, potential impacts associated with scenic vistas would be less than significant, and no mitigation would be required.

General Plan Amendment Analysis: The Project Site is not a scenic vista. Development of a commercial project consistent with City standards would result in substantial structures of up to 35 feet in height on the property. Although the mass of these structures would likely be less than the massing proposed for the Project, the height would be comparable, and like the proposed Project, would result in partial blocking of the San Jacinto range to the west, likely with view corridors between structures and through parking lots. Ridgelines and the top of the range would likely be visible from public streets to the east of the site. Therefore, there is a less than significant impact associated with scenic vistas to the approval of a GPA to convert the property from commercial to residential uses.

b) **No Impact.** There are no scenic resources including trees, rock outcroppings, or historic buildings within a State scenic highway on or near the Project Site. The Proposed Project Site is approximately 2 miles east of State Route 111 which is designated by the State as an eligible state scenic highway between I-10 and State Route 74. Given the distance and development that occurs between the Project Site and State Route111, there would be no impact to views from State Route 111. Therefore, there would be no impact to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway because no state scenic highway exists in the vicinity of the Project Site, and the Project Site cannot be seen from the nearest designed State scenic highway.

General Plan Amendment Analysis: The Project Site is not located on a State scenic highway. Therefore, no impacts would occur if the development were a commercial or residential project with respect to impacts on scenic highways. There would be no impact with respect to the approval of a GPA to convert the property from commercial to residential uses.

c) **Less Than Significant Impact.** The Project Site is currently vacant and in an urbanized area that supports a mix of development, including commercial and residential land uses. The Proposed Project includes development of an apartment complex in an area where substantial residential development zoned R1 that exists immediately to the east, and planned commercial exists to the south and west. The Proposed Project would change the zoning from Planned Community Commercial to Multiple-Family Residential (R3). The Proposed Project has been designed in accordance with the City's development standards which specify a maximum height of structures permitted in the R3 zoning designation as 35 feet, except where the building is within 30 feet of property zoned RE, R1 or R2.The Proposed Project's structures are all proposed more than 70 feet from the residences along the east side, which is greater than 30 feet from the R1 zoned residential properties.. Additionally, the apartment complex is designed with building shapes, configuration, colors, visual screening, landscaping, and architectural elements that reduce massing to ensure a visually appealing appearance that

would blend with the existing and planned urban environment. Therefore, impacts associated with degrading the visual character or quality of public views, in general, are expected to be less than significant.

The Project would be developed along the east side of Date Palm Drive, which is identified in the General Plan as an Image Corridor. To address the locally important Image Corridor status along Date Palm Drive, the Project has been designed, as described in subsection (a) above, to include substantial landscaping within the public parkway. In addition, a decorative block wall along the Date Palm Drive frontage and an increased building setback from Date Palm Drive are consistent with the City's standards for Image Corridors.

Therefore, the Proposed Project would have a less than significant impact with respect to conflicts with applicable zoning and other regulations governing scenic quality in an urbanized area because the Proposed Project has been designed in accordance with City standards designed to protect the urbanized area's scenic quality.

General Plan Amendment Analysis: A commercial development would also be constructed in accordance with City standards. However, as the Project Site is currently zoned PCC, buildings can be up to 36 feet high, whereas the Proposed multi-family residential development is limited to 35 feet high, with lower building heights for areas adjacent to residential development. The design of the Proposed Project's multi-family apartment complex offers significant visual separation from the residential area to the east whereas a commercial project constructed in the PCC zone is not required to provide a 30-foot separation between the commercial buildings and the residences to the east. Therefore, there is a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

d) **Less Than Significant Impact.** The Proposed Project is located in an urban environment that includes existing sources of light and glare associated with nearby land uses. Nearby sources of light include exterior lighting on commercial and residential buildings, street lighting on the adjacent Date Palm Drive, passing vehicle headlights, and outdoor lighting on surface parking lots. The site is currently vacant and there is no lighting onsite.

Short-Term (Construction-Related) Impacts
Nighttime construction is not anticipated. Therefore, short-term construction lighting impacts are not anticipated.

Long-Term (Operations-Related) Impacts
Long-term lighting impacts will be mitigated by adherence to and designed in accordance with the City's Municipal Code (Chapter 9.89 Outdoor Lighting Standards)[2] and will properly shield light fixtures to minimize spillage onto adjacent properties. Furthermore, the Project does not propose any highly reflective or glare inducing materials. The Zoning Ordinance design standards will be incorporated to assure that the Proposed impacts related to long-term lighting would be less than significant. Lighting proposed within the Project will include landscape lighting, pole lighting at 18 feet in height, and wall lighting for the apartment buildings. A Photometrics Plan has been developed for the Project based on the lighting plan that identifies that the lighting standards would be met (refer to Appendix H). As shown in that plan, the lighting proposed within the Project is

[2] City Municipal Code, http://qcode.us/codes/cathedralcity, Accessed June 2024.

placed to assure that no lighting occurs off the property, and is shielded downward consistent with City requirements to protect adjacent property from light, particularly to the east where single family homes occur. Therefore, the Project's impacts relating to lighting will be less than significant.

General Plan Amendment Analysis: As with the Proposed Project, a commercial project would also be prohibited from night-time lighting during construction. Similarly, a commercial project would create a new source of substantial light or glare in the area. For the commercial project, any long-term lighting would also be required to provide a photometrics analysis that identifies that on-site lighting is consistent with City standards. Therefore, there is a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

Mitigation Measures:
None required.

Monitoring:
None required.

II. AGRICULTURE AND FORESTRY RESOURCES

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

Would the Project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

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

Environmental Setting

The Project Site has a land use designation of General Commercial (CG) on the City's General Plan Land Use Map. The Project Site has a zoning designation of Planned Community Commercial (PCC) on the City's Zoning Map.

The vacant Project Site is designated on the Riverside County Important Farmland Map as "Other Land" and the surrounding developed lands are designated as "Urban and Built Up." There are no active agricultural or forest lands within the vicinity of the Project.

Discussion of Impacts

a-e) No Impact.

Prime Farmland: There is no prime farmland located in the vicinity of the proposed Project. The Project would not convert farmland to non-agricultural use. No impacts would occur, and no mitigation measures would be required.

Williamson Act: There is no land within Cathedral City under agricultural zoning or Williamson Act Contract. No impacts would occur, and no mitigation measures would be required.

Forest Land: The Project Site is located on the desert floor, currently zoned as Planned Community Commercial (PCC), and surrounded by urban uses. The Project Site does not contain forest land, timberland or timberland zoned for timberland production. The Project would not rezone forest land or timberland as defined by the Public Resources Code and Government Code. No impacts would occur, and no mitigation measures would be required.

General Plan Amendment Analysis: There would be no impact to the approval of a General Plan Amendment because the Project Site conditions are the same as with the Proposed Project with respect to agricultural resources.

Mitigation Measures:
None required.

Monitoring:
None required.

III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?		✓		
c) Expose sensitive receptors to substantial pollutant concentrations?			✓	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; Project materials; *Date Palm Apartments Air Quality, Greenhouse Gas, and Energy Impact Study*, Prepared by MD Acoustics, August 30, 2024 (Appendix A).

Environmental Setting

An air quality analysis was prepared for the Proposed Project to evaluate existing air quality conditions in Cathedral City and to assess future air quality impacts associated with implementation of the Project. The findings of the analysis by MD Acoustics can be found in Appendix A.

Regional and local agencies have assumed responsibility for assuring that state and federal air quality standards are achieved. For the Coachella Valley, the South Coast Air Quality Management District (SCAQMD) is responsible for establishing air quality measurement criteria and relevant management policies for the Salton Sea Air Basin (SSAB). The 2003 PM_{10} Coachella Valley State Implementation Plan (CVSIP) was jointly developed by the SCAQMD, Coachella Valley Association of Governments (CVAG) and its member jurisdictions (including the County) and was approved by the USEPA. The 2003 PM_{10} CVSIP updated the 1990 plan, which was drafted as a requirement of the federal Clean Air Act to demonstrate expeditious attainment of PM_{10} standards.[3] On April 18, 2003, USEPA approved the updated CVSIP.

The SSAB, including the Coachella Valley, is subject to the provisions of the SCAQMD Rule Book,[4] which sets forth policies and other measures designed to meet federal and state ambient air quality standards. These rules, along with SCAQMD's 2016 Air Quality Management Plan are intended to satisfy the planning requirements of both the federal and state Clean Air Acts. The SCAQMD adopted the 2022 AQMP on December 2, 2022, to address the attainment of the 2015 8-hour ozone standard (70 ppb) for the South Coast Air Basin and Coachella Valley. To meet this standard, the AQMP determined NOx emissions must be reduced by 67% more than is required by adopted rules and regulations by 2037. The control strategy for the 2022 AQMP includes aggressive new regulations and the development of incentive programs to support early deployment of advanced technologies.

[3] 2003 Coachella Valley PM_{10} State Implementation Plan, August 1, 2003.

[4] South Coast Air Quality Management District Rules and Regulations, Adopted February 4, 1977.

The SCAQMD also monitors daily pollutant levels and meteorological conditions throughout the SCAQMD jurisdictional area.

Air Quality Standards

Both the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for specific pollutants, which are called "criteria pollutants," and are designed to protect the general population and especially that segment of the population that is most susceptible to respiratory distress or infection, including the elderly, children, asthmatics, or those weak from disease or illness. The following air pollutants are collectively known as criteria air pollutants and are defined as those pollutants for which established air quality standards have been adopted by federal and state governments:

Ozone (O_3) is a pungent, colorless, toxic gas, and a component of photochemical smog. It is formed when byproducts of combustion react in the presence of ultraviolet sunlight. This process takes place in the atmosphere where oxides of nitrogen combine with reactive organic gases, such as hydrocarbons. Exposure to ozone can result in diminished breathing capacity, increased sensitivity to infections, and inflammation of the lung tissue. Children and people with pre-existing lung disease are most susceptible to the effects of ozone.

Carbon Monoxide (CO) is a colorless, odorless, toxic gas and a byproduct from the partial combustion of fossil fuels, most notably from automobiles and other motor vehicles. Carbon monoxide passes through the lungs directly into the blood stream and reduces the amount of oxygen reaching the vital organs, such as the heart, brain, and tissues. In high concentrations, carbon monoxide can contribute to the development of heart disease, anemia, and impaired psychological behavior. Individuals that have heart and blood diseases, smokers, babies in utero, and people with chronic hypoxemia are most susceptible to the effects of CO. The SSAB is in non-attainment for the federal 8-hour O_3 standard.

Nitrogen Oxide (NO_x) includes Nitric oxide (NO) and Nitrogen dioxide (NO_2), which are the primary oxides of nitrogen, and combined are known as nitrogen oxides. These oxides are produced at high temperatures during combustion as byproducts of motor vehicles, power plants, and off-road equipment. NOx contributes to the formation of ozone serving as the primary receptor of ultraviolet light and initiating the photochemical reaction. Short-term exposure to nitrogen dioxide can result in airway constriction, diminished lung capacity, and is highly toxic by inhalation. Populations living near roadways are more likely to experience effects of nitrogen oxides due to elevated exposure to motor vehicle exhaust. The SSAB is in attainment for NO_2.

Sulfur Dioxide (SO_2) results from the combustion of high-sulfur content fuels, such as coal and petroleum. Sources include motor vehicle fuel combustion, chemical manufacturing plants, and sulfur recovery plants. Sulfur dioxide is a colorless, pungent, extremely irritating gas that can cause airway constriction and severe breathing difficulties in asthmatics. High levels of exposure can cause fluid accumulation in the lungs, damage to lung tissue, and sloughing off of cells lining the respiratory tract. The SSAB is in attainment for SO_2.

Particulate Matter (PM_{10} and $PM_{2.5}$) consist of fine suspended particles of ten microns or smaller in diameter, and are the byproducts of road dust, sand, diesel soot, windstorms, and the abrasion of tires and brakes. The elderly, children, and adults with pre-existing respiratory or cardiovascular disease are most susceptible to the effects of PM. Elevated PM_{10} and $PM_{2.5}$ levels are also associated with an increase in mortality rates, respiratory infections, occurrences and severity of asthma attacks and hospital admissions. The SSAB is a non- attainment area for PM_{10} and is classified as attainment/unclassifiable for $PM_{2.5}$.

Volatile Organic Compounds (VOC) are also known as Reactive Organic Gas (ROG). This class of pollutants has no state or federal ambient air quality standards and is not classified as criteria pollutants; however, they are regulated because they are responsible for contributing to the formation of ozone. They also contribute to higher PM_{10} levels because they transform into organic aerosols when released into the atmosphere. VOCs pose a health threat when people are exposed to high concentrations. Benzene, for example, is a hydrogen component of VOC emissions known to be a carcinogen.

Lead (Pb) occurs in the atmosphere as particulate matter resulting from the manufacturing of batteries, paint, ink, and ammunition. Exposure to lead can result in anemia, kidney disease, gastrointestinal dysfunction, and neuromuscular and neurological disorders. Babies in utero, infants, and children are especially susceptible to health risks associated with exposure to lead by impacting the central nervous system and cause learning disorders. The SSAB is in attainment for lead.

Attainment Criteria

The air quality of a particular locale is generally considered to be in attainment if the measured ambient air pollutant levels for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, and PM_{10} and $PM_{2.5}$ are not exceeded, and all other standards are not equaled or exceeded at any time in any consecutive three-year period.

Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The Riverside County portion of the Salton Sea Air Basin is designated as a nonattainment area for the federal O_3 standards and is also a nonattainment area for the state standards for O_3 and PM_{10}.

The climate of the Coachella Valley is a continental, desert-type climate, with hot summers, mild winters, and very little annual rainfall. Precipitation is less than six inches annually and occurs mostly in the winter months from late November to early April with summers often being completely dry. Temperatures exceed 100 degrees Fahrenheit (°F), on the average, for four months each year during the summer.

The Coachella Valley and adjacent areas are exposed to frequent gusty winds. The flat terrain of the valley and strong temperature differentials, created by intense solar heating, produce moderate winds and deep thermal convection. High winds occur most frequently in April and May. Prevailing winds are from the northwest through southwest, with monsoonal flows from the southeast. Stronger winds tend to occur closer to the foothills with less frequent winds over all areas of the Valley.

Within the Project area, there is a natural sand migration process, called “blowsand,” that has direct and indirect effects on air quality. As mentioned above, blowsand produces particulate matter (PM_{10}) consisting of fine suspended particles of ten microns or smaller in diameter, and are the byproducts of road dust, sand, diesel soot, windstorms, and the abrasion of tires and brakes.

Methodology

CalEEMod version 2022.1.1.20 air quality model was utilized for the proposed Project to determine construction and operational air quality and greenhouse gas emissions, and the model results are contained in Appendix A.

Air Quality Regional Emission Thresholds

The SCAQMD has developed regional significance thresholds for criteria pollutants. Any projects in the SSAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

The following SCAQMD significance thresholds for construction emissions are established for the SSAB:

- 75 pounds per day (lbs/day) of VOC
- 100 lbs/day of NO_X
- 550 lbs/day of CO
- 150 lbs/day of PM_{10}
- 55 lbs/day of $PM_{2.5}$
- 150 lbs/day of SO_2

Discussion of Impacts

a) Less Than Significant Impact. CEQA requires a discussion of any inconsistencies between the Proposed Project and applicable General Plans and regional plans (State CEQA Guidelines Section 15125). The air quality plan that applies to the Proposed Project is the 2022 AQMP. This section discusses any potential inconsistencies of the Proposed Project with the 2022 AQMP.

The Project Site is located within the SSAB and is subject to SCAQMD's 2022 AQMP and the 2003 CV PM10 SIP. The SCAQMD is principally responsible for air pollution control and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

The Project Site has a land use designation of General Commercial (CG) on the City's General Plan Land Use Map. The Project Site has a zoning designation of Planned Community Commercial (PCC) on the City's Zoning Map. The type of use of the proposed Project is not allowed within the PCC zone. As such the Project proposes a zoning change to Multiple-Family Residential (R3) and a General Plan Amendment from General Commercial to Medium-High Residential to allow for the 204-apartment home development.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

> Criterion 1: Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
>
> Criterion 2: Whether the project will exceed the assumptions in the AQMP in 2022 or increments based on the year of project buildout and phase.

Criterion 1 – Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in Appendix A, neither short-term construction impacts, nor long-term operations would result in significant impacts based on the SCAQMD regional and local thresholds of significance.

As such, the Proposed Project is not projected to contribute to the exceedance of any air pollutant concentration standards that would increase in the frequency or severity of violations, nor would the Proposed Project cause a delay in attainment because criteria pollutants are well below the thresholds. Therefore, the Project is consistent with the 2022 AQMP for Criterion 1.

Criterion 2 – Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the Proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the Proposed Project are based on the same forecasts as the AQMP. The *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024-2050 RTP/SCS), prepared by the Southern California Association of Governments (SCAG) includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA.

And though the Project would require a change in land use from commercial to residential, the Proposed Project has been designed consistent with City standards which meet or exceed the assumptions in the AQMP and RTP/SCS with respect to mobility and sustainability. The AQMP and RTP/SCS assumptions are based on data from the entire region it serves and provide general guidelines for the jurisdictions to follow to achieve various goals. The impact of changing a 10.48 acre parcel from commercial to residential in the City, particularly since the traffic generated by commercial development is substantially higher than that generated by residential uses, and where the air quality impacts of the Proposed Project do not trigger criteria pollutants would not exceed the assumptions in the AQMP. The AQMP is also updated every five years. All jurisdictions under the AQMP would provide updated land use data at that time.

Therefore, the Project would not conflict with or obstruct implementation of the applicable air quality plan, and impacts would be less than significant.

General Plan Amendment Analysis: The Project Site is currently zoned PCC, which broadly includes retail, fast food, hotel, and numerous other commercial uses. The Project site has been designated for commercial development for a number of years. The current AQMP is based, in part, on local jurisdictions' land use assumptions. Therefore, the SCAQMD has assumed commercial development for the site in its planning documents. The most significant contributor to air quality impacts in the City is vehicle traffic. A commercial project on the current site could consist of a mix of uses, but would likely be developed as a shopping center, with multiple users and buildings. Based on the City's standards for the PCC zone, the need for parking, landscaping and ancillary facilities, the site could accommodate a shopping center of about 172,000 square

feet. Such a shopping center would generate about 6,400 daily trips[5]. As described in Section XVII, Transportation, the Project will generate 1,375 daily trips. As described above, the Project would not significantly impact implementation of regional plans. Since the development of a commercial project would generate higher trips and result in greater emissions, the implementation of the GPA in this case will result in a beneficial impact, reducing the emissions generated from the site, and therefore reducing the emissions estimated in the AQMP.

b) **Less Than Significant with Mitigation.** The Project Site is in the SSAB, which is designated as a non-attainment area for PM10 under state standards and for ozone and PM2.5 under both state and federal standards (Appendix A).

Based on the analysis provided in Appendix A, the Proposed Project would result in short-term emissions from construction associated with site grading/preparation, utilities installation, construction of buildings, and paving. The Proposed Project would also generate operational emissions associated with new vehicle traffic and energy use.

Construction Impacts

The latest version of CalEEMod was used to estimate the onsite and offsite construction emissions. The emissions assumptions incorporate SCAQMD Rule 402 and 403. Rule 402 and 403 (fugitive dust), which are standard requirements for projects in the valley.

Appendix A studied the Project's construction and operational emissions, and found that construction emissions would exceed the SCAQMD's daily emission thresholds at the regional level for VOCs, if building construction would occur at the same time as painting. Therefore, **Mitigation Measure AIR-1** which requires the interior architectural coatings/paint VOC content to be no greater than 45 grams VOC per liter is incorporated. *Table 1: Regional Significance – Unmitigated and Mitigated Construction Emissions (pounds/day)* (the following page) identifies that with the incorporation of AIR-1, impacts to regional air quality would be less than significant.

[5] Institute of Transportation Engineers, "TripGen" for land use category 820. Accessed September 19, 2024.

Table 1: Regional Significance – Unmitigated and Mitigated Construction Emissions (pounds/day)

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Unmitigated						
Site Preparation						
On-Site[2]	3.65	35.95	32.93	0.05	6.71	4.10
Off-Site[3]	0.07	0.11	1.03	0.00	0.23	0.05
Total	**3.72**	**36.06**	**33.96**	**0.05**	**6.94**	**4.15**
Grading						
On-Site[2]	3.52	34.29	30.17	0.06	3.84	2.28
Off-Site[3]	0.08	0.12	1.18	0.00	0.26	0.06
Total	**3.60**	**34.41**	**31.35**	**0.06**	**4.10**	**2.34**
Building Construction						
On-Site[2]	1.20	11.22	13.12	0.02	0.50	0.46
Off-Site[3]	1.04	12.39	19.05	0.01	2.65	0.65
Total	**2.24**	**23.61**	**32.17**	**0.03**	**3.15**	**1.10**
Paving						
On-Site[2]	1.60	7.45	9.98	0.01	0.35	0.32
Off-Site[3]	0.20	0.41	1.58	0.00	0.29	0.07
Total	**1.80**	**7.87**	**11.56**	**0.02**	**0.63**	**0.39**
Architectural Coating						
On-Site[2]	74.73	0.88	1.14	0.00	0.03	0.03
Off-Site[3]	0.19	0.19	3.42	0.00	0.47	0.11
Total	**74.92**	**1.07**	**4.56**	**0.00**	**0.50**	**0.14**
Total of overlapping phases[4]	**78.96**	**32.55**	**48.28**	**0.05**	**4.28**	**1.63**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds	**Yes**	No	No	No	No	No
Mitigated						
Site Preparation						
On-Site[2]	3.65	35.95	32.93	0.05	6.71	4.10
Off-Site[3]	0.07	0.11	1.03	0.00	0.23	0.05
Total	**3.72**	**36.06**	**33.96**	**0.05**	**6.94**	**4.15**
Grading						
On-Site[2]	3.52	34.29	30.17	0.06	3.84	2.28
Off-Site[3]	0.08	0.12	1.18	0.00	0.26	0.06
Total	**3.60**	**34.41**	**31.35**	**0.06**	**4.10**	**2.34**
Building Construction						
On-Site[2]	1.20	11.22	13.12	0.02	0.50	0.46
Off-Site[3]	1.04	12.39	19.05	0.01	2.65	0.65
Total	**2.24**	**23.61**	**32.17**	**0.03**	**3.15**	**1.10**
Paving						
On-Site[2]	1.60	7.45	9.98	0.01	0.35	0.32
Off-Site[3]	0.20	0.41	1.58	0.00	0.29	0.07
Total	**1.80**	**7.87**	**11.56**	**0.02**	**0.63**	**0.39**
Architectural Coating						
On-Site[2]	69.52	0.88	1.14	0.00	0.03	0.03
Off-Site[3]	0.19	0.19	3.42	0.00	0.47	0.11
Total	**69.71**	**1.07**	**4.56**	**0.00**	**0.50**	**0.14**
Total of overlapping phases[4]	**73.75**	**32.55**	**48.28**	**0.05**	**4.28**	**1.63**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds	No	No	No	No	No	No

Notes:
[1] Source: CalEEMod Version 2022.1.1.2020
[2] On-site emissions from equipment operated on-site that is not operated on public roads.
[3] Off-site emissions from equipment operated on public roads.
[4] Construction, architectural coatings and paving phases may overlap.

Operational Impacts

The on-going operation of the Proposed Project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the Project-generated vehicle trips and through operational emissions from the on-going use of the Proposed Project.

The worst-case summer or winter criteria pollutant emissions created from the Proposed Project's long-term operations have been calculated and are shown in *Table 2: Regional Significance - Unmitigated Operational Emissions (lbs/day)*. As shown, none of the Project's operational emissions would exceed the SCAQMD's regional thresholds of significance. Therefore, a less than significant regional air quality impact would occur from operation of the Proposed Project.

Table 2: Regional Significance - Unmitigated Operational Emissions (lbs/day)

Activity	Pollutant Emissions (pounds/day)[1]					
	VOC	NOx	CO	SO2	PM10	PM2.5
Area Sources[2]	6.81	0.14	14.89	0.00	0.01	0.01
Energy Usage[3]	0.04	0.66	0.28	0.00	0.05	0.05
Mobile Sources[4]	5.37	4.59	40.61	0.09	6.96	1.81
Total Emissions	**12.22**	**5.40**	**55.78**	**0.09**	**7.02**	**1.87**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Source: CalEEMod Version 2022.1.1.20
[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of emissions from on-site natural gas usage.
[4] Mobile sources consist of emissions from vehicles and road dust.

Therefore, with the inclusion of mitigation for construction emissions, the Project would not 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, and impacts would be less than significant.

General Plan Amendment Analysis: Refer to the General Plan Amendment Analysis discussion provided in (a) above. With the inclusion of mitigation for construction emissions, the Project would not 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, and impacts would be less than significant. As described above, a commercial project on the site would result in substantially more vehicle trips than the proposed Project. Although air emissions are not linear, the development of the site for commercial uses would increase emissions of criteria pollutants when compared to the proposed Project. Therefore, the implementation of the GPA will result in lower, and less than significant impacts on air emissions.

c) **Less Than Significant Impact.** A sensitive receptor is defined by the SCAQMD as any residence including private homes, condominiums, apartments, and living quarters, schools, preschools, daycare centers and health facilities such as hospitals or retirement and nursing homes. Also included are long term care hospitals, hospices, prisons, and dormitories or similar live-in housing.

Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SSAB. In order to assess local air quality impacts the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the Project-related air emissions in the Project vicinity. The SCAQMD has also provided Final Localized Significant Threshold Methodology (LST Methodology). The Localized Significant Threshold Methodology found that the primary emissions of concern are NO2, CO, PM10, and PM2.5.

Construction

The local air quality emissions from Project construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables (refer to Appendix A). The emission thresholds were based on the Coachella Valley source receptor area (SRA 30) and a disturbance of 4 acres per day, at a distance of 25 meters (82 feet). The SCAQMD recommends using the 25 meter threshold for any distance below 25 meters. The closest receptor would be approximately 3 meters, or approximately 9.8 feet.

Table 3: Localized Significance – Construction, below, identifies that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors.

Table 3: Localized Significance – Construction

Phase	On-Site Pollutant Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Site Preparation	35.95	32.93	6.71	4.10
Grading	34.29	30.17	3.84	2.28
Building Construction	11.22	13.12	0.50	0.46
Paving	7.45	9.98	0.35	0.32
Architectural Coating	0.88	1.14	0.03	0.03
Total of overlapping phases	19.56	24.24	0.87	0.80
SCAQMD Threshold for 25 meters (82 feet) or less[2]	**191**	**1,299**	**7**	**5**
Exceeds Threshold?	No	No	No	No

Notes:
[1] Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for two acres in Coachella Valley Source Receptor Area (SRA 30). Project will disturb a maximum of 3.5 acres per day (see Table 7 in Appendix A).
[2] The nearest sensitive receptor is located approximately 9.8 feet to the east; therefore, the 25-meter threshold has been used.

Operations

Table 4: Localized Significance – Unmitigated Operational Emissions, below, shows the calculated emissions for the proposed operational activities compared with appropriate LSTs. The LST analysis only includes on-site sources; however, the CalEEMod software outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table 4 include all on-site Project-related stationary sources and 10% of

the Project-related new mobile sources. This percentage is an estimate of the amount of Project-related new vehicle traffic that would occur on-site. Table 4 indicates that the local operational emission would not exceed the LST thresholds at the nearest sensitive receptors, located adjacent to the Project.

Table 4: Localized Significance – Unmitigated Operational Emissions

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day)[1]			
	NOx	**CO**	**PM10**	**PM2.5**
Area Sources[2]	0.14	14.89	0.01	0.01
Energy Usage[3]	0.66	0.28	0.05	0.05
On-Site Vehicle Emissions[4]	0.46	4.06	0.70	0.18
Total Emissions	**1.26**	**19.23**	**0.76**	**0.24**
SCAQMD Threshold for 25 meters (82 feet)[5]	**304**	**2,292**	**4**	**2**
Exceeds Threshold?	No	No	No	No

Notes:

[1] Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 5 acres in Coachella Valley Source Receptor Area (SRA 30). The Project will be approximately 11.48 acres.

[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

[3] Energy usage consists of emissions from generation of electricity and on-site natural gas usage.

[4] On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.

[5] The nearest sensitive receptor is located adjacent approximately 9.8 feet to the east; therefore, the 25-meter threshold has been used.

Health Impacts

As described above, neither construction nor operation of the Project will result in criteria emissions that are above the SCAQMD significance thresholds, and neither would violate any air quality standard or contribute substantially to an existing or projected air quality violation.

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

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

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

Therefore, the Proposed Project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

General Plan Amendment Analysis: Refer to the General Plan Amendment Analysis discussion provided in (a) above. Construction and operation of a commercial use would also expose sensitive receptors to substantial pollutant concentrations. Any commercial project constructed would be required to comply with the same Federal, State, and local regulations regarding reducing air pollutants as the Proposed Project. Given that the same amount of land would be disturbed if a commercial project were developed, localized impacts would be similar to those analyzed in Table 3 for construction, and would be less than significant. Localized operational impacts would be higher than those analyzed in Table 4, based on the significant likely increase in vehicle trips. Therefore, the implementation of the GPA would likely reduce localized impacts and they will remain less than significant.

d) **Less Than Significant Impact.** The potential for the proposed Project to generate objectionable odors has also been considered. Odors may include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities.

The Project does not contain any land uses associated with emitting objectionable odors. Potential temporary odor sources associated with the proposed Project may result from construction (e.g., equipment exhaust, application of asphalt and architectural coatings). The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction and are thus considered less than significant. Potential long term odor sources may arise from solid waste. The City will condition the Project to include covered and walled solid waste enclosures, and Project-generated refuse would be removed at regular intervals in compliance with the Burrtec contracts. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.

Mitigation Measures:

AIR-1: Should building construction and architectural coatings/painting occur simultaneously, the volatile organic compound (VOC) content should be no greater than 45 grams VOC per liter for interior paint.

Monitoring:

AIR-A: The Project contractor shall provide the City's Building Department with written substantiation that paint to be used for the Project does not exceed 45 grams VOC per liter prior to the initiation of any building coating.

Responsible Parties: City Building Department.

IV. BIOLOGICAL RESOURCES Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				✓
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓	

Sources: CVMSHCP; City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; Project materials; *Biological Resources Assessment, Jurisdictional Delineation and CVMSHP Consistency Analysis for the Date Palm Apartment Complex, City of Cathedral City*, prepared by Jennings Environmental, August 2023 (Appendix B); Google Earth Pro.

Environmental Setting

The Project Site falls within the boundaries of the Coachella Valley Multiple Species Habitat Conservation Plan, however, the Site is not located within a Conservation Area. Every Project completed within the boundaries of the CVMSHCP is required to pay a Development Impact Fee to the City or County, depending on location, prior to obtaining permits.

The Project is generally located on the western edge of Section 15, Township 4 South, Range 5 East, and is depicted on the *Cathedral City* U.S. Geological Survey's (USGS) 7.5-minute topographic map. A literature review on the soil type determined the Project Site contains only one soil type:

- Myoma fine sand, 0 to 5 percent slopes (MaB). This soil is somewhat excessively drained with a high to very high capacity to transmit water. This soil consists of wind blown sandy alluvium,

typically ranges in elevations around -200 to 1,800 feet above mean sea level (amsl), and is considered prime farmland if irrigated.

Discussion of Impacts

a) Less Than Significant Impact. A Project specific biological resource assessment was conducted (Appendix B). The assessment included a review of multiple state and federal databases, and a site survey. The biologist determined that the site is dominated by Creosote bush scrub, typical of the valley floor.

According to the literature search conducted as part of the biological resources study in Appendix B, 25 sensitive species including 4 listed species and 1 sensitive habitat, have been documented in the *Cathedral City* quad. The biologist found that 22 of these species had no potential to occur on the Project Site because the Project Site lacked habitat for these species. The field survey conducted as part of the survey for Appendix B focused on three species that have the potential to occur on vacant lands in the region as follows:

Desert Tortoise (*Gopherus agassizii*): The desert tortoise is a State and federally listed threatened species.

Result: No suitable habitat for desert tortoises exists within the Project Site or surrounding area. There are no documented desert tortoise occurrences within the Project Site or the surrounding area, therefore, this species is not expected to occur within the Project area or on the Project Site. Additionally, the Project Site is outside of the Designated Critical Habitat for this species. Therefore, no potential direct or indirect impacts on desert tortoise have be identified, and presence/absence surveys for this species are not warranted or recommended.

Burrowing owl (BUOW) (*Athene cunicularia*). The BUOW is a state and federal SSC.

Result: Based on the August 2023 field survey, the site does not contain suitable habitat for this species. No burrowing owls were observed during the site visit. No burrows of any kind were located within the Project Site. No portion of the Project Site showed any evidence of past or present BUOW activity. No feathers, whitewash, or castings were found and no suitable burrow surrogate species are present onsite. Therefore, no suitable habitat exists on-site and no focused surveys are required. Please also see subsection d.

Coachella Valley Fringe-toed Lizard (*Uma inornata*). The Coachella Valley fringe-toed lizard is listed as threatened by the USFWS and endangered by the CDFW.

Result: The sand sheets and sand dunes preferred by the Coachella Valley fringe-toed lizard do not exist on site. Therefore, there is no suitable habitat for this species and this species is considered absent from the site.

Therefore, the Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service because none exist on the Project Site. Impacts would be less than significant.

General Plan Amendment Analysis: A commercial project constructed on the Project Site would disturb the same area. Therefore, less than significant impacts to special status species would result from the approval of a GPA to convert the property from commercial to residential uses.

b) **No Impact.** The habitat on-site consists of sparse vegetation and bare ground. The study in Appendix B contains a list of all plants found on-site. The site is relatively undisturbed with the exception of the dirt roads that transect the property. There was also evidence of human disturbance in the form of foot traffic and bicycle traffic. Vegetation on the site consists of Creosote bush scrub, which is typical of the valley floor, and is not identified as a sensitive habitat in the CVMSHCP.

Based on a review of databases, aerial imagery, and a field survey, there were no riparian vegetation or hydric soils identified on the property, and no evidence of any drainage or jurisdictional feature on the Project Site.

Therefore, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service because no such habitat or other sensitive community exists on the Project Site. There would be no impact.

General Plan Amendment Analysis: A commercial project constructed on the Project Site would disturb the same area. Therefore, no impacts to riparian areas or policies relating to these habitats would occur from the approval of a GPA to convert the property from commercial to residential uses.

c) **No Impact.** See response to b) above.

General Plan Amendment Analysis: See response to b) above

d) **Less Than Significant with Mitigation Incorporated.** While the Proposed Project exists as a vacant lot, it is bounded by urbanized uses and does not exist as a linear feature that provides habitat linkage to other undisturbed habitat. Therefore, the Project Site is not considered a wildlife corridor or a portion of a corridor.

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

In addition, Fish and Game Code sections 3503, 3503.5, and 3513 afford protective measures under Section 3503, which states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto. Fish and Game Code Section 3503.5 makes it unlawful to take, possess, or destroy any birds-of-prey or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by Fish and Game Code or any regulation adopted pursuant thereto. Fish and Game Code Section 3513 makes it unlawful to take or possess any migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act of 1918, as amended (16 U.S.C. § 703 et seq.).

Due to the relatively undisturbed nature of the site, and the vegetation available for nesting, development of the Project could result in impacts to nesting birds. In order to reduce this impact to less than significant levels, Mitigation Measure BIO-1 is incorporated to ensure that any grading activities do not interfere with nesting birds.

General Plan Amendment Analysis: A commercial project constructed on the Project Site would also have a less than significant impact with mitigation incorporated because a commercial project would disturb the same area. Therefore, with mitigation incorporated, there is a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

e) **Less Than Significant.** The subject property does not contain any biological resources that are protected by a local policy or ordinance, such as a tree preservation ordinance. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance because no resources are on site that would be protected by a local policy.

General Plan Amendment Analysis: A commercial project constructed on the Project Site would also have a less than significant impact because it would disturb the same area. Therefore, a less than significant impact to the approval of a GPA would occur.

f) **Less Than Significant.** As part of the CVMSHCP all participating Cities and the County of Riverside are required to implement a Local Development Mitigation Fee (LDMF) on new development within the plan area. The proposed Project, being within an area that is subject to the CVMSHCP, will be required to pay the Local Development Mitigation Fee, The City would assess this fee as a routine fee prior to issuance of grading permits. With payment of the required LDMF fee and adherence to CVMSHCP, impacts will be less than significant. Therefore, the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Impacts would be less than significant.

General Plan Amendment Analysis: A commercial project constructed on the Project Site would also have a less than significant impact because it would occur on the same site and disturb the same amount of land. Therefore, a less than significant impact to the approval of a GPA would result.

Measures:

BIO-1: Nesting bird nesting season generally extends from February 1 through September 15 in southern California and specifically, March 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist will conduct pre-construction Nesting Bird Surveys (NBS) no more than 3-days prior to Project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage, and expected types, intensity, and duration of the disturbance. The nests and buffer zones shall be field-checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the

field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.

Mitigation Monitoring:

BIO-A: If the initial site grating occurs between March 15 and September 15, provide written evidence to the City's Building Department that a pre-construction nesting bird survey has occurred within three days prior to issuance of the grading permit.

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

V. CULTURAL RESOURCES Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				✓
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		✓		
c) Disturb any human remains, including those interred outside of formal cemeteries?			✓	

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; Project materials; Google Earth Pro; *Historical/Archaeological Resources Survey Report, Assessor's Parcel Nos. 670-110-043, -045, -048 to -053, -055, and -056*, prepared by CRM Tech., October 24, 2023 (Appendix C).

Environmental Setting

The City of Cathedral City lies in the northwestern portion of the Coachella Valley, a northwest-southeast trending desert valley that constitutes the westernmost part of the Colorado Desert. Dictated by this geographic setting, the climate and environment of the study area and its surrounding region are typical of southern California's desert country, marked by extremes in temperature and aridity. Temperatures in the region reach over 120 degrees in summer, and dip to near freezing in winter. Average annual precipitation is less than five inches, and the average annual evaporation rate exceeds three feet.

The Project Site is situated in a suburban setting in the northern portion of Cathedral City, near the Interstate Highway 10 corridor. It is surrounded mostly by residential neighborhoods of relatively recent vintages to the east and the south, a community church to the north, and vacant land across Date Palm Drive to the west. The terrain is generally level, with elevations ranging around 370 feet above mean sea level. The surface soil is composed of a light olive gray very fine sand.

A Cultural Resource Investigation (Appendix C) was performed for the Project Site to determine if the Proposed Project would potentially impact cultural resources. Historical sources consulted for the study suggest that the study area is relatively low in sensitivity for cultural resources from the historic period. Prior to the 1950s, no human-made features were known to exist in the immediate vicinity of the study area. By the mid-1950s, amid the post-WWII boom, a grid of roads was laid out immediately to the south of the Project location, including the forerunner of today's McCallum Way, although no further development had occurred as of 1959 (Appendix C).

The segment of Date Palm Drive adjacent to the western Project boundary was built between 1959 and 1972, and the residential neighborhoods surrounding the Project location gradually came into being during the 1970s-1990s (Appendix C). In 1996, a westerly extension of what is now Rosemount Road in the adjacent neighborhood to the east, likely a temporary construction access road, became the first human-made feature to appear within the Project boundaries, but it was abandoned over the next few years, after the completion of that neighborhood (Appendix C).

The Cultural Resource Investigation also included a request for information from the Native American Heritage Commission (NAHC) regarding sacred lands. The nearby Agua Caliente Band of Cahuilla Indians was also contacted by electronic mail for additional information on potential Native American cultural resources in the Project vicinity and to invite tribal participation in the upcoming archaeological

fieldwork. Claritsa Duarte, Cultural Resources Analyst with the Agua Caliente Band of Cahuilla Indians (ACBCI) Historic Preservation Office, requested to review copies of all applicable cultural resource documentation, along with the presence of an approved Agua Caliente cultural resources monitor during any ground-disturbing activities.

In February 2023, the City of Cathedral City sent a letter to the ACBCI offering them an opportunity to comment, in accordance with Assembly Bill 52 (AB52) and Senate Bill 18 (SB18). The tribe responded that the Project is within the ACBCI's traditional use area and requested tribal monitoring during ground disturbing activities. Please also see Section XVIII, Tribal Cultural Resources.

Discussion of Impacts

a) **No Impact.** The Cultural Resource Investigation report prepared for the Project identified that there are no historical resources pursuant to California Code of Regulations, Section 15064.5 on the Project Site. There would be no impact.

General Plan Amendment Analysis: A commercial project constructed on the Project Site would also have no impact because is the area disturbed would be the same for both a commercial project and a residential project. Therefore, no impact would occur.

b) **Less Than Significant With Mitigation Incorporated.** The Cultural Resources Investigation did not identify any archaeological sites on the Project Site or in the vicinity, and identified a low potential that previously undiscovered archaeological resources may exist within the Project Site which may be exposed during the Project's ground-disturbing construction activities. However, to accommodate for unanticipated resources, **Mitigation Measures CUL-1,** which requires archaeological monitoring and disposition requirements, shall be implemented to reduce impacts related to unanticipated historical and archaeological resources to a less than significant level. Impacts would be less than significant with mitigation incorporated.

General Plan Amendment Analysis: A commercial project constructed on the Project Site would also have a less than significant impact with mitigation incorporated because the area disturbed would be the same for both a commercial project and a residential project. Therefore, with mitigation incorporated, there is a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

c) **Less Than Significant.** Based on an analysis of records and archaeological survey of the property, it has been determined that the Project Site does not include a formal cemetery or any archaeological resources that might contain interred human remains. Nonetheless, the Project will be required to adhere to State Health and Safety Code Section 7050.5 in the event that human remains are encountered. This requirement of law ensures that no further disturbance occur until the County Coroner has made the necessary findings as to the origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. Compliance with State Law is not considered mitigation. Therefore, impacts in this regard are considered less than significant.

General Plan Amendment Analysis: A commercial project constructed on the Project Site would also have a less than significant impact because the area disturbed would be the same for both a commercial project and a residential project. Therefore, a less than significant impact to the approval of a GPA would occur.

Mitigation Measures:

CUL-1: An approved Agua Caliente Native American Cultural Resource Monitor(s) shall be on-site during any ground disturbing activities (including grubbing, grading and excavation). Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt. The Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer and the Agua Caliente Tribal Historic Preservation Office.

Monitoring:

CUL-A Prior to issuance of grading permits, demonstrate contract with ACBCI for archaeological monitoring. Within 30 days following completion of monitoring, a report of findings will be provided to the City.

Responsible Parties: Project applicant, Agua Caliente Band of Cahuilla Indians, Planning Department, City Engineer

VI. ENERGY Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✓	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✓	

Sources: *Date Palm Apartments Air Quality, Greenhouse Gas, and Energy Impact Study*, Prepared by MD Acoustics, June 18, 2024 (Appendix A).

Environmental Setting

Primary energy sources include fossil fuels (oil, coal and natural gas), nuclear, and renewable sources such as wind, solar, geothermal, and hydropower. In addition to utility-provided electrical power, many homes and business are installing rooftop solar and storage, and new construction and renovation is required to conform to the state's strict green building code, which further serves to ensure that energy resources are used economically and wisely. Both the regulatory environment and the economy have moved aggressively toward greater energy efficiency and reliance on non-polluting renewables sources.

Electricity - The Project Site is located within the electric power service boundaries of Southern California Edison (SCE). SCE is the largest subsidiary of Edison International and is the primary electricity supply company for much of Southern California. It provides 15 million people with electricity across a service territory of approximately 50,000 square miles. As of June 2020, almost half of the electricity delivered across its vast service territory came from carbon-free sources. SCE's power mix is comprised of 34 percent from solar, geothermal, small hydro (less than 30 megawatts), biomass and biowaste; 14 percent from nuclear and large hydro (30-plus MW); and 52 percent still comes from polluting natural gas and other sources.

Natural Gas - Natural gas services in the Project area are provided by Southern California Gas Company (SoCalGas). Natural gas supplies are transported from Texas to the Coachella Valley through three east-west trending gas lines, which cross the valley near and parallel to Interstate-10 and continue west to Los Angeles. The pipelines include one 30-inch line and two 24-inch lines, with pressures of 2,000 pounds per square inch (psi). At this time, it is not known whether lower pressure distribution lines extend to the Project vicinity.

Alternative Energy – SCE continues to meet or exceed California's Renewable Portfolio Standard primarily with local resources. As noted above, in 2020 SCE's power mix included 34 percent renewable sources. There is also large-scale wind power production in the Coachella Valley. There are no utility-scale renewable energy facilities in the Project area. It should be noted that SoCalGas is developing "green" sources of natural gas that may reduce GHG and other emissions associated with its use.

Cathedral City Climate Action Plan - Cathedral City's Climate Action Plan promotes solar technology. The Project will comply with the solar and zero net energy requirements of the current 2022 California Building Code.

Discussion of Impacts

a, b) Less Than Significant Impact. The Project will not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation, according to the air quality and greenhouse gas analysis in Appendix A. Information from the CalEEMod 2022.1.1.20 Daily and Annual Outputs contained in the air quality and greenhouse gas analyses (Appendix A) was utilized to determine the potential energy demand. The CalEEMod outputs detail Project related construction equipment, transportation energy demands, and facility energy demands.

Construction

The Project's estimated energy consumption during construction is provided in Tables 15-21 in Appendix A. In summary, the usage was estimated as follows:

- Table 15: Project Construction Power Cost and Electricity Usage: 228,283 kWh.
- Table 16: Construction Equipment Fuel Consumption Estimates: 46,135 gallons of diesel fuel.
- Table 17: Construction Worker Fuel Consumption Estimates: 33,195 gallons.
- Table 18: Construction Vendor Fuel Consumption Estimates (Medium Heavy Duty Trucks): 11,637 gallons.
- Table 19: Construction Hauling Fuel Consumption Estimates (Heavy Heavy Duty Trucks): 0 gallons (No construction from heavy-heavy trucks are anticipated).

Construction of the Proposed Project would require the typical use of energy resources such as electricity for power tools and fuel for vehicles as described above. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities, nor would there be use of equipment that would not conform to current emissions standards (and related fuel efficiencies). Project construction is required to comply with applicable California Air Resources Board (CARB) regulations regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with these measures would result in a more efficient use of construction- related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

Therefore, Project compliance with State regulations will reduce impacts to less than significant and no mitigation is required.

Operations

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

To model the Proposed Project's energy usage, the vehicle fleet mix was used as determined in the CalEEMod output from the air quality and greenhouse gas analysis (Appendix A). The Proposed Project was modeled to generate approximately 15,512 daily vehicle trips as a worst case scenario and includes both trucks and automobiles (Appendix A). Table 20 in Appendix A shows that an estimated 227,488 gallons of fuel would be consumed per year for the operation of the Proposed Project. The State of California consumed approximately 4.2 billion gallons of diesel and 15.1 billion gallons of gasoline in 2015. Therefore, the increase in fuel consumption from the Proposed Project is insignificant in comparison to the State's demand. Therefore, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Table 21 in Appendix A identifies that the Project's annual operational energy demand according to the CalEEMod 2020.4.0 model annual output would be as follows:

- Natural Gas – 2,630,134 kBTU/year
- Electricity – 1,591,276 kWh/year

In 2022, the non-residential sector of the County of Riverside consumed approximately 9,06 million kWh of electricity. In addition, the estimated natural gas consumption for the proposed Project is approximately 2.63 million kBTU per year. In 2022, the non-residential sector of Riverside County consumed approximately 284 million therms of gas. Therefore, the increase in both electricity and natural gas demand from the proposed Project is insignificant compared to the County's 2022 demand.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.). The Proposed Project is required to comply with Title 24 standards, which 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.

The Project would also comply with the CALGreen Code as it:

- Provides outdoor secure bicycle facilities.
- Allows for electric vehicle charging in garages.
- Provide solar panels on parking canopies

The Site's current land use classification is GC (General Commercial) within the City's General Plan.

The Project therefore would not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California particularly because the Project has been designed in compliance with California's Energy Efficiency Standards and 2019 CALGreen Standards. Therefore, there is a less than significant impact, and no mitigation is required.

General Plan Amendment Analysis: To more specifically determine if changing the land use categories would cause greater or less impacts for this criterion, energy usage modeling would generally be performed based on specific project parameters of each of the project types. The Project Site is currently zoned PCC, which broadly includes retail, fast food, hotel, and numerous other commercial uses. In general, some commercial land use can be more intensive in terms of energy usage than others. The project identified for the Project Site in the 2007 IS/MND was a concept only, and no energy study was conducted. That project was never entitled. It would not be relevant to calculate the energy usage from the 2007 concept project or create some hypothetical project just for the purposes of calculating energy usage for comparison against the Proposed Project because, based on the analysis above, the Proposed Project would not violate energy policies and would not use excessive amounts of electricity. Any project, commercial or residential, is required to follow the CalGreen code which is designed to reduce energy usage. Therefore, there is a less than significant impact to the approval of a GPA to convert the property from commercial to residential use.

Mitigation Measures:
None required.

Monitoring:
None required.

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

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; Project materials; *Geotechnical Report for Living Care Assisted Living, APN 670-110-043*, prepared by LandMark Consultants, June 15, 2023 (Appendix D-1); *Paleontological Resources Assessment Report, Assessor's Parcel Nos. 670-110-043, -045, -048 to -053, -055, and -056*, prepared by CRM Tech, October 24, 2023 (Appendix D-2).

Environmental Setting

The City of Cathedral City is located in the Coachella Valley which lies in the Colorado Desert Geomorphic Province. This province consists of a low-lying barren desert basin, about 245 feet below sea level at its southern extremity, and is dominated by the Salton Sea. The province is a depressed block between active branches of the alluvium-covered San Andreas Fault with the southern extension of the

Mojave Desert on the east. It is characterized by the ancient beach lines and silt deposits of Ancient Lake Cahuilla.[6]

A geotechnical investigation was prepared for the Project Site parcel to evaluate the potential for geological impacts as a result of the Proposed Project (Appendix D-1).

Discussion of Impacts

The construction of either a residential or a commercial project on the Project site would be subject to the same standards, regardless of use, relating to geologic and soil hazards. Therefore, approval of the GPA will result in equivalent impacts as those discussed below.

a.i, a.ii) **Less Than Significant Impact.** The Project Site is in Southern California, a seismically active area susceptible to the effects of seismic activity including rupture of earthquake faults. The proposed development site lies outside of any Alquist Priolo Special Studies Zone (California Dept of Conservation, Earthquake Zones of Required Investigation GIS map). The geotechnical investigation in Appendix D-1 identified that the nearest mapped earthquake fault zone is the San Andreas – San Bernardino (south) fault, located approximately 3.7 miles northeast of the Project Site. The Proposed Project is required to be constructed consistent with all applicable seismic design standards contained in the California Building Code (CBC) in effect at the time of construction, including Section 1613 - Earthquake Loads, which would reduce risks associated with seismic activity. Therefore, potential impacts associated with adverse effects to people or structures from strong seismic ground shaking would be less than significant and no mitigation would be required.

a.iii) **Less Than Significant Impact.** Liquefaction is the loss of topsoil strength from sudden shock (usually earthquake shaking), causing the soil to become a fluid mass. In general, for the effects of liquefaction to be manifested at the surface, groundwater levels must be within 50 feet of the ground surface and soils within the saturated zone must also be susceptible to liquefaction. The Proposed Project Site, as with most of the City, lies within a "moderate" potential for liquefaction, as identified by Riverside County geological maps[7]. The geotechnical study for the Proposed Project identified that the potential for liquefaction to occur on this site would be considered negligible because of the depth of groundwater beneath the site is anticipated to occur at approximately 230 feet below ground surface, based on data from nearby wells. Furthermore, no free groundwater was encountered in exploratory borings performed at a depth of 51.5 feet, as part of the geotechnical study. Therefore, impacts would be less than significant.

a.iv) **Less Than Significant Impact.** The geotechnical study in Appendix D-1 identified that landslides are unlikely due to the regional planar topography. No ancient landslides were identified in the region, and none were observed during the geotechnical study in Appendix D-1. The City's General Plan EIR, Exhibit 2.8-1 also identified that the Project Site and the surrounding area have a low susceptibility of being impacted by rock falls and seismically induced landsliding. Therefore, impacts would be less than significant.

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6 City of Cathedral City Draft General Plan Environmental Impact Report (SCH #2018081012), July 15, 2019, prepared by Terra Nova.

7 Riverside County "Map My County," https://gis1.countyofriverside.us/Html5Viewer/?viewer=MMC_Public, accessed June 8, 2024.

b) **Less Than Significant Impact.** During Project construction when soils are exposed, temporary soil erosion may occur, which could be exacerbated by rainfall and wind. To control the potential for soil erosion, wind, dust, and water quality impacts, the Proposed Project is required to comply with SCAQMD rules relating to dust control (such as SCAQMD Rule 403) and rules to protect water quality including preparing a Stormwater Pollution Prevention Plan (SWPPP) to be approved by the Regional Water Quality Control Board (RWQCB). Additionally, because Project construction would disturb more than one (1) acre of soil, the Project is required to obtain coverage under the State Water Resources Control Board (SWRCB) General Permit for Discharges of Stormwater Runoff Associated with Construction Activity (General Construction Permit, or CGP). The General Construction Permit is part of the National Pollutant Discharge Elimination System (NPDES) program established to protect and enhance water quality. The City is a co-permittee with Riverside County for NPDES compliance, and will require compliance with this permit through both construction and operation of the Project. Compliance will include a Water Quality Management Plan, which will provide best management practices (BMPs) for long term sediment control. Compliance with Federal, State, and Local regulations will ensure potential impacts are less than significant.

c, d) **Less Than Significant Impact.** The geotechnical investigation identified that subsurface soils primarily consist of medium dense to dense sands, and the near surface soils are non-expansive in nature. Therefore, they would not become unstable as a result of the Project. As discussed in a(i) through a(iv) above, the Project Site is not subject to landslides, lateral spreading, liquefaction or collapse.

The Project Site is located in the Coachella Valley, which has experienced up to 12 inches of regional subsidence between 1996 and 2005 (Appendix D-1). The geotechnical investigation identified that the risk of regional subsidence at the Project Site is considered low. The City's General Plan, Safety Element, identifies that the regional groundwater managers have been proactive in securing and importing water to recharge the aquifer, which would assist in mitigating the overdraft conditions that contribute to regional subsidence.

The Proposed Project would be constructed in accordance with the recommendations made in the Geotechnical Investigation that would ensure the Project would meet all engineering standards that minimize and avoid the Project's potential to be susceptible to lateral spreading, subsidence, liquefaction or collapse. Therefore, potential impacts associated with on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse would be less than significant.

e) **No Impact.** The Project would not require the use of septic tanks or alternative wastewater disposal systems or result in impacts related to the ability of soils to support septic tanks or alternative wastewater disposal systems. The Project will construct a main sewer line in Rosemount Road from the Project's driveway to connect to existing sanitary sewer lines located at the intersection of Rosemount Road and Stella Place. No impacts would occur because the Project does not require the use of septic tanks or alternative wastewater disposal systems, and no mitigation measures would be required.

f) **Less Than Significant Impact.** Paleontological resources are the fossilized remains of organisms that lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, most of which are now extinct. The Proposed Project Site has no known unique paleontological features (rivers, lakes, hills, faults, folds, etc.) located onsite that would directly or

indirectly be destroyed by the proposed Project. The paleontological investigation in Appendix D-2 identified that the geologic units underlying this Project Site are mapped primarily as Holocene aged deposits of alluvial sand and gravel. Holocene alluvial units are considered to be of high preservation value, but material found is unlikely to be fossil material due to the relatively modern associated dates of the deposits. There have been no fossil localities identified within the Project area or within a 1 mile radius.

While the presence of any fossil material is unlikely, if excavation activity disturbs deeper sediment dating to the earliest parts of the Holocene or Late Pleistocene periods, the material could be scientifically significant. Excavation activity associated with the development of the Project area is unlikely to be paleontologically sensitive because the Project Site is situated entirely upon deposits of Holocene-age sediments, which have a low potential to contain significant, nonrenewable paleontological resources and no paleontological localities were previously identified in the study area. Therefore, impacts would be less than significant.

Mitigation Measures:
None required.

Monitoring:
None required.

VIII. GREENHOUSE GAS EMISSIONS Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; *Date Palm Apartments Air Quality, Greenhouse Gas, and Energy Impact Study*, Prepared by MD Acoustics, June 18, 2024 (Appendix A).

Environmental Setting

Global Climate Change (GCC) refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation, and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO2, N2O, CH4, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

Gases that trap heat in the atmosphere are often referred to as Greenhouse Gases (GHGs). GHGs are released into the atmosphere by both natural and anthropogenic activity. Without the natural GHG effect, the earth's average temperature would be approximately 61 degrees Fahrenheit (°F) cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

There are numerous Federal, State and local plans that outline how to reduce GHG emissions. These are detailed in Appendix A.

a) **Less Than Significant Impact.** A greenhouse gas assessment was prepared for the proposed Project and determined that the Project cannot generate enough GHG emissions to affect a discernible change in global climate. However, the proposed Project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC. Because these changes may have serious environmental consequences, the study evaluated the potential for the proposed Project to have a significant effect upon the environment as a result of its potential contribution to the greenhouse effect.

The estimated GHG emissions for the proposed Project land use are summarized from the evaluation in Appendix A in *Table 5: Opening Year Unmitigated Project-Related Greenhouse Gas Emissions*. The estimated GHG emissions include emissions from Carbon Dioxide (CO_2), Methane (CH_4), and Nitrous Oxide (N_20). Total GHG emissions during construction (967.45 $MTCO_2e$/yr), are amortized over 30 years, as allowed by SCAQMD methodology. As shown, the proposed Project would generate a total of approximately 2,022.86 $MTCO_2e$/yr., which would not exceed the SCAQMD's screening threshold of 3,000 $MTCO_2e$/yr.

Table 5: Opening Year Unmitigated Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year)[1]					
	Bio-CO2	NonBio-CO_2	CO_2	CH_4	N_2O	CO_2e
Area Sources[2]	0.00	3.65	3.65	0.00	0.00	3.66
Energy Usage[3]	0.00	523.54	523.54	0.04	0.00	525.38
Mobile Sources[4]	0.00	1,368.20	1,368.20	0.06	0.07	1,393.00
Solid Waste[5]	13.46	0.00	13.46	1.35	0.00	47.10
Water[6]	2.63	10.14	12.77	0.27	0.01	21.47
Construction[7]	0.00	31.82	31.82	0.00	0.00	32.25
Total Emissions	16.09	1,937.35	1,953.45	1.72	0.08	**2,022.86**
County of Riverside CAP and SCAQMD Draft Screening Threshold						**3,000**
Exceeds Threshold?						**No**

Notes:
[1] Source: CalEEMod Version 2022.1.1.19
[2] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
[3] Energy usage consist of GHG emissions from electricity and natural gas usage.
[4] Mobile sources consist of GHG emissions from vehicles.
[5] Solid waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[6] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[7] Construction GHG emissions based on a 30 year amortization rate.

Therefore, the Proposed Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. The impact would be less than significant.

General Plan Amendment Analysis: Construction and operation of a commercial use would also generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. As described in Section III., Air Quality, a commercial project would generate substantially higher vehicle trips than the proposed Project. It would therefore also hold that mobile source emissions of GHGs would be higher than those shown in Table 5 for the proposed Project. Therefore, the proposed GPA will reduce GHG emissions when compared to the proposed Project, and its impacts will be less than significant.

b) Less Than Significant Impact.

Connect SoCal 2024 Consistency

The proposed Project is located within the Southern California Association of Governments (SCAG), which has authority to develop the SCS or APS. For the SCAG region, the targets set by CARB are at eight percent below 2005 per capita GHG emissions levels by 2020 and 13 percent below 2005 per capita GHG emissions levels by 2035. In April 2024, SCAG adopted the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024)., which meets the CARB emission reduction requirements. Connect SoCal 2024 carries forward policy direction established in Connect SoCal 2020, as well as more recent Regional Council actions that address emerging issues facing the region. Connect SoCal is an important planning

document for the region, allowing public agencies to implement transportation projects in a coordinated manner while qualifying for federal and state funding. Connect SoCal also supports local jurisdictions in making informed land use planning and housing development decisions. Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals through 2050. The Plan elements that are necessary to bring this vision to fruition are organized within the pillars of Mobility, Communities, Environment and Economy. *Table 6: Project Consistency with Connect SoCal 2024 Goals* identifies how the Project is consistent with Connect SoCal 2024.

Table 6: Project Consistency with Connect SoCal 2024 Goals

Connect SoCal 2024 Goal	Project Consistency
Mobility: Build and maintain an integrated multimodal transportation network • Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions • Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities • Support planning for people of all ages, abilities and background	*Consistent.* The Proposed Project is a 204-unit apartment complex that is open to all age, abilities and backgrounds. The Proposed Project is designed to meet all Federal, State, and local regulations to reduce air emissions and greenhouse gases. The Proposed Project is situated in an area of the city where transit services are readily available. The surrounding land use to the south and west is commercial, therefore, residents would have access within 0.2 mile to shopping for basic goods and can choose a pedestrian or bicycle option to obtain goods and services offered by the surrounding commercial. The Proposed Project also proposes to complete Rosemount Road, between the existing residential neighborhood to the east, and Date Palm Drive, which would not only provide the Proposed Project's residents access to a major city thoroughfare, but also provide residents to the east with convenient access to Date Palm Drive. The Proposed Project's secondary access allows the Proposed Project's residents two additional points to access Date Palm Drive and 30th Avenue which would alleviate traffic congestion at Date Palm Drive and Rosemount Road. The Proposed Project is also constructing intersection improvements at Date Palm Drive and Rosemount Road that include a traffic signal to improve safety. Therefore, the Proposed Project meets the Mobility goal and subgoals of Connect SoCal2024 because it is designed build and maintain an integrated multimodal transportation network.
Communities: Develop, connect and sustain livable and thriving communities • Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances. • Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households	*Consistent*. The Proposed Project, termed "The Wren" is designed to be an apartment community with attractive floor plans and amenities, such as a swimming pool and an open turf recreational area to provide residents with a comfortable environment to live and work. The Proposed Project's location is near transit stops and within 0.2 mile of existing and planned commercial which increase mobility options for pedestrian and bicycle and reduces travel distances for employment and services. Floor plans range from studio to three bedroom which provides for diverse housing to improve affordability, accessibility and opportunities for all households. Therefore, the Proposed Project meets the Communities goal and subgoals of

	Connect SoCal2024 because it is designed with features that connect sustain livable, thriving community.
Environment: Create a healthy region for the people of today and tomorrow • Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change • Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water • Conserve the region's resources	*Consistent.* The Proposed Project is designed in accordance with the CalGreen Code which seeks to reduce energy usage and reduce emissions that cause greenhouse gases. The Proposed Project will be constructed in accordance with SCAQMD regulations to reduce emissions of criteria pollutants that contribute to poor air quality and climate change. Each of the units would contain new appliances and water-saving fixtures to reduce impacts to water usage and sewer services. The Project will also construct Rosemount Road which will provide a direct, convenient access to Date Palm, a major city thoroughfare, not only for the Proposed Project's residents but also for the residential community to the east of the Proposed Project. The intersection of Date Palm and Rosemount Road is also designed with a signal for added safety. The Proposed Project also provides a direct access to two other points of ingress and egress to the north of the Project Site, which would reduce congestion and emissions from idling vehicles at the Date Palm Drive and Rosemount Road intersection. Therefore, the Proposed Project meets the Environment goal and subgoals of Connect SoCal2024 because it is designed and will be constructed in compliance with all Federal, State, and local regulations that serve to reduce harmful emissions and provide a more sustainable use of energy and water.
Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region • Improve access to jobs and educational resources • Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities	*Consistent.* Once constructed, the Proposed Project would hire employees and contractors to operate and maintain the complex, which provide additional jobs. The Project's proposed roadway construction (as described above) also serves to improve access to jobs, educational services and goods movement between the Proposed Project's residents and the city. Therefore, the Proposed Project meets the Economy goal and subgoals of Connect SoCal2024 because the ingress and egress for the Project improves access to a major city thoroughfare which would provide an efficient goods movement system and improve access to jobs and educational resources in the City.

City of Cathedral City CAP Consistency

As described above, a Climate Action Plan (CAP) was adopted by the City of Cathedral City in May of 2013. The City of Cathedral City Climate Action Plan was set in place to guide the City in decisions that lead to the largest and most cost-effective emissions reductions. This plan sets forth goals to reduce emissions to achieve the targets of AB 32. The Climate Action Plan identifies that the community will have to reach a 23.4% reduction from Year 2010 baseline emissions by the year 2020 in order to obtain the AB 32 target emissions. These CAP targets are based on a predicted population growth rate of 19 percent between 2010 and 2020. However, according to the Census Bureau, the population of Cathedral City was estimated to be 51,200 in April 2010 and 55,007 in July 2019; which shows a growth rate of only 7.4 percent.

The City of Cathedral City has identified 77 measures to be implemented over the course of an eight-year period, beginning in 2013, in order to achieve their emission reduction goals.

Table 7: City of Cathedral City CAP Applicable Measures Project Consistency identifies that the Project would be consistent with the City's CAP.

Table 7: City of Cathedral City CAP Applicable Measures Project Consistency

Sector	CAP Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
Sphere - "Where We Live"		
Solid Waste	Solid Waste Diversion: Increase solid waste diversion rate to achieve an average annual goal of 65% through 2020.	Consistent. The Project will be required to comply with AB 341 which includes recycling programs that reduces waste to landfills by up to 75% by 2020.
Water	Landscaper Certification: Require all licensed landscapers to be certified by CVAG	Consistent. Landscapers used during the Project shall be certified by CVAG.
Water	Gray water-Ready Ordinance: Require all new residential development to be constructed for easy implementation of gray water systems that redirect water from wash basins, showers, and tubs.	Consistent. The Project shall be built gray water-ready, or consistent with City engineering direction.
Sphere - " How We Build"		
Residential Buildings	Shade Trees: Promote properly sited and selected shade trees in 100% of new construction to reduce heat islands and provide shade to offset air conditioning	Consistent. The Project will comply with current 2022 Title 24 requirements to meet energy compliance.
Government Initiatives	Green Building Program: Promote the voluntary Green Building Program to prepare for enhanced Title 24 requirements and green building standards.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that became mandatory in the 2010 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The Proposed Project would be subject to these mandatory standards. The 2014 Title 24 Code contained regulations that would be 25% more efficient than the 2010 edition of the Code, and the 2016 Title 24 Code is 5% more efficient than the 2014 edition of the Code in terms of nonresidential buildings. The 2022 Title 24 Code builds on the 2016 Code.

Notes:
a. Source: City of Cathedral City Climate Action Plan (2013).

Therefore, since the proposed Project is consistent with Connect SoCal 2024 and the City's CAP, the Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Impacts are considered to be less than significant.

General Plan Amendment Analysis: Construction and operation of a commercial use would be required to comply with all applicable plans, as with the Proposed Project. The Proposed Project was identified to have less than significant impacts. Therefore, there is a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

Mitigation Measures:
None required.

Monitoring:
None required.

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

Sources: Project materials; Google Earth Pro.

Environmental Setting

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

Discussion of Impacts

a), b) Less Than Significant Impact. Construction of the Proposed Project would involve the use of construction-related chemicals. These include but are not limited to hydraulic fluids, motor oil, grease, runoff, and other related fluids and lubricants. The storage and use of these materials is highly regulated, and compliance with these regulations will be required of the Project contractor. The construction activities would involve the disposal and recycling of materials, trash, and debris.

These materials would be disposed of via the City's waste provider, which operates in compliance with local, state and federal regulations, as applicable. Burrtec will be responsible for disposing or recycling construction waste to licensed landfills.

Once constructed, the proposed dwelling units would use household hazardous materials (e.g., paint, pesticides, cleansers, and solvents) for maintenance activities but any use would be in limited household quantities. The dwelling units would not use, store, or generate hazardous materials or wastes in quantities that would pose a significant hazard to the public or the environment. Routine maintenance chemicals, such as commercially available pesticides and chlorine for pool cleaning would also be utilized. The quantities of these stored on site would be typical of other multi-family operations in the region, and the quantities of the materials to be stored, used, and transported would be minimal and not present a hazardous condition.

With mandatory regulatory compliance with Federal, State, and local laws, potential impacts associated with hazardous materials would be less than significant, and no mitigation would be required.

General Plan Amendment Analysis: A commercial project constructed on the Project Site would have similar needs for routine transport, use, or disposal of hazardous materials as the Proposed Project, although depending on the use, moderate quantities of materials could be stored within a commercial business on the site. Any commercial project would also be required to comply with all Federal, State, and local laws, as with the Proposed Project. Therefore, there is a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

c) **Less Than Significant Impact.** The Proposed Project is located within one-quarter mile of James Workman Middle School. Construction of the Proposed Project would involve the use of routine construction-related chemicals, but handling would be in compliance with all Federal, State, and local regulations. The Project would operate as a 204-apartment home complex and no hazardous materials would be generated. The limited use of household cleaning products and pool maintenance products would not occur in sufficient quantities to cause a risk to the school. Therefore, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The impact would be less than significant.

General Plan Amendment Analysis: A commercial project constructed on the Project Site would have similar uses of hazardous materials during construction, and would be required to follow all Federal, State, and local regulations, similar to the Proposed Project. The uses allowed in the PCC zone are not producers of hazardous materials, and would be unlikely to pose a risk to the nearby school. Therefore, there is a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

d) **Less Than Significant Impact**. Government Code Section 65962.5(a)(1) requires that the Department of Toxic Substance Control (DTSC) "shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all the following: (1) all hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code ("HSC")." This is known as the "Cortese List." The following databases that meet the "Cortese List" requirements were reviewed for this Project.

- Envirostar Database. There are no sites listed in the Envirostar Database within 1,000 feet of the Project Site.

- Geotracker Database. Geotracker is the SWRCB's database that manages potential hazardous sites to groundwater. There are no sites listed in the Geotracker Database within 1,000 feet of the Project Site.

Based on the result of the database review the Project Site is not located on any site that has been identified in accordance with Section 65962.5 of the Government Code. Therefore, the Project Site is not 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 not create a significant hazard to the public or the environment. Impacts would be less than significant.

General Plan Amendment Analysis: A commercial project constructed on the Project Site would also have a less than significant impact because it would occur on the same site, which has no history of hazardous material on-site.. Therefore, there is a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

e) **Less Than Significant Impact.** The Palm Springs International Airport (PSP) is approximately 2.5 miles east of the Project Site and the Project is within Zone E of the Riverside County Airport Land Use Compatibility Plan for the Palm Springs International Airport (RCALUCP-PS). The Project was, as required, reviewed be the Riverside County Airport Land Use Commission, which found the Project consistent with the RCALUCP, with conditions. The City will include the Commission's conditions in the Project's approval conditions, to assure that the Project remains consistent with the RCALUCP. The Project Site is not located near or adjacent to any noise contour, according to RCALUCP-PS Map PS-3. The closest noise contour (60 CNEL) exists in Palm Springs, along Gene Autry Trail, approximately 2.3 miles west of the Project Site. Therefore, the proposed Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. Therefore, impacts would be less than significant.

General Plan Amendment Analysis: A commercial project constructed on the Project Site would also have a less than significant impact because the analysis for this criterion is based on project location, not project type, and the Project Site is the same for both a commercial project and a residential project. Therefore, there is a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

f) **Less Than Significant Impact.** The proposed Project is a multi-family residential complex. The proposed Project will have primary access from Rosemount Road, which will be fully developed to Date Palm Drive, and a secondary access on the northern portion of the Project Site to a shared access road.

Emergency response and evacuation for the City are based on numerous access routes. The Proposed Project would not interfere with the City's emergency operations plan or impede roadway access through removal or closure of any streets that provide through access because the Project's design proposes no changes to City streets, including Date Palm Drive. All construction activities would be required to be performed according to the standards and regulations of the City and county fire and sheriff's departments. It is not anticipated that existing roads near the Project Site including Date Palm and 30th Avenue would require closure for Project construction. Any

road closures would follow the California Vehicle Code section 21101.4 which allows for temporary road closures, and the City would require a traffic control plan that allows for access by emergency vehicles and other emergency conditions. The Project contractor would also be required to follow the standards by the California Occupational Safety and Health Administration (OHSA) which also requires that construction site maintain emergency access to the site during construction.

The Proposed Project is also complying with the City's development review and permitting process and will be conditioned to incorporate all applicable design and safety standards and regulations of the Riverside County Fire Department to ensure that the Proposed Project does not interfere with the provision of local emergency services (e.g., provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants).

Overall, the Proposed Project would not impair implementation of or physically interfere with the City of Cathedral City's emergency operations plan or evacuation plan. Therefore, there would be less than significant impacts associated with an adopted emergency response plan or emergency evacuation plan, and no mitigation would be required.

General Plan Amendment Analysis: A commercial project constructed on the Project Site would also be required to comply with the City's development review and permitting process and would be conditioned to incorporate all applicable design and safety standards and regulations of the Riverside County Fire Department to ensure that it would not interfere with the provision of local emergency services (e.g., provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants),. Therefore, there is a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

g) No Impact. The Project Site is located in an urban area. There are no wildlands near the Project Site. Exhibit S-7 "Fire Hazard Zones Map" of the City's General Plan identifies that the Project Site is located in a Non-Very High Fire Hazard Safety Zone. Therefore, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

General Plan Amendment Analysis: A commercial project constructed on the Project Site would not be in a fire zone, and would not be impacted by wildland fires.

Mitigation Measures:
None required.

Monitoring:
None required.

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

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; *Preliminary Hydrology Study, for The Wren, APN 670-110-043*, prepared by Christiansen & Company, October 2023 (Appendix E-1) *Project Specific Water Quality Management Plan,* prepared by Christiansen & Company, October 11, 2023 (Appendix E-2); Google Earth Pro.

Environmental Setting

The Project Site is presently vacant, and the existing flow created from the vacant land drains historically northwest to southeast. The project area is covered by FIRM Panel Number 06065C1595G and 06065C01615G, revised August 28, 2008, which indicates the Project area lies within Zone X, indicating "areas determined to be outside the 0.2%".

A Preliminary Hydrology Study was prepared (Appendix E-1) to analyze the existing and proposed site conditions to determine the 100-year peak discharges from offsite sub-watersheds and, to determine onsite conditions to satisfy the criteria set forth in the Riverside County Hydrology Manual.

The Coachella Valley Water District (CVWD) provides service to the Project Site for domestic water, irrigation water, sanitary sewer collection, wastewater reclamation and recycling. CVWD obtains water from both the upper and lower Whitewater River subbasins and the Mission Creek subbasin. The Whitewater River subbasin supply is shared by CVWD, Desert Water Agency, the cities of Indio and Coachella, Myoma Dunes Water Company and numerous private groundwater users.

Groundwater is the principal source of municipal water supply in the Coachella Valley, supplemented by State Water Project (SWP) exchange water, recycled water and treated Colorado River water to meet demand. Groundwater supplies in the basin are collectively planned by the various water providers, including the CVWD. A Regional Urban Water Management Plan (RUWMP) is prepared every five years to address the requirement of the California Water Code that requires planning for anticipated water supply. The RUWMP relies on SCAG's growth forecast for water demand estimations to reflect patterns and expectations for land use within the service area. The most current RUMP is the *2020 Coachella Valley Regional Urban Water Management Plan* (CVRUMP) which used 25-year planning period from 2020 to 2045.

Water qualify for the Whitewater River groundwater basin is managed by the Colorado River Basin Regional Water Quality Control Board (CR-RWQCB), which is responsible for the preparation and implementation of the water quality control plan for the basin. The Basin Plan defines the beneficial uses, water quality objectives, implementation programs, and monitoring and assessment programs for the waters in the region. Specifically, the Basin Plan designates beneficial uses for surface water and groundwater; sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy; describes implementation programs to protect the beneficial uses of all waters in the region; and describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan.

The City's municipal stormwater system (MS4) consists of gutters, inlets, catch basins and channels, which flow untreated to the Whitewater Channel, and ultimately absorbed into the groundwater or flows to the Salton Sea. The City of Cathedral City is a co-permittee to Riverside County's National Pollutant Discharge Elimination Permit (NPDES) which seeks to control water quality through various requirements for development.

Discussion of Impacts

a) Less Than Significant Impact. The following identifies how the Proposed Project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

Construction Impacts

Construction-related runoff pollutants are typically generated from waste and hazardous materials handling or storage areas, outdoor work areas, material storage areas, and general maintenance areas (e.g., vehicle or equipment fueling and maintenance, including washing). Construction projects that disturb 1 acre or more of soil, including the Proposed Project, are regulated under the construction general permit (CGP, Order No. 2009-009-DWQ) and its subsequent revisions (Order No. 2012-0006-DWQ) issued by the SWRCB. Projects obtain coverage under the Construction General Permit (CGP) by developing and implementing a SWPPP, estimating sediment risk from construction activities to receiving waters, and specifying best management practices that would

be implemented as a part of the Proposed Project's construction phase to minimize pollution of stormwater prior to and during grading and construction.

The Property Owner/Developer and its construction contractor would have to prepare and implement a SWPPP and associated BMPs in compliance with the CGP during grading and construction. The SWPPP would specify BMPs that would be implemented for the Proposed Project to protect the water quality of receiving waters (Whitewater River Channel and Coachella Valley Stormwater Channel). Other construction BMPs that may be incorporated into the Proposed Project's SWPPP and implemented during the construction phase include but are not limited to:

- Installation of perimeter silt fences and perimeter sandbags and/or gravel bags
- Stabilized construction exits with rumble strip(s)/plate(s)
- Installation of storm drain inlet protection on affected roadways
- Installation of silt fences around stockpile and covering of stockpiles
- Stabilization of disturbed areas where construction ceases for a determined period of time (e.g., one week) with erosion controls
- Installation of temporary sanitary facilities and dumpsters

Adherence to the BMPs in the SWPPP would reduce, prevent, minimize, and/or treat pollutants and prevent degradation of downstream receiving waters; reduce or avoid contamination of urban runoff with sediment; and reduce or avoid contamination with other pollutants such as trash and debris, oil, grease, fuels, and other toxic chemicals.

Furthermore, Section 14.22.100 (Stormwater conveyance system protection) of the City's municipal code regulates grading and construction activities as they relate to stormwater pollution. Any person engaged in development, grading, or construction within the City shall comply with all applicable local ordinances, including the grading and erosion control section in Title 15 of the municipal code, the standard specifications for public works construction when performing public works, and applicable provisions of the National Pollutant Discharge Elimination System CGP for stormwater discharges associated with construction activity issued by the SWRCB and California RWQCB, NPDES No. CAS 618033, Order No. R8-2002-0011.

Therefore, with implementation of the BMPs in the required SWPPP, water quality or waste-discharge impacts from Project-related grading and construction activities would be less than significant, and no mitigation would be required.

Operations Impacts

Post construction stormwater management for the apartment community preserves the existing overall drainage pattern. Drainage is directed as sheet flow to collect to underground gutters that would direct the flows into a 1.04 acre stormwater retention/infiltration basin located along the eastern boundary, in accordance with the Project Specific Preliminary Water Quality Management Plan (PWQMP, Appendix E-2). The stormwater system has been designed to retain 100 percent of the 100-year, 3-hour storm event within the entire property boundary per the City of Cathedral City stormwater ordinance. Table 4 of the PWQMP identifies that the retention/infiltration basin completely addresses the "Treatment Control BMP requirement" for the Project's drainage area. The new, short sections of drive aisles to be developed within the Northgate Church property would drain into the existing retention basin on the Northgate Church property. These new sections

of drive aisles are approximately 26 feet wide and a total of 486 feet long, or approximately 12,975 square feet of impervious surface, which is anticipated to be within the capacity of the existing basin.

The Project will be required to construct sanitary sewer connections to the existing CVWD conveyance system to CVWD's standards. CVWD implements all RWQCB standards for waste discharge in its conveyance, and at its treatment facilities. These standards and requirements assure that individual projects comply with waste discharge requirements.

Therefore, with implementation of the BMPs in the PWQMP and compliance with NPDES MS4 permit requirements, potential impacts associated with water quality and waste-discharge impacts would be less than significant and no mitigation would be required.

General Plan Amendment Analysis: A commercial project constructed on the Project Site would also be required to comply with the requirements of the State's GCP during construction and a WQMP for operations, as with the case of the Proposed Project. Sewer connections would also be to CVWD and RWQCB standards. Therefore, there is a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

b) **Less Than Significant Impact.** The Proposed Project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. The proposed Project will not utilize any wells for domestic water, nor does the Project propose to drill any wells to supply water to the Project. All of the Project's stormwater will infiltrate into the groundwater basin, which would serve to enhance the basin's supply.

The CVWD, the Project's water supplier, receives its supply from groundwater. The CVRUMP identified that for the CVWD, projected potable water demands for multi-family residential would be 6,873 acre feet in 2025 increasing to 9,045 in 2045, out of a total of 148,166 acre feet projected to be needed by 2045 across all land use types. The CVRUMP notes that he projected demand increase from 2020 to 2025 reflects planned expansion of the service area to include areas not currently connected to the CVWD system.

The 2020 CVRUMP states that 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 Landscaping Ordinance.

Domestic water will be provided via existing water lines on Date Palm Drive from the water purveyor, CVWD. The Project's water usage was calculated using the CVWD Design Manual as follows:

Land Use	Units	*gpd/Unit	Demand (gpd)	AFY
Residential - Multi/Apartments	204	180.95	36913.80	41.38
Clubhouse	5	180.95	904.75	1.01
Open Space				37.67
Grand Total	**209**	**180.95**	**37818.55**	**80.06**

* calculated at 55 gpd/person using City of Cathedral City General Plan persons /unit multifamily=3.29 person/unit = 180.95 gpd/unit

Considering the CVWD supplied 99,843 acre feet in 2020 and the projected demand would be 123,461 acre feet in 2025, the Project's anticipated usage would represent approximately 0.06 percent of CVWD's total gross projected demand by 2025. The Proposed Project would also be a new complex, using the latest water efficient fixtures and drought tolerant landscaping, in accordance with City policy. The Applicant for the Proposed Project would also be required to coordinate water supply with the CVWD to ensure adequate water delivery. Therefore, the impact on water supply would be less than significant. The CVWD would have sufficient water supply for the Proposed Project. Therefore, impacts to the groundwater aquifer are less than significant.

General Plan Amendment Analysis: The RWUMP identified that the actual demands for water delivery, both past and future were greater in the commercial sector than in the residential sector as identified in the following tables:

Excerpt from *2020 CVRUMP, Table 4-7 DWR 4-1 Actual Demands for Water (AFY)*

Use Type	Additional Description	Level of Treatment When Delivered	2016	2017	2018	2019	2020
Multi-Family		Drinking Water	3,743	3,863	3,893	3,853	3,996
Commercial		Drinking Water	4,978	5,072	5,039	4,883	4,242

Excerpt from *2020 CVRUMP, Table 4-8 DWR 4-2 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.

As no commercial project has been designated for the Project Site, and to determine if the General Plan Amendment would have an impact on water demand, a hypothetical commercial project was assumed per City of Cathedral City Planning Department, known as "Project A," and uses a proportion of the 25.0 acre Food4Less commercial complex at 34251 Date Palm Drive, Cathedral City. The analysis utilized a proportional approach in assuming that 10.5 acres, or 41.9 percent of the total Restaurants, Medical Building and Mixed Commercial would occur and added that to the actual area of the Theater Building and Chevron Gas Site. This created a total for Mixed Commercial and was added to Neighborhood Commercial Area of the Food4Less Building. The water usage for such a commercial project was determined as follows:

Land Use	Bldg. Area	*gpd/Unit	Demand (gpd)	AFY
Neighborhood Commercial	54,600	64	9,575.59	10.73
Mixed Use	108,607	64	190,47.18	21.35
Restaurant	9,180	331	18,182.00	20.38
Open Space				37.67
Grand Total	**172,387**	**64**	**46,804.76**	**90.13**

Therefore, as the Proposed Project's water usage is 80.06 AFY, and a hypothetical commercial project would be 90.13 AFY, this is consistent with the RWUMP's assessment that commercial projects typically use more water than multifamily residential.

Given that multi-family demand is generally less than commercial demand, there is a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

c i-iv) Less Than Significant Impact. There are no natural drainages on site, therefore, the Proposed Project would not substantially alter the existing drainage pattern of the Project Site or alter the course of a stream or river. The post-construction drainage pattern has been designed to remain the same as the preconstruction drainage pattern so that on-site runoff would not exceed that of the existing condition. Stormwater runoff within the Project Site is captured via proposed catch basins and conveyed into a 1.04 acre stormwater retention basin located along the eastern boundary, in accordance with the PWQMP and Hydrology Study. Stormwater from the new drive aisles to be developed within the Northgate Church property would drain into the existing retention basin within the Northgate Church property and would only marginally increase the storm flows due to their limited size. The Project Site is not located in a floodplain.

All construction and grading activities would comply with City's grading ordinance using BMPs, including the use of storm drain inlet protection, efficient irrigation systems and landscape design, and common area litter control. Upon completion, the Project Site would be developed with a 204-apartment home complex that would include paved surfaces and landscaping which reduces native soil areas that are subject to erosion, and includes an internal drainage system to direct stormwater for collection and treatment. The Project design would prevent substantial erosion from occurring.

Therefore:

i) The Project would not result in substantial erosion or siltation on-site or off-site because the Project is designed to minimize native soil areas that can erode, and all Project stormwater flows are directed into a collection basin for infiltration. There would be a less than significant impact.

ii) The Project would not substantially increase the rate or amount of surface water runoff in a manner that would reduce flooding on or off-site because the drainage for the Project has been designed in accordance with the City of Cathedral City standards which require that the peak volume of the 100-year, 3-hour storm be retained on site and street storm drains be designed to convey the 100-year, 1-hour peak flow. There would be a less than significant impact.

iii) The Project would not create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff because the Project has been designed to retain all drainage on site, in accordance with the City of Cathedral City standards which require that the peak volume of the 100-year, 3-hour storm be retained on site and street storm drains be designed to convey the 100-year, 1-hour peak flow.

iv) The Project would not impede or redirect flood flows because the Project is located in an area outside of the 0.2 percent chance of flooding, according to the Federal Emergency Management Agency (FEMA), Flood Rate Insurance Rate (FIRM) map panel 06065C1595G.

Overall, there is a less than significant impact.

General Plan Amendment Analysis: A commercial project would be required to comply with similar design criteria as a residential project with respect drainage management. Therefore, there is a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

d) **No Impact.** The Proposed Project will not risk release of pollutants due to project inundation as a result of a flood hazard, tsunami, or seiche zones. The proposed Project Site is not located in an area susceptible to such hazards. Therefore, no impact would occur. Similarly, no impact would occur as a result of a General Plan Amendment to convert the property from commercial to residential uses.

e) **Less Than Significant Impact.** The Proposed Project would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The RWQCB regulates surface and ground water quality in the Colorado River Basin Region. Water supplies in the Project vicinity are managed by the CVWD. The Project Site lies within the Whitewater River subbasin, which receives most of its inflow from groundwater replenishment facilities and from agricultural and urban return flows. The CVWD replenishes the basin with water imported from outside the basin and implementation of water conservation measures, water supply development, source substitution, and water quality protection.

Water quality would be addressed by the Proposed Project's requirement to prepare and implement a SWPPP and associated BMPs in compliance with the CGP during grading and construction. The Project would be operated in accordance with a final WQMP which would be approved by the City and operated by the Project's management firm. The WQMP identifies that all surface water would be directed into a retention/infiltration basin which would also serve to recharge the groundwater. No aspect of the project involves groundwater wells or groundwater pumping.

For compliance with a sustainable groundwater management plan, the CVWD, in conjunction with various other water agencies in the region, develop updated plans to address long-term sustainable management of the groundwater basin. These plans were approved by the California Department of Water Resources to meet planning requirements of the Sustainable Groundwater Management Act (SGMA). While the RUWMP is focused on water used for municipal supply, it addresses all water use in the Valley, including golf course and agricultural irrigation. As the Proposed Project's water usage is a fraction of the total demand anticipated, the Proposed Project would not interfere with the implementation of the CVWD's RUWMP.

Therefore the Proposed Project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts are expected to be less than significant.

General Plan Amendment Analysis: A commercial project would be required to comply with similar design criteria as a residential project with respect water quality and sustainable groundwater management. Therefore, there is a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

Mitigation Measures:
None required.

Monitoring:
None required.

XI. LAND USE AND PLANNING Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				✓
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✓	

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

Environmental Setting

The Project Site is currently vacant. Surrounding land uses include single-family residential on the east, Northgate Community Church on the north, and future commercial development to the west and south.

City of Cathedral City General Plan and Zoning

The Project Site was formerly the northern parcel of the Uptown Village Project, approved in 2007. This Project consisted of 20 acres of vacant land, bisected by Rosemount Road which would have been constructed from the residential neighborhood to the east, to connect to Date Palm Drive to the west. The Uptown Village Project proposed to construct a retail center on the parcels south of Rosemount Road and proposed a concept plan for a mixed use residential development for the northern parcel (Project Site). The Uptown Village Project approvals consisted of a General Plan Amendment to change the properties from Low Density Residential to General Commercial, and the zoning was changed from Single Family Residential to Planned Community Commercial. The Project was never constructed.

Therefore, the Project Site has a land use designation of General Commercial (CG) on the City's General Plan Land Use Map. The Project Site has a zoning designation of Planned Community Commercial (PCC) on the City's Zoning Map. The PCC zone provides for "retail and service commercial uses which are of a relatively high intensity and are necessary to provide a wide range of shopping facilities and goods, professional and administrative offices and entertainment" (Chapter 9.30.010).

The Proposed Project consists of a 204-apartment home complex in 12 separate buildings, common areas, and retention areas on approximately 10.48 gross acres and 10.48 net acres. The type of use of the proposed Project is not allowed within the PCC zone.

The Proposed Project is consistent with the R3 (Multiple Family Residential) zone, which is "to provide appropriately located areas for multiple-family dwellings at a medium to high range of population density, and to provide space for community facilities needed to complement urban residential areas" (City Code Chapter 9.20.20 – Purpose and Intent). The City defines density in the R3 zone as ranging from 11 to 20 dwelling units per acre at medium density to 20 to 24 dwelling units per acre at high density (City Code Chapter 9.20.050). The Project provides for approximately 19.46 dwelling units per acre.

Therefore, the Project requires approval of a Change of Zone and General Plan Amendment as part of Project entitlements to be consistent with the City's codes.

Riverside County Airport Land Use Compatibility Plan Policy Document – Palm Springs International Airport (RCALUCP-PS)

The locations of the standard flight paths flown by aircraft approaching and departing the airport are the primary factors defining the influence area for Palm Springs International Airport. Close-in areas west of the airport are affected by sideline noise, but the more distant areas are seldom overflown and thus are excluded from the airport influence area.

The Project Site is located in Zone E of the Palm Springs International Airport influence area, according to the RCALUCP-PS. According to the RCALUCP-PS, there are no development standards in the Zone E area. Development conditions for Zone E, require review by the ALUC for conformance with the RCALUCP.

Discussion of Impacts

a) **No Impact.** The subject property is currently vacant and undeveloped. The proposed Project will provide pedestrian and vehicular connectivity between the Project Site and existing urban neighborhoods via sidewalks and new roadways. Circulation patterns are consistent with the Circulation Element of the General Plan and will not physically divide any established community. There will be no impact.

General Plan Consistency Analysis. Similarly, a commercial project constructed on the Project Site would also likely provide similar pedestrian and vehicular connectivity between the Project Site and existing urban neighborhoods via sidewalks and new roadways. Therefore, there would be no impact to the approval of a GPA to convert the property from commercial to residential uses.

b) **Less Than Significant.** The City of Cathedral City identifies the Project Site has a land use designation of General Commercial (CG) on the City's General Plan Land Use Map. The Project Site has a zoning designation of Planned Community Commercial (PCC) on the City's Zoning Map. The Project requires approval of a Change of Zone and General Plan Amendment as part of Project entitlements.

The Project is consistent with RMH designation (Medium-High Density Residential, 11-20 dwelling units per acre) as it offers 19.46 dwelling units per acre. The City's General Plan identifies RMH as follows:

> *This designation allows for a range of attached housing, including apartments and condominiums. It is also suitable for planned communities and affordable and senior housing, where smaller units and higher densities may be appropriate. Multi-family development provides for PUDs comprised of a varying range of residential types and on-site amenities. These lands are typically located in proximity to neighborhood commercial uses, thereby maximizing pedestrian and other multi-modal access to these essential services. Mobile home parks or subdivisions with PUD type development may also be allowed.*

The Proposed Project's General Plan Amendment request is consistent with the City's General Plan Land Use Element. *Land Use Intensities* section, which states that the City "has increased residential densities as part of its sustainability strategy and is supported by its *Community Design Element* standards and guidelines." Therefore, the Proposed Project is consistent in concept with the general direction of the City to offer additional housing opportunities. The Goals and Policies

for residential development in the City's General Plan require the City to review all proposed residential developments to ensure consistency with the City's desire for well-designed, safe, pedestrian friendly, compatible housing opportunities. The Project has undergone City staff review, and will continue to do so for construction.

Table 8: Residential Land Use Goals, Policies and Programs identifies the vision and implementation programs for residential development in the city, and how the Proposed Project would be consistent with the residential land use envisioned.

Table 8: Residential Land Use Goals, Policies and Programs

General Plan Goals and Policies	Project Consistency
General Goals and Policies **Goal 1**: A complete, balanced and integrated pattern of land uses appropriately scaled and designed to meet the domestic, productive and social needs of all members of the community, while providing a varied and cohesive fabric that is sustainable, empowering and humanizing	*Consistent:* The General Plan envisions, in this Goal, that land uses should be balanced based on community need. The Proposed Project provides for market rate rental units which will support the City's continued need for additional housing. The GPA proposed for the Project Site will result in a loss of only 5% of the City's General Commercial land, in an area of Date Palm Drive where substantial additional commercially designated land occurs. The Project will not create an imbalance in land use, but rather will support the changes in the City occurring currently, particularly relating to housing availability.
Residential Land Use Goals and Policies **Goal 1:** Residential neighborhoods and developments that provide safe, wholesome and enhancing environments for living, enjoyment, growth and development of all residents, including the community's children and seniors	*Consistent.* The Wren is a 204-unit apartment complex designed with a variety of studio, 1 bedroom, 2 bedroom and 3 bedroom units, with garages, required additional parking and amenities including a pool and a children's play area. The pool deck provides a variety of shading to include gazebos, landscape and trellises. The community includes 2.13 acres of open space, well exceeding the required minimum of 1.4 acres. The site design has also taken into consideration the strong northwest winds by placing the taller buildings in a way that shields the common open space. The club house provides a gym, a leasing office, a flexible gathering space for family events and a private office space with meeting room to aid professionals with remote work. The Project therefore supports Goal 1 in creating a safe residential neighborhood.
Goal 2: Residential developments of distinctive character that provide a full range of housing types, products and costs to accommodate the needs of the City's existing and future residents of the community. • **Policy 1:** Existing residential neighborhoods and vacant residential lands shall be managed and regulated to enhance the distinct character of each, while assuring compatibility between existing and future development. • **Policy 3:** Development proposals on non-contiguous or isolated lands shall be	*Consistent.* The Wren is a 204-unit apartment complex designed with a variety of studio, 1 bedroom, 2 bedroom and 3 bedroom units, with garages, required additional parking and amenities including a pool and a children's play area. The Project is conveniently located near shopping and other residential development. The Proposed Project would also construct Rosemount Road to City standards, that would serve not only the Project residents but also provide direct access to Date Palm Drive for the subdivision to the east of the Project Site. The Proposed Project has undergone Architectural Review by City staff and will continue to undergo

discouraged to avoid the creation of irregular, disruptive and inefficient development patterns. • Policy 10: All residential development shall be subject to review by the City Architectural Review Committee and/or the City Planning staff for compliance with City architectural standards and guidelines. ○ Program 10.A: Residential subdivision applications, which include models of residential product to be developed, shall be reviewed and approved by the Architectural Review Committee. All other residential development applications shall be reviewed by Planning staff for compliance with applicable architectural design standards and guidelines.	architectural review until approved by the Planning Commission.

The Project was reviewed by the Airport Land Use Commission, and found consistent with the RCALUCP, with conditions. The City will include these conditions in the Project's conditions of approval, thereby assuring consistency with ALUC regulations.

Therefore, the proposed Project will not 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.

General Plan Amendment Analysis. The City's General Plan Land Use Element identifies that there were 559.73 acres of land identified for General Commercial Land Use, of which 193.24 were vacant, and 22.06 acres of Medium-High Density Residential of which 21.53 acres were vacant. Converting 10.48 acres of the 193.24 acres from General Commercial to Medium-High Density Residential would represent removing 5.4 percent of vacant General Commercial and placing this into Medium-High Density Residential. This would not cause a shortage in available lands where the land use is General Commercial. The General Plan Amendment would also increase the total acres of Medium-High Density Residential from 21.53 to 32.54, while not reducing the available vacant lands for Medium-High Density Residential.

Mitigation Measures:
None required.

Monitoring:
None required.

XII. MINERAL RESOURCES Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; Project materials; Google Earth Pro; Mineral Land Classification Map, Riverside County, California.

Environmental Setting

According to the City's General Plan, the California Geological Survey collects and analyzes information about the State's mineral resources. The State Geologist classifies land for mineral resources solely on the basis of geologic factors, regardless of existing land use and land ownership. Mineral land classifications for Portland cement concrete (PCC)-grade aggregate materials in the Coachella Valley were mapped by the State Geological Survey in 1988 and updated in 2007. Areas subject to mineral land classification studies are divided by the State Geologist into Mineral Resource Zone (MRZ) categories that reflect varying degrees of mineral resource potential. Cathedral City is categorized as Mineral Resource Zone 3 (MRZ-3) which are lands which contain mineral deposits, the significance of which cannot be evaluated from available data.

Discussion of Impacts

a, b) No Impact. The Project Site is currently undeveloped. The Project area is located within a State-designated Mineral Resource Zone MRZ-3. The Project Site is located within an urbanized area and is not designated for mineral resource extraction; there are no mining or mineral resource lands in the vicinity of the Project. Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No impacts would occur.

General Plan Amendment Analysis: A commercial project constructed on the Project Site would also have no impact because the parcel is the same for both a commercial project and a residential project. Therefore, there is no impact to the approval of a GPA to convert the property from commercial to residential uses.

Mitigation Measures:

None required.

Monitoring:

None required.

XIII. NOISE Would the Project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b) Generation of excessive ground borne vibration or ground borne noise levels?			✓	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; City of Cathedral City Municipal Code Section 11.96; *Date Palm Apartments Noise Impact Study*, prepared by MD Acoustics, October 17, 2023 (Appendix F); Riverside County Airport Land Use Compatibility Plan; Project materials; Google Earth Pro.

Environmental Setting

Noise has been 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 known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear.

Elevated ambient noise levels can have a direct impact on the desirability of parks and open space, residential and other use of lands by the community and businesses and can negatively affect their long-term social and economic viability. For this reason, land use compatibility with the surrounding noise environment is one of the most important aspects of a noise impact analysis. This includes the identification of receptors that are particularly sensitive to noise intrusion, such as residences, schools, libraries, churches, hospitals and other health care facilities, and nursing homes.

The Project Site is currently vacant. The Proposed Project will have 204 apartment homes, a common recreation area with a pool, spa, BBQs, and fitness gym. There is also small pocket/dog park proposed within the development. Surrounding lands include residential development to the east of the site, Date Palm Drive to the west, a church to the north, and vacant lands to the south.

A noise analysis (Appendix F) was prepared to evaluate existing and noise levels and potential impacts from the Proposed Project.

The City of Cathedral City's General Plan Noise Element identifies the major source of continuous, excessive noise in the City. Those sources are traffic noise propagating from main roadways and also freight rail service along the Southern Pacific Railroad, parallel to the I-10 highway. Airport noise can impact occasionally the noise environment. Sensitive receptors are identified as schools, libraries, and medical facilities. The City of Cathedral City has adopted a noise ordinance to address the State requirement outlined by the California Government Code Section 65032, subsection (f) and section 21083.1 of the California Environmental Quality Act (CEQA),e through Chapter 11.96 of the City Municipal Code as follows:

Zone	Time	dB(A) Level
Residential – Exterior Noise	7 a.m. – 10 p.m.	65
	10 p.m. - 7 a.m.	50
Residential – Interior Noise	7 a.m. – 10 p.m.	50
	10 p.m. - 7 a.m.	40
Commercial Industrial – Exterior Noise	7 a.m. – 10 p.m.	85
	10 p.m. – 7 a.m.	55

The noise analysis in Appendix F indicates that the equivalent ambient level measured 67 dBA Leq occurs at the southwest corner of the Project Site. Maximum levels reach up to 79 dBA at this location due to traffic along Date Palm Drive. The minimum noise level measured was 39 dBA at this location. The measured ambient level at or near the Project Site shows that the primary noise source is traffic along Date Palm Drive.

The noise analysis studied noise impacts at three receptor locations: two locations along the east side of the property representing single family residences adjacent to the Project, and one receptor location on the south side of Rosemount Road, reflecting single-family residential southeast of the site.

Discussion of Impacts

a) **Less than Significant With Mitigation Incorporated.** The Proposed Project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project Site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies according to the noise analysis in Appendix F. The following calculates the potential noise emissions associated with the temporary construction activities and long-term operations of the Proposed Project and compares the noise levels to City standards.

Construction Noise

Construction noise is considered a short-term impact and would be considered significant if construction activities occur outside the allowable times as described in the City's Municipal Code (Section 11.96.070). Construction is anticipated to occur during the permissible hours according to the City's Municipal Code. Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the Project vicinity.

Typical operating cycles for various types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels will be loudest during grading phase. A likely worst-case construction noise scenario during grading assumes the use of a grader, a dozer, and two (2) excavators, two (2) backhoes and a scraper operating at 320 feet from the nearest sensitive receptor (residences to the east). Assuming

a usage factor of 40 percent for each piece of equipment, unmitigated noise levels at 290 feet have the potential to reach 69 dBA Leq and 73 dBA Lmax at the nearest sensitive receptors during grading. Noise levels for the other construction phases would be lower and range between 62 to 65 dBA. The impact would be less than significant.

Operational Noise

The proposed residential uses are considered noise-sensitive receiving land uses and are not expected to generate any specific type of operational noise levels beyond the typical noise sources associated with similar existing residential land use in the Project area. Thus, the primary Project-related stationary (operational) noise sources will be mechanical ventilation (e.g., air conditioning). The proposed Project operational noise levels during the daytime and nighttime hours are expected to range from 42 dBA to 43 dBA Leq (refer to *Table 9: Worst-case Predicted Operational Noise Level*, and Appendix F, Exhibit G). Thus, the proposed Project-related operational noise level increases will be below the operational noise level increase criteria at the nearest sensitive receiver locations and the impact will be less than significant.

Table 9: Worst-case Predicted Operational Noise Level

Receptor[1]	Floor	Existing Ambient Noise Level (dBA, Leq)[2]	Project Noise Level (dBA, Leq)[3]	Total Combined Noise Level (dBA, Leq)	Daytime (7AM - 10PM) Stationary Noise Limit Exterior (dBA, Leq)[4]	Exceeds Exterior Standard	Change in Noise Level as Result of Project
1	1	56	41	56	**65**	No	0.0
2	1	58	42	58	**65**	No	0.0
3	1	56	41	56	**65**	No	0.0

Notes:

[1.] Receptor 1 - 3 represents residential uses.

[2.] The ambient noise condition was estimated using the FHWA TNM based on receiver distance to Date Palm Dr and calibrated to the noise measurement performed at the Project Site. See Appendix F for noise measurement and Appendix F for traffic noise calculation sheets.

[3.] See Exhibit F of Appendix F for the operational noise level projections at said receptors.

[4.] Per Section 11.96.030 from the City's Municipal Code.

Off-Site Traffic Noise

A worst-case Project generated traffic noise level was modeled utilizing the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108 (Appendix F). Traffic noise levels were calculated at two locations. The first one represents the residences close to the south edge of the Project Site, and is approximately 400 feet from the centerline of Date Palm Drive. The second location represents the residences to the east of the Project Site and is 670 feet from the centerline of Date Palm Drive. Additionally at the first location the impact is analyzed from the Rosemont Avenue gate. The trip generation for the multi-family residence project is 1,375 daily trips on Date Palm Drive. As shown in *Table 10: Change in Existing Noise Levels as a Result of the Project*, below, the Project will increase noise levels by 0.2 to 0.4 dBA CNEL and will remain below the City General Plan CNEL standard. The Project's operational traffic noise impacts will therefore be less than significant.

Table 10: Change in Existing Noise Levels as a Result of the Project

Roadway	Segment	CNEL at locations dBA[1,2]			
		Existing Without Project	Existing With Project	Change in Noise Level	Potential Significant Impact
Date Palm Dr	30th Ave to Mccallum Way (@400')	58.7	58.9	0.2	No
Date Palm Dr	30th Ave to Mccallum Way (@670')	56.4	56.7	0.3	No
Rosemont Ave	Date Palm to Sierra (@50')	61.0	61.4	0.4	No

Notes:
[1] Exterior noise levels calculated at 5 feet above ground level.
[2] Noise levels calculated from centerline of subject roadway.

On-site Traffic Noise

Traffic noise from the local roadway network was evaluated and compared to the City's Land Use Compatibility Matrix (Table V-2 from Geneal Plan / Noise Element). Multi-family residential is conditionally acceptable at a level up to 70 dBA CNEL. Opening Plus Project traffic noise projections show that the traffic noise contour for 70 dBA CNEL will reach up to 88 feet from the Date Palm centerline. As shown in Exhibit G of Appendix F, the proposed residential structures are located as close as 85 feet away from Date Palm Drive centerline and fall within the 70 to 65 dBA CNEL contour and are located within the conditionally acceptable region for multiple-family residential. Therefore, the residents of units located along Date Palm will not experience exterior noise levels in excess of City standards, and impacts will be less than significant.

Interior Noise Levels

In order to determine whether interior noise levels within the Project units would be consistent with City standards, the future interior noise level was calculated for the sensitive receptor locations using a typical "windows open" and "windows closed" condition. A "windows open" condition assumes 12 dBA of noise attenuation from the exterior noise level. A "windows closed" condition" assumes 20 dBA of noise attenuation from the exterior noise level.

As shown in Table 7 of Appendix F, the interior noise level will be 58 dBA with the windows open and 45 dBA CNEL with the windows closed. To meet the interior 45 dBA standard a "windows closed" condition is required. The windows and sliding glass doors directly facing Date Palm Drive will require a minimum Sound Transmission Class (STC) rating of 30 for the 1st and 2nd floors. A "windows closed" condition simply means that in order to achieve a 45 dBA CNEL interior noise level, the windows must be closed, that mechanical ventilation must be provided and does not mean the windows must be fixed. The Project is designed to meet the Title 24 of the CBC; therefore, the standard construction assembly and techniques should suffice to meet the interior noise requirements.

However, in order to assure that the interior noise standard of 45 dBA consistent with the Land Use Compatibility Matrix is met, **Mitigation Measure NOI-1** is required. It mandates that the developer provide the City a study to verify the Project's window assemblies would achieve the interior 45 dBA interior noise standard, specifically for the apartments along Date Palm Drive, prior to issuance of grading permits. Implementation of Mitigation Measure NOI-1 would reduce impacts to less than significant levels.

b) **Less Than Significant Impact.** The proposed Project will not generate excessive groundborne vibration or groundborne noise levels. According to the vibration analysis contained in Appendix F, at a distance of 320 feet, a large bulldozer would yield a worst-case 0.005 PPV (in/sec) which below the threshold of 0.30 in/sec PPV established by Chapter 9.86 of the municipal code for the perception of vibration at offsite locations. The impact is less than significant, and no mitigation is required.

c) **No Impact.** The Palm Springs International Airport (PSP) is approximately 2.5 miles east of the Project Site and outside of existing and modeled future airport noise contours. Therefore, no impacts would occur, and no mitigation measures are required.

General Plan Amendment Analysis: The noise a commercial project could generate cannot be determined without a specific project. A Noise Impact Analysis was prepared for the 2007 Uptown Village Project, which is on file with the City. Project-related mitigation measures were adopted based on that type of project proposed for commercial use. The noise study prepared for the Proposed Project also identified that there would be a less than significant impact from the noise from the residential use and created a specific mitigation measure to protect indoor noise from a portion of the apartment complex. A commercial project would be constructed on the same Project Site as the Proposed Project, therefore, criteria c would be "no impact," the same as the Proposed Project. Therefore, overall, there would be a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

Mitigation Measures:

NOI-1 Consistent with the Land Use Compatibility Matrix and prior to issuance of grading permit, a detailed sound attenuation study is necessary to verify the Project will achieve a minimum 25 dBA interior noise reduction, specifically for apartment homes located adjacent to Date Palm Drive.

Mitigation Monitoring:

NOI-A: Provide detailed sound attenuation study to the City's Building Department to verify the Project will achieve a minimum 25 dBA interior noise reduction, specifically for apartment homes located adjacent to Date Palm Drive prior to issuance of the grading permit.

Responsible Parties: Project applicant, Building Department.

XIV. POPULATION AND HOUSING Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

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

Environmental Setting

According to Cathedral City's General Plan, Cathedral City is the second most populous city in the Coachella Valley. Between 2000 and 2010, its population grew 20%, from 42,647 to 51,200. The 2018 population estimate was 54,466. The largest population segment was 25 to 34 years old, closely followed by the 45–54-year-old group and 35–44-year-old group. The median age is 37.3 years. Population ethnicity is predominantly "white" (76.9%). An estimated 59.4% identify themselves as Hispanic or Latino of any race. The Southern California Association of Governments (SCAG) forecasts that the City's population would be 68,100 in 2040. The US Census identified the City's population as of 2020 was 51,500. The City's General Plan EIR identified the City could have as many as 159,998 residents by 2040, but recognized that growth may occur slower and may not reach the projected buildout levels until well after 2040.

The City's General Plan EIR identified that in 2018 there were 21,219 dwelling units in Cathedral City, the majority (11,842 units or 55.8%) of which are in the Low Density Residential land use category. Buildout of the General Plan land use plan is projected to add 33,396 new units. Therefore, at General Plan buildout, there could be a total of approximately 54,615 dwelling units. This represents a 157% increase over the City's existing housing supply. At buildout, the two land use categories having the most dwelling units would be Mixed Use-Urban (18,194 units or 33.3%) and Low Density Residential (14,415 units or 26.4%).

Discussion of Impacts

a) **Less Than Significant Impact.** Although the Project proposes 204 new apartment homes and a road extension, the Project would not substantially induce unplanned population. The 2010 Census reported that the average household size for renter-occupied units was 3.29 persons. This exceeds the Project's design occupancy for the 48 units that are only 1 bedroom. However, since the Project includes a mix of units, including 2 and 3 bedroom units that would likely house more than 3 people, the use of the City's average household size is appropriate, and the Project could contribute a population increase of 671 people, representing approximately 0.98 percent of the City's projected population by SCAG in 2040, or 1.3 percent of the City's 2020 population according to the Census.

The Project provides for approximately 19.46 dwelling units per acre, which would be classified as a medium-high density development. The City's General Plan EIR identified that the City anticipates approximately 323 new medium-high density residential units which represents approximately 0.59 percent of the City's total housing units[8]. The addition of 204 units would increase the City's medium high density housing units to 527 units, representing 0.96 percent of the City's housing units. It is unknown if the new housing units would be occupied by new residents moving into Cathedral City or existing residents, due to housing needs or generational trends, such as younger residents moving out of family homes.

The City's General Plan EIR identified that the combined Mixed-Use-Urban, Mixed-Use-Neighborhood, High Density Residential and Medium High Density Residential would result in 24,323 multi-family units, or 4.5 percent of the City's total housing stock. The City's General Plan EIR noted that these 24,323 units would be developed at densities ranging from 11 to 45 units per acre. The City's General Plan EIR stated that the City's mix of densities demonstrates that the City can provide a substantial number of future residential units. The Project provides a density of 19.46 dwelling units, therefore, the Project is consistent with the densities identified by the City.

Additionally, Rosemount Road would be constructed from its existing dead end in the residential neighborhood to the east to Date Palm Drive on the west and provide the main access point for the Proposed Project. The road extension would not in of itself induce additional population as the road extension would serve the Proposed Project as well as allow for alternative ingress and egress to an existing established neighborhood.

The City's General Plan estimated a significant population increase, along with the provision of housing for the population increase. The 671 persons potentially generated by the Project is not significant considering the City's General Plan estimate of as many as 159,998 residents by 2040. Therefore, because this Project is a 204-home apartment complex designed to provide for existing and future residents to meet the City's housing supply, the impact associated with unplanned growth would be less than significant.

b) **No Impact.** The site of the proposed Project is currently undeveloped and vacant. No persons or existing community is present. Therefore, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and no impact will occur.

General Plan Amendment Analysis. Refer to the narrative above that identifies the projections for commercial and residential land uses and population. Therefore, overall, there would be a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

Mitigation Measures:
None required.

Monitoring:
None required.

[8] City of Cathedral City Draft General Plan Environmental Impact Report (SCH #2018081012), July 15, 2019, prepared by Terra Nova, Table 2.14-4, Projected Housing Units, at General Plan Buildout

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

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

Environmental Setting

Public services include fire protection, police protection, schools, library services, and parks.

Fire Protection Services – The City of Cathedral City operates its own fire and emergency medical services department, including ambulances. The closest fire station to the Project Site is located at 32100 Desert Vista Road, approximately 0.9 mile southwest of the Project site. Fire Department staff includes 43 sworn fire personnel (42 firefighters and 1 Fire Chief), including 14 on-duty 24/7/365, 2 administrative personnel and 1 full-time fire inspector. This equates to 0.77 firefighters to every 1,000 residents.

Police Services - The Cathedral City Police Department was created in 1984 and is located in the Civic Center at 68700 Avenida Lalo Guerrero. The Department is staffed by 52 sworn officers, 35 non-sworn support and administrative personnel, and 6 reserve officers. Police vehicles include 38 marked and approximately 22 unmarked cars.

Schools - The Palm Springs Unified School District (PSUSD) provides kindergarten through 12th grade public educational services and facilities to Cathedral City and other communities in the western Coachella Valley. In 2019, PSUSD schools enrolled approximately 22,496 students in 28 schools and in independent study programs. PSUSD operates nine schools within Cathedral City, including five elementary, two middle, one high, and one continuation high school.

Libraries - The Cathedral City Public Library is a branch of the Riverside County Library System and is located at 33520 Date Palm Drive. The library opened in 1996 and consists of a 20,000 square foot facility containing approximately 70,000 volumes. It offers a full range of community programs and services, including youth activities, computer facilities and workshops, literacy programs, a community meeting room, and a comprehensive HIV/AIDS information center. The library also offers "English as a Second Language" courses, has a speaker series, family story-time program, a book club, meditation programs and others. "Friends of the Library" provides volunteer services and operates a bookstore within the library.

Parks – The nearest park to the Project Site is Century Park, a 7-acre park that provides a ball field, tennis court, and tot lot, as well as restrooms and wi-fi provided by Spectrum. Picnic amenities are provided in the form of shade structures with tables and BBQ facilities. It is along the eastern edge of Cathedral City at the intersection of Century Park Drive and Da Vall Drive, approximately one mile north of Ramon Road.

Discussion of Impacts

Fire Protection:

Less Than Significant Impact. Development of the Proposed Project consists of an apartment complex that contains a mix of unit sizes, parking, common recreational facilities and landscaping. The facility may increase the number of fire or emergency services calls.

Additionally, the Proposed Project is required to comply with the most current adopted fire, building, and electrical codes and nationally recognized fire and life safety standards. Compliance with these codes and standards would be enforced through the City's building plan check process.

The development of this Project will be offset by the payment of the City of Cathedral City's Development Impact Fee for Fire Facilities, which currently stands at $0.95 per square foot, which would also assist the City in mitigating potential Project impacts. Therefore, potential impacts associated with fire protection would be less than significant and no mitigation would be required.

Police Protection:

Less Than Significant Impact. Typically, impacts on police services are analyzed based on increases in permanent residents from projects involving residential developments. The Proposed Project could generate 671 additional persons, or add an additional 0.98 percent to the City's estimated population, and could generate a typical range of police service calls, such as burglaries or thefts and disturbances.

Development of the Project Site would not result in the need for new or physically altered police protection facilities. The development of this Project will be offset by the payment of the City of Cathedral City's Development Impact Fee for Police Facilities, which currently stands at $0.66 per square foot, which would also assist the City in mitigating potential Project impacts. Therefore, potential impacts associated with police protection would be less than significant and no mitigation would be required.

Schools:

Less Than Significant Impact. The enrollment of the School District in school year 2021/2022 was 21,219 students, according to the PSUSD report for its developer impact fee (Fee Study)[9]. According to Table 1 of the Fee Study, the School District's student enrollment exceeds facilities capacity at the middle school level while facilities capacity exceeds student enrollment at the elementary and high school levels in school year 2021/2022. The Fee Study identified that the PSUSD would need to construct two new elementary schools, two new middle schools and one new high school by 2035 to accommodate student

[9] Residential and Commercial/Industrial Development School Fee Justification Study, Palm Springs Unified School District, prepared by Cooperative Strategies, March 31, 2022.

growth in its service area. *Table 11: Project Student Generation Rate* identifies the student generation rate for the schools served by the Project in accordance with the PSUSD's Fee Study.

Table 11: Project Student Generation Rate

Grade Level	Assigned School	School Enrollment	PSUSD Generation Rate (Multifamily Attached Units	Project Student Generation based on 204 units
K-5	Sunny Sands Elementary School	684	0.1036	21
6-8	James Workman Middle School	1028	0.0483	10
9-12	Rancho Mirage High School	1464	0.0765	16
			Total Projected Student Population	**47**

Note: Data from PSUSD Fee Study

The Proposed Project would be required to pay State mandated development impact fees to off-set impacts to schools. Therefore, potential impacts associated with schools would be less than significant and no mitigation would be required.

Parks/Other public facilities:

Less Than Significant Impact. The city will need approximately 478 acres of parkland to meet the demand in the future. The proposed Project will have on-site amenities such as a pool, spa, and fitness gym, and provide over 2 acres of open space for residents' recreational needs

The development of this Project will be offset by the payment of the City of Cathedral City's Development Impact Fee for Park Facilities, which currently stands at $4.65 per square foot, which would also assist the City in mitigating potential Project impacts. Therefore, Project-related impacts to park facilities are expected to be less than significant.

General Plan Amendment Analysis. Commercial development would also require additional needs for public services, similar to the Proposed Project. Commercial development would also require the payment of developer impact fees to off-set potential impacts, similar to the Proposed Project. Therefore, overall, there would be a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

Mitigation Measures:
None required.

Monitoring:
None required.

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

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

Environmental Setting

The City of Cathedral City is home to the Boys & Girls Club which operates a community center that offers a variety of recreational and educational opportunities to the City's residents. The center includes rooms for classes, a pool table and other games, a fully equipped kitchen, bathroom facilities and a gated patio area. The Center offers an off-track program for children 6-12 years of age, Monday through Friday. The off-track program offers a structured environment for activities such as arts and crafts, sports, games, field trips and movies. The Center also offers an after-school camp that features similar activities. The Community Center also holds a variety of classes for adults, as well as rented space for parties or gatherings.

Discussion of Impacts

a, b) Less than Significant Impact. The proposed Project will not substantially 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. The Proposed Project will generate an estimated increase in population of approximately 671 persons. The proposed Project will have a common area that includes a pool, BBQ area and dog park. The nearest City park to the proposed Project Site is Century Park, located approximately 0.85 mile east of the Project Site. In addition, there are a number of recreational facilities open to the general public including the community center, Boys and Girls Club, Big League Dreams Sports Park, and public golf courses that provide recreational opportunities for the community.

The development of this Project will be offset by the payment of the City of Cathedral City's Development Impact Fee for Park Facilities which would also assist the City in mitigating potential Project impacts. With the proposed Project being required to pay a development impact fee for parks, impacts recreational facilities will be less than significant.

General Plan Amendment Analysis. The potential impacts of commercial development on regional and local parks is unknown without a specific project to compare it to the Proposed Project. Commercial development at the Project Site would not in of itself 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. However, if the commercial establishment contains restaurant or fast food, for example, patrons of the establishment may take to food to enjoy at the same parks that are closest the Project Site. Or, a family gathering may

purchase party goods from a commercial establishment within the commercial center and utilize a local park in which to hold an event. Commercial development would also require the payment of developer impact fees to off-set potential impacts, similar to the Proposed Project. Therefore, overall, there would be a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

Mitigation Measures:
None required.

Monitoring:
None required

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

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; *The Wren Project Transportation Analysis*, prepared by Integrated Engineering Group, July 2024 (Appendix G-1); *Vehicle Miles Traveled (VMT) Analysis, The Wren Residential Development, Cathedral City, CA*, prepared by General Technologies and Solutions, June 3, 2024 (Appendix G-2); Project materials; Google Earth Pro.

Environmental Setting

Proposed Project

The proposed Project consists of a 204-apartment home complex. The Project would be served by one main point of access and one secondary access, both of which would be gated.

Under existing conditions, Rosemount Road does not extend to Date Palm Drive. The Project would construct Rosemount Road from its eastern terminus in the single-family residential subdivision to Date Palm Drive as a two-lane roadway with two, 20-foot drive lanes, and curb and gutter and sidewalks on both sides, designed to City standards.

The main entrance to the Project would be from Rosemount Road with the 24-foot-wide entry driveway and a 20-foot-wide exit driveway separated by a landscaped median.

The secondary ingress/egress from the complex is proposed on the northern boundary via a 25-foot-wide all access driveway. This secondary ingress/egress driveway would connect to an interior drive aisle within the Northgate Church property (APN 670-110-042) to be constructed prior to Project occupancy. The new roadway consists of developing the existing dirt access roads that are along the church property's retention basin that serves the church grounds. These new drive aisles would tie into the church's existing interior drive aisle system that provides direct access to both Date Palm Drive to the west and 30th Avenue to the north.

Therefore, access to the Project Site will be provided via one proposed driveway along the new Rosemount Road extension to access Date Palm Drive to the west of the Project Site as well as the opportunity to use Date Palm Drive and 30th Avenue to the north of the Project Site. Additionally, the Project will construct a traffic signal at the new intersection of Rosemount Road and Date Palm Drive.

City of Cathedral City's General Plan Circulation and Mobility Element

The Circulation and Mobility Element (CME) of the City of Cathedral City's General Plan is an infrastructure and mobility plan that provides connectivity between the various existing and planned land uses of the City and the region and addresses the dynamic access issues associated with the mix of residential, employment, commercial, industrial and institutional uses in the community. It also sets forth goals, policies, programs and standards that correlate the City's transportation system with the types, intensities and locations of land uses within the City.

Transit

The SunLine Transit Agency (STA) is the transit agency servicing Cathedral City. Currently, STA operates Route 4 within the vicinity of the Project Site. Route 4 operates seven days a week and connects to Palm Springs west of the site and Palm Desert to the east. Weekday and weekend service frequency is 60 minutes. Bus stops for Route 4 are currently located within 350 ft of the site at the northeast corner of the Date Palm Drive and McCallum Way intersection for northbound service and at the southwest corner for southbound service. Pedestrian accessibility and connectivity from the Project Site to these bus stops is provided along the east side of Date Palm Drive with signalized crossings at the intersection where the bus stops are located The CME states that "To be effective, higher density residential development should be planned in the vicinity of bus routes and must be affordable and appealing to those in the service and retail industries that are more likely to take advantage of and benefit from efficient transit service."

CME Goal 2, Policy 11 addresses the City's transit programs. Policy 11 states:

> *On an ongoing basis, the City shall confer and coordinate with the SunLine Transit Agency on the expansion of routes, facilities, services and ridership especially in congested areas and those with high levels of employment and commercial services, and encourage the use of most energy efficient and least polluting transportation technologies.*

Roadways

Date Palm Drive functions as a divided 6-lane roadway within the Project area from McCallum Way to 30th Avenue. The posted speed limit is 45 miles per hour. Per the CME, Date Palm Drive is at its buildout roadway classification of an arterial highway.

The CME states: "To the greatest extent practicable, local streets should serve primarily local neighborhoods" and that "The roadway network should facilitate arterial use while protecting local neighborhoods from cut through and other non-local traffic." This is reflected in the CME Goal 2 and Policy 1, which states:

> ***Goal 2:*** *A City-wide and neighborhood-specific transportation system that is responsive to, and which implements the New Urbanism principles of community design, through land use and transportation planning.*
>
> > ***Policy 1:*** *The City circulation and mobility network shall be planned and developed to assure the provision of safe and efficient vehicular, pedestrian, bicycle and LSEV access to all parts of the community, effectively linking residents and visitors to the full range of residential, employment, shopping, and recreational land uses.*

CME Goal 2, Policy 3 identifies an acceptable level for traffic flow on city streets, known as "level of service" which is accomplished by implementation of various programs to be implemented for roadway design standards. Policy 3 states:

> *The City shall assure that the current and future City roadway segments and intersections maintain minimum operating standards that do not exceed Level-of-Service (LOS) "D" during peak hours of traffic. Along roadway segments and intersections where LOS D may not be achievable after applying all practicable measures, the City shall find LOS "E" during peak hours to be provisionally acceptable.*

CME Goal 2, Policy 5 addresses the City's desire to encourage developers to make a contribution to the city's street network and includes various programs that discuss implementation strategies. Policy 5 states:

> *Mixed-use and other integrated development plans may propose the construction of public and/or private streets that conform with the New Urbanism and Complete Streets design principles, assuming sufficient technical support to argue for their safe and efficient use is provided, and the concerns of all public service and protection providers are satisfied.*

Bicycle and Pedestrian Facilities

Pedestrian crosswalks are generally provided at signalized intersections along Date Palm Drive with sidewalks on the west side from McCallum Way to 30th Avenue and on the east side from the Project limits to McCallum Way.

There are no existing bicycle facilities along Date Palm Drive. However, the CME proposes a Class I off-road shared bike and pedestrian trail along Date Palm Drive. CME Goal 2, Policy 2 identifies the City's desire relative to development of bicycle and pedestrian facilities, along with various programs that discuss implementation strategies. Policy 2 states:

> *Transit stops and pedestrian, bicycle and LSEV paths shall be sited in conformance with the General Plan roadway classifications and the City Active Transportation Plan. Standards and guidelines shall be applied in a manner that encourages the use of alternatives modes of transportation and provides safe, convenient access to commercial and employment centers, as well as institutional and recreational land uses.*

Level of Service

Although the CME Goal 2, Policy 3 identifies an acceptable LOS within the City, Senate Bill 743, adopted in 2013, added section 21099 to the Public Resources Code, which states that automobile delay, as described by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment. Essentially a project's environmental impacts can no longer focus on vehicle delay at street intersections or on roadway segments but must use the miles a vehicle must travel between a dwelling and commerce, recreation and/or work. The intent of this shift in methodology is to encourage different land use and transportation decisions to reduce greenhouse gas emission, support in-fill development and improve public health through active transportation.

Transportation Study

A Transportation Study (Appendix G-1) was prepared for the Project to document potential traffic deficiencies in accordance with the City's General Plan metrics.

Trip Generation/Level of Service

The Project trip generation was calculated using the ITE Trip Generation Manual (11th Edition). It is estimated that the Project will generate 1,375 total daily trips, 81 AM peak hour trips and 104 PM peak hour trips. Project trip distribution and assignment were developed, in coordination with the Cathedral City staff, based on the land use characteristics of the Project and surrounding area, existing travel patterns within the study area, anticipated travel patterns to and from the Project Site, and approved projects located in the vicinity of the Project Site. Analysis scenarios and study area were then established in coordination with City staff to determine the potential Project deficiencies on the transportation network.

The analysis scenarios included:

- Existing Conditions Year 2023
- Project Completion Year 2025 (Existing plus Ambient plus Project)
- Cumulative Year 2025 (Existing plus Ambient plus Cumulative plus Project)
- Horizon Year 2045 No Project Conditions
- Horizon Year Plus Project Conditions

Study area intersections included:

- Date Palm Drive and McCallum Way
- Date Palm Drive and Rosemount Road
- Date Palm Drive and 30th Avenue

Study roadway segments included:

- Date Palm Drive, McCallum Way to Rosemount Road
- Date Palm Drive, Rosemount Road to 30th Avenue

The Transportation Study identified that while these intersections functioned within the City's LOS standard even with pending development, a new traffic signal at Rosemount Road and Date Palm Drive was warranted to provide a level of safety for the Rosemount/Date Palm intersection turning movements.

Vehicle Miles Traveled (VMT) Analysis

Section 15064.3, subdivision (b)(1) of the CEQA Guidelines requires a determination as to whether the Project will result in a substantial increase in vehicle miles traveled (VMT). A VMT analysis (Appendix G-2) was prepared to determine potential Project impacts to transportation.

Riverside County adopted the *Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled* (December 2020) to be compliant with CEQA Guidelines section 15064.3, subdivision (b) and provide screening criteria and methodology for vehicle miles traveled (VMT) analysis.

Cathedral City utilizes the methodology and significance threshold criteria identified in the County of Riverside Transportation Analysis (TA) Guidelines for Level of Service (LOS) and Vehicle Miles Traveled, December 2020 (Guidelines).

The guidelines include several Project screening criteria which were reviewed for the Project evaluation. The Project includes residential land uses only. Therefore, the Project use type was assessed with screening criteria established in the guidelines as below:

- Small Projects
- Projects Near High Quality Transit
- Local-serving Retail
- Affordable Housing
- Local Essential Service
- Map-based Screening

The Project did not meet the screening criteria wherein the Project would not have to prepare a detailed VMT analysis. Therefore, a detailed VMT analysis was conducted using RIVCOM 4.01 as recommended in the Guidelines. The VMT analysis is provided in Appendix G-2.

The Guidelines recommend use of total home-based VMT per capita as the VMT metric to evaluate residential land uses. The home-based VMT is computed by using production VMT for all of the Home-Based trip purposes. According to the Guidelines, a project would constitute a significant impact if the project VMT per capita is higher than the Riverside Countywide residential VMT per capita.

Discussion of Impacts

a) Less Than Significant Impact. The proposed Project will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities as follows:

Transit: The Project is located in the vicinity of existing bus stops. The Project does not interfere with the development of future bus stops along Date Palm Drive. Therefore, the Project is consistent with the General Plan's vision for transit.

Roadway: Under existing conditions, Rosemount Road does not extend to Date Palm Drive. The Project will facilitate the completion of two new interior drive aisles within the Northgate Church to the north. These new drive aisles will connect to the Northgate Church's existing driveways; one driveway connects to 30th Avenue, which the City's General Plan identifies as a Secondary Highway, and the other to Date Palm Drive, which the City's General Plan identifies as an Arterial Highway. Rosemount Road is not designated as a General Plan roadway in the City's General Plan. Construction of Rosemount Road between the residential subdivision to the east to Date Palm Drive will offer a connection from the Project Site to Date Palm Drive, while also offering residents to the east a direct connection to Date Palm Drive. Therefore, completion of Rosemount Road would fulfill the goals and policies of the General Plan's CME by offering a direct link for residents to the City's main circulation roadways to better access residential, employment, shopping and recreational uses. Therefore, the Project is consistent with the General Plan's vision, goals and policies related to roadway mobility.

Bicycle and Pedestrian Facilities: Rosemount Road would be constructed to City standards, which require curb and gutter and pedestrian sidewalks. Date Palm Drive is designated by the City's General Plan as a future on-street Class II bike facility. The Project will be required to install sidewalk along its frontage on Date Palm. Improvements to the Date Palm Drive/Rosemount Road intersection are designed in coordination with the City to facilitate this improvement should the City develop this in the future. Therefore, the Project is consistent with the General Plan vision for bicycle and pedestrian facilities.

Level of Service: The Transportation Analysis in Appendix G-1 estimated that the Project would generate 1,375 total daily trips, 81 AM peak hour trips and 104 PM peak hour trips. Table 6-2 of the Transportation Analysis identified that the intersections and roadways studied would operate LOS C or C/D, with the Project, and cumulative projects through the horizon year 2045. The LOS of C or C/D is acceptable under the City's LOS standard of D or higher.

However, several projects are planned for the immediate vicinity of the Project that would increase usage of the Date Palm Drive/Rosemount Road intersection to more than just the Proposed Project. The Traffic Analysis in Appendix G-1 accounted for the traffic from these future projects and determined that the intersection would still function within the City's acceptable LOS standard. However, the City determined that a traffic signal is required at the intersection of Rosemount Road and Date Palm Drive to increase safety of the intersection, which is consistent with the goals and policies of the City's CME. Per the agreement with the City, the Project and the other planned projects in the immediate vicinity would contribute a fair share of funding to fully fund the intersection improvements. However, because The Project is planned to be constructed prior to the other projects in the immediate vicinity, The Project includes installation of the traffic signal and other intersection modifications per City direction to facilitate the signal. Other projects to be constructed later would construct the other City-identified improvements to complete the intersection design as intended by the City. Improvements to be completed by others include widening Date Palm Drive to accommodate dedicated turn pockets.

Therefore, the Project is consistent with the City's LOS standards and CME goals and policies. Impacts would be less than significant.

With the installation of these improvements, and payment of development impacts fees and Transportation Uniform Mitigation Fee (TUMF), the proposed Project is anticipated to mitigate traffic impacts to a less than significant level.

General Plan Amendment Analysis. A commercial project's traffic impacts would be assessed, similar to the requirement of the Proposed Project. A commercial project proposed for the Project Site would also be required to build out Rosemount Road for access, between Date Palm Road and the existing terminus at Stella Place. It is anticipated that the City's requirement for a signalized intersection at Date Palm Drive and Rosemount Road would also be required for safety. Therefore, there would be a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

b) **Less Than Significant Impact.** For the VMT analysis in Appendix G-2, the Riverside County RIVCOM4.01 socioeconomic database model was utilized, and prepared by GTS consultants. The model scenarios were updated with the proposed Project land use to calculate Project VMT both baseline (2018) and horizon year (2045) to estimate the Project's VMT impacts. The Project VMT per capita was compared with Riverside Countywide VMT per capita for Project evaluation as the City of Cathedral City has yet to adopt SB743 guidelines. The RIVCOM model (Appendix G-2) identified that the Project VMT per capita is not higher than the Riverside Countywide residential VMT per capita, and therefore, the Project does not have a significant impact on VMT.

General Plan Amendment Analysis. A commercial project's VMT would be assessed, similar to the requirement of the Proposed Project. The impact of VMT is unknown for a commercial project at the project site, but it would be expected that as a local-serving commercial development, its

VMT impacts would be considered less than significant. Therefore, there would be a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

c) **Less than Significant Impact.** The proposed Project will not substantially increase hazards due to a geometric design feature or incompatible uses. The Project occurs in an urban area where the typical mix if vehicles would include passenger vehicles and trucks and delivery trucks, which is consistent with the general area. The Project would complete Rosemount Road from the residential subdivision to the east, to Date Palm to the west, and provide a signal at Date Palm/Rosemount Road, in accordance with City standards.

The proposed Project geometric design features are consistent with the City's traffic design standards and are not expected to substantially increase hazards due to geometric design features or incompatible uses. Proposed improvements will be safe, and impacts are expected to be less than significant.

General Plan Amendment Analysis. Any commercial project proposed for the Project Site would also need to complete Rosemount Road from the residential subdivision to the east, to Date Palm to the west, and provide a signal at Date Palm/Rosemount Road, in accordance with City standards, similar to the requirement of the Proposed Project. Any commercial project would also be required to undergo review by the City for its driveway and internal circulation design, to assure safe paths of travel within the project. Therefore, any commercial project would not increase hazards due to a geometric design. Therefore, there would be a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

d) **No Impact.** The proposed Project will not result in inadequate emergency access. The Project would be served by one main point of access and one secondary access that lead to major roadways. Internal circulation includes fire lanes that are designed in accordance with City fire regulations.

Therefore, the proposed Project will not result in inadequate emergency access. Therefore, there will be no impact.

General Plan Amendment Analysis. Any commercial project proposed for the Project Site would also be required to have primary and secondary emergency access, similar to the Proposed Project. Therefore, there would be no impact to the approval of a GPA to convert the property from commercial to residential uses.

Mitigation Measures:
None required.

Monitoring:
None required.

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

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; Project materials; Google Earth Pro; *Historical/Archaeological Resources Survey Report, Assessor's Parcel Nos. 670-110-043, -045, -048 to -053, -055, and -056*, prepared by CRM Tech., October 24, 2023 (Appendix C).

Environmental Setting

The proposed Project Site is vacant.

The Cultural Resource Investigation (Appendix C) included a request for information from the Native American Heritage Commission (NAHC) regarding sacred lands. The nearby Agua Caliente Band of Cahuilla Indians was also contacted by electronic mail for additional information on potential Native American cultural resources in the Project vicinity and to invite tribal participation in the upcoming archaeological fieldwork. Claritsa Duarte, Cultural Resources Analyst with the Agua Caliente Band of Cahuilla Indians (ACBCI) Historic Preservation Office, requested to review copies of all applicable cultural resource documentation, along with the presence of an approved Agua Caliente cultural resources monitor during any ground-disturbing activities.

Discussion of Impacts

i, ii) Less Than Significant with Mitigation Incorporated. The city facilitated Tribal Consultation in conformance with AB 52 and SB18. The Agua Caliente Band of Cahuilla Indians (ACBCI) responded February 26, 2024 and requested copies of any cultural resource documentation (report and site records) generated in connection with this Project; formal government to government consultation under California Assembly Bill No. 52 (AB-52); and, the presence of an approved Agua Caliente Native American Cultural Resource Monitor(s) during any ground disturbing activities (including archaeological testing and surveys). Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall

notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer and the Agua Caliente Tribal Historic Preservation Office. As such, **Mitigation Measure CUL-1** in Section V "Cultural Resources" is included to specifically address unanticipated tribal resources pursuant to the ACBCI.

General Plan Amendment Analysis: A proposed commercial project would be required to comply with AB52 to engage tribal consultation. Mitigation measures would be identical, since the project would occur on the same parcel of land. Therefore, there would be a less than significant impact, with the same mitigation incorporated, to the approval of a GPA to convert the property from commercial to residential uses.

Mitigation Measures:
See Section V Cultural Resources.

Monitoring:
See Section V Cultural Resources.

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

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; Estimated Solid Waste Generation Rates by CalRecycle, https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, Accessed August 2022.; Google Earth Pro 7.3.2.5776.

Environmental Setting

Domestic Water –Domestic water is provided by a number of agencies which extract groundwater from deep wells and convey it to homes and businesses through extensive systems of reservoirs and distribution pipelines. However, the Coachella Valley Water District (CVWD) and Desert Water Agency (DWA) are the principal domestic water providers and groundwater managers in the Coachella Valley, and both serve Cathedral City. The proposed Project Site is served by the CVWD.

Wastewater Collection and Treatment - Sewage collection and treatment services for the Project would be served by the CVWD, which also serves the cities of Rancho Mirage, Palm Desert, Indian Wells, La Quinta, as well as some unincorporated communities, including Thousand Palms, Thermal, and North Shore. CVWD operates six wastewater reclamation plants (WRP) in the Coachella Valley, with treatment capacities ranging from 0.03 to 24 million gallons per day. Three of its WRPs generate recycled wastewater used for irrigation of golf courses and landscaping. CVWD receives a combined average of 18 million gallons of wastewater per day.

Approximately 6.3 billion gallons of wastewater are treated yearly. CVWD continually increases the capacity of its wastewater reclamation facilities by constructing new treatment ponds, aeration plants and other structures. Wastewater from Cathedral City is conveyed to and treated at WRP-10 in Palm Desert, which has a design capacity of 18 million gallons per day (MGD).[10]

Electric Service - Electric services in the Coachella Valley are provided by Southern California Edison (SCE) and Imperial Irrigation District (IID). SCE is the electric power provider for the western Coachella Valley, including Cathedral City. The Project would be served by SCE.

Natural Gas – Southern California Gas Company (Semper Energy) provides natural gas services and facilities to the entire Coachella Valley, including Cathedral City.

Telecommunications - Frontier Communications (formerly Verizon) and Spectrum (formerly Time-Warner) provide a wide range of residential and business telecommunications services to the Coachella Valley, including telephone, cable, phone over internet protocol (FOIP), and other telecommunication services.

Cable Television - The Coachella Valley's largest cable television service provider is Spectrum. Frontier also provides similar services through its FIOS fiber technology. Satellite service is also available through DISH and Direct TV.

Discussion of Impacts

a) Less Than Significant Impact. The Proposed Project would not 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:

Water Systems Facilities

The Project's water would be served by CVWD. Domestic water lines will be constructed throughout the Project Site to serve the buildings. The Project water lines would connect to a new water main line to be installed at the Project's Rosemount Road driveway. The Project also includes the construction of approximately 468 feet of a new 8-inch water main in Rosemount Road, from the terminus of the existing water main at the intersection of Rosemount Road and Stella Place, to connect to an existing main line in Date Palm Drive to serve the Project. Construction of the new main is anticipated to occur as part of the construction of Rosemount Road. Construction impacts associated with the installation of the on-site and off-site connections are expected to be confined to trenching, and related construction activities would be temporary and limited. All improvements related to water service would be completed in accordance with City and CVWD standards which would preclude any interruptions in existing service of the surrounding properties. As such, construction of the new infrastructure would not cause a significant environmental impact.

Wastewater Systems Facilities

The Project's sewer would be served by the CVWD. Underground sewer laterals will extend from the Project's buildings to connect to a new sewer main to be constructed in Rosemount Road at

[10] Development Design Manual Coachella Valley Water District, February 2024.

the Project's driveway. The Project will also construct approximately 165 feet of a new 8-inch sewer main in Rosemount Road, from the driveway to the terminus of the existing sewer main located at the intersection of Rosemount Road and Stella Place. Construction of the new main is anticipated to occur as part of the construction of Rosemount Road.

Construction impacts associated with the installation of the on-site and off-site connections are expected to be confined to trenching, and related construction activities would be temporary and limited. All improvements related to wastewater service would be completed in accordance with City and CVWD standards which would preclude any interruptions in existing service of the surrounding properties. Upon implementation of the Project, the Project's wastewater would be conveyed to CVWD's Wastewater Reclamation Plant 10 (WRP-10) in the City of Palm Desert. As such, construction of the new infrastructure would not cause a significant environmental impact.

Stormwater/Drainage

The proposed Project will also have retention basins incorporated into the development as required by the Project specific Hydrology Study, and WQMP BMPs to treat and infiltrate onsite storm water. These basins will retain the 100-year storm, as required by City standards, and will not impact off-site stormwater systems.

Electric power, natural gas, or telecommunications facilities

Frontier Communications and Spectrum provide telephone, television, and internet services to the city and would also service the Project Site utilizing existing utility lines or by adding extensions to the existing lines. Southern California Edison will evaluate the Proposed Project, and size line extensions and infrastructure appropriately. Refer to the Energy section for potential energy usage.

The proposed Project will comply with the City's standards related to water, wastewater treatment, storm water drainage, electric power, natural gas, and telecommunications facilities. Impacts will be less than significant.

General Plan Amendment Analysis: A commercial project would require similar improvements in main service pipelines, conduit and various lines, similar to the Proposed Project. Any applicant for a commercial project would also be required to work with the various utility service providers to provide service to their project, similar to the Proposed Project. Therefore, there would be a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

b) **Less Than Significant Impact.** The proposed Project will have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. The Proposed Project is estimated to use approximately 80 AFY (refer to Section X. Hydrology).

According to CVRUMP, the CVWD has planned for a service population of 292,077 by 2025 but does not identify the population utilized for Cathedral City. The Proposed Project's contribution of 671 persons represents approximately 0.2 percent of the projected service population, and therefore is not significant. As discussed in Section X. Hydrology, the RUMP identifies that commercial land uses typically consume slightly more water than multifamily residential.

Water conservation measures such as the use of drought tolerant landscaping and water efficient drip irrigation systems, and the use of low flow plumbing fixtures (toilets, faucets, showers, sinks) will help efforts to preserve water as much as possible. Consistent with the Water Conservation in Landscaping Act of 2006 (AB 1881), the city adopted, by reference, the Coachella Valley Water District Ordinance No. 1302.1. The Proposed Project will comply with this ordinance which includes xeriscaping with locally native California species and installing water-efficient and targeted irrigation systems (such as drip irrigation). In addition, the Final Landscape Plans will be reviewed by CVWD for compliance with the ordinance. Further, the City would require the Applicant to provide Will-Serve letters or a water supply commitment from the CVWD prior to issuance of grading permits, as part of its normal permit processing. Therefore, impacts will be less than significant.

General Plan Amendment Analysis: Any commercial project would also be required to provide information to the CVWD to calculate potential usage, in addition to demonstrating compliance with low water use fixtures, as with the Proposed Project. As discussed in Section X. Hydrology, a hypothetical commercial project, which would be consistent with the current zoning as planned for in the CVRUMP, was estimated to use more water than the Proposed Project. Therefore, there would be a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

c) **Less Than Significant Impact.** The Proposed Project will result in a determination by the wastewater treatment provider which serves project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

The Proposed Project's wastewater generation analysis was conducted using wastewater flows provided in the CVWD Water Management Plan and the CVWD Development Design Manual. All stormwater would be retained on site, according to the hydrology report. For comparison purposes, it is assumed that Project A would also retain 100 percent of the 100-year storm event.

CVWD estimates a peak flow factor of 200 gallons per day per dwelling unit, which can be higher during wet weather. Based on the 204 Project units, it is expected to generate 0.00002266 mgd gallons of wastewater per day, or 0.041 mgd.

WRP-10's existing secondary wastewater treatment capacity is 18 mgd. The annual average daily flow is 10.8 mgd from the activated sludge plant. The Project's wastewater flow would increase the existing average annual flow by 0.041 mgd. This increase is within WRP-10's treatment capacity. Approximately 60 percent of the wastewater received at this plant receives tertiary treatment for reuse. This water is then used for golf course irrigation. The Project's net estimated daily wastewater generation would remain under the maximum 18 mgd.

Therefore, existing wastewater treatment facilities would have sufficient capacities to accommodate wastewater generated by the Project. The Project would result in determination by the wastewater treatment provider, CVWD, that it has adequate capacity to serve the project's projected demand in addition to the providers existing commitments. Impacts would be less than significant.

Additionally, the City would require the Applicant to provide a "will serve" letter or a commitment to serve the Project prior to issuance of the grading permit as part of its procedures. The impacts would be less than significant.

General Plan Amendment Analysis: As described above, a commercial project of approximately 172,000 square feet with a mix of retail uses would be possible on the Project site.

Assuming an EDU of 65, and a standard gpd rate of 200, the daily wastewater generated by a commercial project would be 13,000 gpd, or0.013 mgd. This would be within the CVWD's treatment ability. As with the Proposed Project, the City would require the Applicant to provide "will serve" or commitment letters from CVWD. Therefore, there would be a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

d, e) Less Than Significant Impact. The proposed Project will not 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. During the construction, the proposed Project will generate waste that will need to be transported to local landfills by Burrtec, the City's franchised waste hauler.

The City's General Plan states that Burrtec collects solid waste from its service area and transfers it to the Edom Hill Transfer Station in northern Cathedral City. Edom Hill is permitted to receive a maximum of 3,500 tons of waste per day. From Edom Hill, waste is trucked to Lamb Canyon Sanitary Landfill in Beaumont, Badlands Landfill in Moreno Valley, or El Sobrante Landfill in Corona. These landfills are owned and operated by Riverside County and have a combined remaining capacity of approximately 171 million cubic yards.

Based on CalReycle's waste generation rates for multifamily units (4 pounds per dwelling unit per day), and the Proposed Project's 204 units, the Proposed Project is estimated to generate approximately 0.48 cubic yards per day, or approximately 175 cubic yards (245 tons) annually. or 122 tons per year after 50 percent diversion.

General Plan Amendment Analysis: The CalRecycle waste generation rates for commercial projects vary by type, such has retail, hotel, or office. Using a typical general commercial retail operation, the CalRecycle rate could be 4.75 pounds per employee per day.[11] Assuming that the commercial project would be a shopping center that would employ a about 340 persons (1 employee per 500 square feet of space), the potential waste generation would be approximately 1,615 pounds per day, or approximately 0.96 cubic yards per day, which would be substantially greater than the Proposed Project. Therefore, the GPA would result in a reduction in potential impacts associated with solid waste generation.

General Plan Amendment Analysis: Refer to the discussion above regarding generation of commercial and residential waste. Therefore, there would be a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

Mitigation Measures:
None required.

Monitoring:
None required.

[11] Estimated Solid Waste Generation Rates, https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, as accessed 9/5/24.

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

Sources: City of Cathedral City 2040 General Plan; City of Cathedral City General Plan Update DEIR, 2019; CalFire's Fire and Resource Assessment Program (FRAP) Maps, accessed August 2022; Project materials; Google Earth Pro.

Environmental Setting

Wildfire refers to non-structural fires, typically occurring within vegetation in or around undeveloped areas. It is important to evaluate the potential for developed/urban areas to be impacted by wildfires due to spread. To accomplish this the California Department of Forestry and Fire Protection (Cal Fire) has generated maps that indicate the various fire hazard Severity Zones (FHSZ). The proposed Project is within a Local Responsibility Area (LRA) and is not designated a Very High Fire Hazard Severity Zone (VHFHSZ).

Discussion of Impacts

a) **No Impact.** The Proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. While the proposed Project Site is located in a Local Responsibility Area Fire Zone, it is not designated as a Very High Fire Hazard Severity Zone (VHFHSZ). The Project proposes no alteration to the City's existing street grid and will have no impact on emergency operations due to wildfire, because no hazard areas occur on or in the vicinity of the Project Site, as shown in Exhibit S-7 of the General Plan.

b) **No Impact.** The Proposed Project is located in an urban area with flat topography. There are no slopes such that the prevailing winds, and other factors, would exacerbate wildfire risks, and thereby expose Project Site occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. There would be no impact.

c) **No Impact.** The proposed Project will not exacerbate fire risks as it is not designated as a Very High Fire Hazard Severity Zone (VHFHSZ) and will not require the installation or maintenance

of associated infrastructure. The Proposed Project includes infrastructure appropriate for an urban environment, such as fire access lanes and adequate driveway width as approved by the City Fire Department. There would be no impact.

d) **No Impact.** The Proposed Project exists within an urban environment, and does not contain, nor is it near slopes that would 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 There would be no impact.

Mitigation Measures:
None required.

Monitoring:
None required.

Mandatory Findings of Significance

XXI. MANDATORY FINDINGS OF SIGNIFICANCE Does the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?		✓		
b) Have impacts which 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, other current projects and probable future projects)?			✓	
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

Discussion of Impacts

a) **Less than Significant Impact With Mitigation Incorporated.** The Project would not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory (refer to Appendix B for biological resources assessment and Appendix C for cultural resources assessment). Where habitat may be adversely impacted (i.e., nesting birds) by the proposed Project, pre-construction surveys will be performed by experienced biologists during proper nesting seasons and follow mitigation measures to limit impacts to biological resources to the greatest extent possible. In addition, as part of the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP), the developer is required to pay a Local Development Mitigation Fee (LDMF) to mitigate impacts to biological resources.

Mitigation Measure BIO-1 requires pre-construction nesting bird surveys prior to grading if construction would be constructed during the nesting season. **Mitigation Measure CUL-1** requires a Native American monitor during grading. The implementation of these measures would reduce impacts to biological and cultural resources to less than significant levels.

General Plan Amendment Analysis: A commercial project constructed on the Project Site would also have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels less than significant impacts with because the analysis for this criterion is based on project location, not project type. The Project Site is the same for both a commercial project and a residential project. As such, similar mitigation measures would be required to be adopted for a commercial project. Therefore, with mitigation proposed, there is a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

b) **Less than Significant Impact.** The Proposed Project occurs in an urbanized area where development would occur within the region, with some projects being constructed and operated at the same time as the Proposed Project.

Air Quality Cumulative Impacts: The Proposed Project was found to not exceed SCAQMD thresholds during construction or operations. Therefore, the Proposed Project would not result in individually limited but cumulatively considerable impacts relative to air quality.

Transportation Impacts: Other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area are included as part of a cumulative analysis scenario for traffic (Appendix G-1). A project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact.

Based on the additional projects to be constructed and operated within the same timeframe as the Proposed Project, the City has determined that roadway improvements to the intersection of Rosemount Road and Date Palm Drive are required to accommodate all projects at a regional level. The Proposed Project will be responsible for its fair share of these improvements. Therefore, because traffic improvements are required as part of a cumulative impact of multiple projects and would be completed as part of the Proposed Project as required by the City, the impacts of the Project are less than cumulatively considerable.

Therefore, the Project would not have individually limited but cumulatively considerable impacts. Impacts would be less than significant.

General Plan Amendment Analysis: A commercial project constructed on the Project Site may also have impacts which are individually limited, but cumulatively considerable viewed in connection with the effects of past projects, other current projects and probable future projects, as with the Proposed Project. As described in the analysis above, a commercial project would likely have greater air quality and trip generation impacts. However, these impacts would be consistent with the impacts analyzed in the General Plan EIR and would be mitigated based on project-specific analysis. There is no evidence in the record that the General Plan Amendment would result in any more cumulatively significant impacts, because the proposed residential project generally has equivalent or reduced impacts when compared to a likely commercial project. Therefore, the GPA would have a less than cumulatively considerable impact on the environment and would likely result in a marginal reduction in impacts associated with air quality, greenhouse gases, transportation and some utilities.

c) **Less than Significant Impact With Mitigation Incorporated.** The Project would not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly. Potential adverse effects include dust and other pollutant emissions during construction that could affect public health, although temporary in nature. As demonstrated in Section III Air Quality, localized PM10 and PM2.5 emissions will not exceed SCAQMD thresholds.

Mitigation Measure AIR-1 would require building construction and architectural coatings/painting occur simultaneously, the volatile organic compound (VOC) content to be no greater than 45 grams VOC per liter for interior paint, in compliance with SCAQMD rules. Implementation of this mitigation measure would ensure that the Proposed Project does not cause substantial adverse effects on human beings, either directly or indirectly.

Mitigation Measure NOI-1 would require a sound attenuation study to verify that the project would achieve an interior noise reduction of 25 dBA, specifically for the units located adjacent to Date Palm Drive. Implementation of this mitigation measure would ensure that the Proposed Project does not cause substantial adverse effects on human beings, either directly or indirectly.

General Plan Amendment Analysis: A commercial project constructed on the Project Site may also have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly, as with the Proposed Project, as described in this Initial Study. . The impacts of any commercial project would be required to be assessed and mitigation proposed, similar to the Proposed Project. Therefore, there is a less than significant impact to the approval of a GPA to convert the property from commercial to residential uses.

MITIGATION MONITORING AND REPORTING PROGRAM

Impact Category	Mitigation Measures	Action Required	Implementation Timing	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Air Resources	**AIR-1:** Should building construction and architectural coatings/painting occur simultaneously, the volatile organic compound (VOC) content should be no greater than 45 grams VOC per liter for interior paint.	**AIR-A:** The Project contractor shall provide the City's Building Department with written substantiation that paint to be used for the Project does not exceed 45 grams VOC per liter prior to the initiation of any building coating.	During Construction.	City Building Department inspection			
Biological Resources	**BIO-1:** Nesting bird nesting season generally extends from February 1 through September 15 in southern California and specifically, March 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist will conduct pre-construction Nesting Bird Surveys (NBS) no more than 3-days prior to Project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage, and expected types, intensity, and duration of the disturbance. The nests and buffer zones shall be field-checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly	**BIO-A:** If the initial site grating occurs between March 15 and September 15, provide written evidence to the City's Building Department that a pre-construction nesting bird survey has occurred within three days prior to issuance of the grading permit.	Prior to any land disturbance.	Project applicant, project biologist, Planning Department, City Engineer.			

Mitigation Monitoring and Reporting Program

Impact Category	Mitigation Measures	Action Required	Implementation Timing	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
	marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.						
Cultural Resources	**CUL-1:** An approved Agua Caliente Band of Cahuilla Indians (ACBCI) Cultural Resource Monitor(s) shall be on-site during any ground disturbing activities (including grubbing, grading and excavation). Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt. The Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer and the Agua Caliente Tribal Historic Preservation Office.	**CUL-A** Prior to issuance of grading permits, demonstrate contract with ACBCI for archaeological monitoring. Within 30 days following completion of monitoring, a report of findings will be provided to the City.	Prior to any ground disturbance and during Construction.	Project applicant, Agua Caliente Band of Cahuilla Indians, Planning Department, City Engineer			
Noise	**NOI-1** Consistent with the Land Use Compatibility Matrix and prior to issuance of grading permit, a detailed sound attenuation study is necessary to verify the Project will achieve a minimum 25 dBA interior noise reduction, specifically for apartment homes located adjacent to Date Palm Drive.	**NOI-A:** Provide detailed sound attenuation study to the City's Building Department to verify the Project will achieve a minimum 25 dBA interior noise reduction, specifically for apartment homes located adjacent to Date Palm Drive prior to issuance of the grading permit.	During building plan check.	Project applicant, project biologist, Planning Department, City Engineer			

Mitigation Monitoring and Reporting Program

Impact Category	Mitigation Measures	Action Required	Implementation Timing	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Tribal Cultural Resources	**CUL-1:** An approved Agua Caliente Band of Cahuilla Indians (ACBCI) Cultural Resource Monitor(s) shall be on-site during any ground disturbing activities (including grubbing, grading and excavation). Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt. The Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer and the Agua Caliente Tribal Historic Preservation Office.	CUL-A Prior to issuance of grading permits, demonstrate contract with ACBCI for archaeological monitoring. Within 30 days following completion of monitoring, a report of findings will be provided to the City.	Prior to any ground disturbance and during Construction.	Project applicant, Agua Caliente Band of Cahuilla Indians, Planning Department, City Engineer			

Appendix A

Date Palm Apartments
Air Quality, Greenhouse Gas, and Energy Impact Study,
prepared by MD Acoustics, August 30, 2024

Appendix B

Biological Resources Assessment, Jurisdictional Delineation and CVMSHP Consistency Analysis for the Date Palm Apartment Complex, City of Cathedral City, prepared by Jennings Environmental, August 2023

Appendix C

Historical/Archaeological Resources Survey Report, Assessor's Parcel Nos. 670-110-043, -045, -048 to -053, -055, and -056, prepared by CRM Tech, October 24, 2023

Appendix D-1

Geotechnical Report for Living Care Assisted Living, APN 670-110-043,
prepared by LandMark Consultants, June 15, 2023

Appendix D-2

Paleontological Resources Assessment Report, Assessor's Parcel Nos. 670-110-043, -045, -048 to -053, -055, and -056, prepared by CRM Tech, October 24, 2023

Appendix E-1

Preliminary Hydrology Study, for The Wren, APN 670-110-043, prepared by Christiansen & Company, October 2023

Appendix E-2

Project Specific Water Quality Management Plan, prepared by Christiansen & Company, October 11, 2023

Appendix F

Date Palm Apartments Noise Impact Study, prepared by MD Acoustic, October 17, 2023

Appendix G-1

The Wren Project Transportation Analysis, prepared by Integrated Engineering Group, June 2024

Appendix G-2

Vehicle Miles Traveled (VMT) Analysis, The Wren Residential Development, Cathedral City, CA, prepared by General Technologies and Solutions, June 3, 2024

Appendix H

Project Plans